Vision, Goals, Objectives, and Performance Measures

Bismarck-Mandan Metropolitan Transportation Plan

June 2019

ARRIVE 2045
Bismarck-Mandan MPO
Metropolitan Transportation Plan

VISION, GOALS, OBJECTIVES & PERFORMANCE MEASURES

Transportation Vision

The future of the transportation system in the Bismarck-Mandan metropolitan area will be driven by the vision, goals, objectives, and performance measures developed for Arrive 2045. The vision for Arrive 2045 has been developed as follows:

Arrive 2045 is focused on **preserving** the transportation infrastructure of the Bismarck-Mandan MPO Area. The development of new **funding strategies** will be critical. Future investments in system preservation must be balanced against thoughtful implementation of **new infrastructure** which serve to **expand transportation capacity**. Arrive 2045 establishes a set of **regional priorities** to **balance public expectations** for improved **regional mobility**. Arrive 2045 recognizes the future contains many opportunities to channel **technology** to influence transportation mobility.

Federal and State Transportation Legislation and Planning

The Moving Ahead for Progress in the 21st Century Act, MAP-21, is a funding and authorization to govern United States federal surface transportation spending. It was signed into law on July 6, 2012.

The Federally-defined scope of the metropolitan transportation planning process is that "The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the MAP-21 planning factors.

Map 21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

A key feature of MAP-21 was the establishment of a performance and outcome-based program. The objective of this performance and outcome-based program is for States and MPOs to invest resources in projects that, collectively, will make progress toward the achievement of the national goals.

The Fixing America's Surface Transportation (FAST) Act governs United States federal surface transportation spending. It was signed into law on December 4, 2015. The FAST Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals. The FAST Act makes no changes to the performance management provisions established by MAP-21, with a few minor exceptions. The main change applicable to the State DOTs and MPOs was to adjust the timeframe in which the metropolitan planning organizations (MPOs) make progress toward meeting their performance targets.

Developing a Performance-Based Transportation Plan

"What is a performance-based transportation plan?" To truly understand what it means to have a performance-based transportation plan, we have further defined the six elements that make up a performance-based transportation plan by defining the entire performance management process:

Develop Goals and Objectives

Arrive 2045 is developed upon the seven key national performance goals as defined under MAP-21. The seven, MAP-21 national performance-based goals are further defined below:

Goal Area	National Goal
Safety	To achieve significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the nation freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduce Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Additionally, the FAST Act requires that the planning process consider projects and strategies to improve the resilience and reliability of the transportation system, stormwater mitigation, and enhance travel and tourism.

Objectives are strategies that can be implemented to meet our planning goals. Arrive 2045 developed multiple objectives to respond to each one of the transportation planning goals. Historically, objectives have been used when evaluating projects to determine whether a proposed project will help to meet our transportation planning goals and in kind our performance targets for our transportation system. We have developed two kinds of objectives for Arrive 2045: Policy Based Objectives (PBO) – used to guide decision making – and Scoring Metric Objectives (SMO) – used to score and evaluate potential projects.

Performance Measures

Performance measures are specified areas in which Arrive 2045 will measure the performance of the transportation system. Historically, all MTPs include analysis and reporting on the existing and forecast year conditions of the transportation system. A performance-based transportation plan will continue this but will ensure that it includes specifically measuring the performance of the transportation system. The performance measure areas listed in Figure 3.1 and include the minimum requirements for State DOTs and MPOs to include within their long-range transportation plans per MAP-21 and the FAST Act. Most of the Federally required performance measure areas currently only apply to the National Highway System (NHS).

Performance measures will measure the existing performance of our transportation system and will assist in identifying the needs of our transportation system as projects are developed as part of Arrive 2045 and evaluated over time. The measured performance of the BMMPO transportation system is including within Chapter 4 – Existing System Performance Report for Arrive 2045.

Setting Performance Targets

Targets are typically the first step in a cycle of using performance measures. Targets make a specific commitment to working to achieve a level of performance for our transportation system. As an example, throughout 2018, the BMMPO consented to support performance targets established by the North Dakota Department of Transportation (NDDOT) for a series of performance measures outlined by the FAST Act. These are required Performance Targets. Through Arrive 2045, the BMMPO has the autonomy to voluntarily establish additional performance targets which are non-binding. These non-binding performance targets establish a desired trend line within specific areas of the local transportation system. They demonstrate to the public a desired trend line for the performance of various system attributes not otherwise required by the FAST Act.

The BMMPO will continue to measure the performance of their transportation system either annually as part of their annual monitoring report or every five years with the update of Arrive 2045. This will provide a continuous evaluation of how the BMMPO's transportation system is performing with respect to both required and voluntary performance targets.

Allocate Resources

Resource allocation is the next step in the performance-based cycle and should be inclusive of both budgets and staff time. Resource allocation should consider tradeoffs across program areas and potential performance outcomes.

Measure, Evaluate, and Report Results

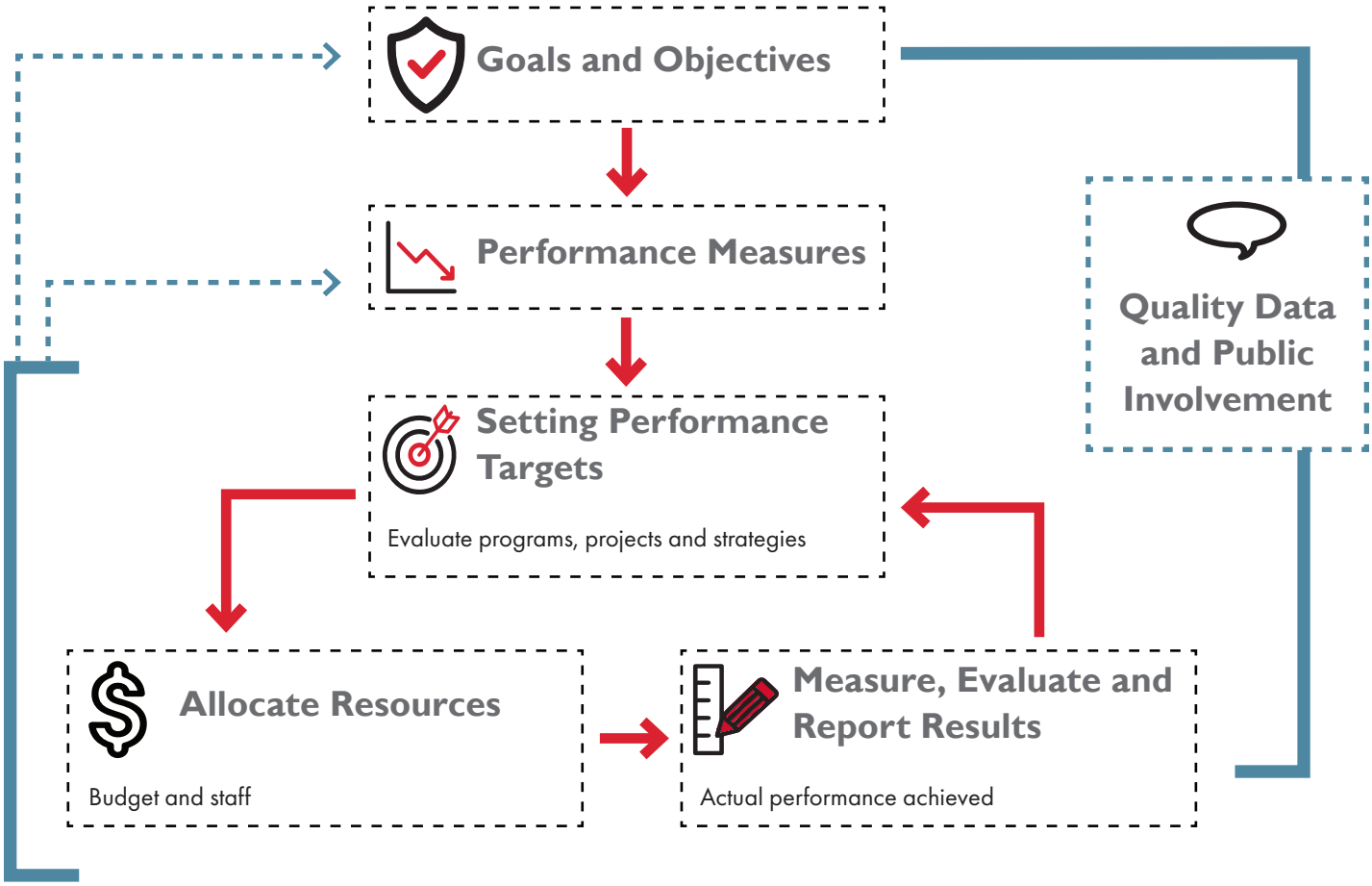
Reporting and evaluation typically follow resource allocation. This step is critical to ensure transparency of the performance management approach, by providing insight into the progress an agency is making toward its targets and goals. This is an opportunity to identify what is working and what is not working and how the performance management process can be updated.

Quality Data and Public Involvement

The entire performance management process is fed by quality data and public involvement, and is set up as a regular, reoccurring process. The public involvement portion of this element is reflective of the community values of the region and is based on input received by project stakeholders and the general public.

A prioritized list of projects to be programmed for implementation are the final product of Arrive 2045. It is important to understand how the key elements of the performance-based MTP are cyclical in nature as shown in the Figure below. In summary, we begin by evaluating the performance of the transportation system to identify our needs and we end by evaluating the performance of the transportation system to determine how our prioritized projects and transportation investments met our performance goals and targets. As this cycle occurs every five years with the update of the MTP, the BMMPO evaluates how transportation projects met the goals and performance targets. If goals and performance targets are not being met or if they change, the BMMPO can then adjust their strategies to prioritize projects to better meet targets.

TPM Framework



Arrive 2045 Goals, Objectives & Performance Measures

The goals developed for Arrive 2045 reflect guidance from MAP-21 planning factors, MAP-21 and FAST Act National Performance Goals, the NDDOT statewide transportation plan, and input from project stakeholders and community outreach. The graphic below depicts how the performance measure areas are set as part of MAP-21 and the FAST Act and the requirements for which measures and targets are to be set for NDDOT's Statewide Transportation Plan and the MPO's MTP – Arrive 2045.

Again, the graphic is inclusive of the required performance measure areas. Additional performance measures and desired target trendlines have been set by the MPO as part of Arrive 2045 that pertain specifically to the MPO's system.

Figure 3.1: Performance Measure Categories included in Various Plans

Federal Performance Measure Categories	Required for NDDOT Statewide Transportation Plan	Required for MPO MTP – Arrive 2045	Arrive 2045 Additional Local Performance Measures
Pavement Condition [1]	✓	✓	✓
Performance [1]	✓	✓	✓
Bridge Condition [2]	✓	✓	✓
Safety – Fatalities & Serious Injury [3]	✓	✓	✓
Traffic Congestion [5]	✓	Optional	✓
On-road Mobile Source Emissions [5]	✓	Optional	Not Included
Freight Movement [4]	✓	✓	Not Included

Roadways "Required" for the Federal Performance Categories:

(1) Required for Interstate and Non-Interstate NHS Roadways

(2) Required for all NHS Roadways

(3) Required for all Public Roadways

(4) Required for Interstate System Roadways

(5) Required Roadways Not Specified

ARRIVE 2045 GOAL 1:

Safety & Security

Goal 1 incorporates the following goals, performance measures, and planning factors:

- National Performance Goal for safety
- National Performance Measure for Safety - Fatalities and Serious Injuries
- MAP-21 Planning Factors to increase the safety of the transportation system for motorized and non-motorized users and to increase the security of the transportation system for motorized and non-motorized users.

All transportation improvements should be developed with safety of the traveling public in mind. Safety should be considered when developing transportation projects for all modes of motorized and non-motorized transportation. These improvements should consider reducing both the severity and overall number of crashes.

Security of the transportation system includes ensuring users of the transportation system are protected from natural or human disaster (ie flooding, acts of terrorism). Security measures for transportation system users are often considered for public transit riders and non-motorized users of the trail systems. Security of our transportation system also considers the mobility of our emergency service vehicles.

Performance Measures
Existing Metrics and Targets:

State System Federal Requirements

Safety Performance Measure	NDDOT 5-Year Average (2013 - 2017)	2019 NDDOT 5-Year Average Target
Number of Motorized Fatalities	128.6	127.3
[a]Rate of Fatalities per 100 million VMT	1.283	1.271
Number of Motorized Serious Injuries	486.8	486.2
[a]Rate of Serious Injuries per 100 million VMT	4.801	4.848
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	35.6	34.6

[a] *The MPO will adapt current NDDOT targets for rate calculated goals*

Local MPO System Optional Requirements

Safety Performance Measure	MPO 5-Year Average (2013 - 2017)
Number of Motorized Fatalities	4.4
Rate of Fatalities per 100 million VMT	0.619
Number of Motorized Serious Injuries	32.8
Rate of Serious Injuries per 100 million VMT	4.613
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	4.6

Desired Target:

Reduction in crashes

How will we achieve our goal?
Objectives:

- **1A**: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)
- **1B**: Provide a safe and secure environment for transit system riders (PBO)
- **1C**: Enhance transportation security and reliability by developing strategies to address critical transportation assets identified that will facilitate the rapid movement of first responders and support incident management during times of emergency (SMO)
- **1D**: Support North Dakota's State Highway Safety Plan (SHSP) "Vision Zero" as a goal to move toward zero fatal resultant crashes (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 2:

Infrastructure Condition

Goal 2 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for the infrastructure condition of pavements and bridges.
- National Performance Measure Categories of bridge condition and pavement condition
- MAP-21 Planning Factors to emphasize the preservation of the existing transportation system and to promote efficient system management and operations.

As our transportation system ages, maintenance of our existing system is continuously needed to ensure that the condition of our pavements, bridges, bicycle and pedestrian facilities, transit facilities, and any other components of our existing transportation system are maintained and repaired to serve our traveling public. The challenges with maintaining our existing transportation system typically revolve around funding. The cost of transportation maintenance is continuously rising and there is often a competition between maintenance and operations costs of our existing system versus new facilities.

Performance Measures

Existing Metrics and Targets:

State System Federal Requirements

Pavement Conditions Measures and Targets

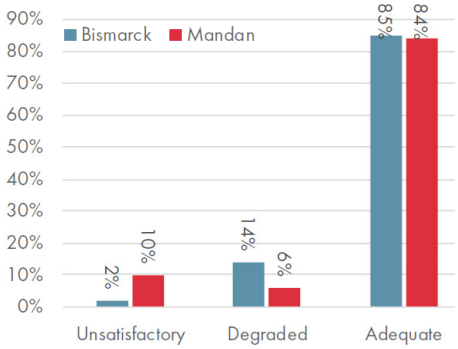
NDDOT Conditions Performance Measure	Existing Condition	Target Condition
Interstate Good	80.2%	75.6%
Interstate Poor	0.1%	3%
Non-Interstate Good	62.8%	58.3%
Non-Interstate Poor	0.3%	3%

Bridge Conditions Measures

Conditions Performance Measure	Structures Good	Structures Poor
Target Condition (NDDOT)	60%	4%
Existing Condition (NDDOT)	64.44%	3.67%

Local MPO System Optional Requirements

Pavement Conditions Measures



Desired Target:

Decrease Percent of Unsatisfactory/ Degraded Pavement

Bridge Conditions Measures

Structures Good:
77.8%

Structures Poor:
5.6%

Desired Target:

Maintain Bridges

How will we achieve our goal?

Objectives:

- **2A**: Maintain pavement quality and bridges at acceptable levels (SMO)
- **2B**: Maintain street signage and visibility (SMO)
- **2C**: Maintain the current bicycle & pedestrian system (SMO)
- **2D**: Maintain transit fleet, equipment, and facilities in a state of good repair as identified within the Transit Development Plan (TDP) (SMO)
- **2E**: Maintain traffic signals and other transportation assets at acceptable levels (PBO)
- **2F**: All MPO participating jurisdictions should cost participate in the data collection of pavement system condition on a 5-year cycle (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 3:

Congestion Reduction

Goal 3 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for congestion reduction and system reliability
- National Performance Measure Categories of traffic congestion and freight movement.
- MAP-21 Planning Factor to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Mobility and connectivity of the transportation system allows users to move from one place to another in a direct route with reduced travel times and reduced delays. Connectivity allows people to make decisions based on traffic conditions, access, and desired trip destinations. Connectivity is not only about a direct route from an origin to a destination, it should also allow users to choose multiple transportation modes and to interchange between the modes in a safe and efficient manner.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

Vehicle Miles Traveled (VMT) Per Capita

County	Population [a]	2017 Annual VMT [b]	Resultant Annual VMT per Capita [c]
Burleigh	95,273	739,236,000	7,800
Morton	31,095	446,409,000	14,500

[a] *Data Source: American Community Survey (ACS) 2018 Population Estimates*
[b] *Data Source: 2017 NDDOT Annual Traffic Report per County*
[c] *Rounded to the nearest 500 miles*

Desired Target:

Reduction of VMT per Capita

Vehicle Hours Traveled (VHT) Per Capita

MPO Population [c]	VHT [d]	VHT per Capita
100,306	47,100	0.47 hours 28.2 minutes

[c] *Data Source: Bismarck Mandan MPO Monitoring Report - US Census, 2010*
[d] *Data Source: 2015 Travel Demand Model*

Desired Target:

Reduction of VHT per Capita

How will we achieve our goal?

Objectives:

- **3A**: Implement projects and programs that will reduce travel delays on corridors that have an existing or proposed Level of Service (LOS) D or worse, to a LOS C or better after the improvement is made (SMO)
- **3B**: Provide and maintain corridors functionally classified as minor arterials and above that facilitate longer-distance travel within the region (SMO)
- **3C**: Improve the continuity of the multimodal systems for pedestrians, cyclists, or transit riders; through improved network connections and reduction of system gaps (SMO)
- **3D**: Support future development that would result in reduced motor vehicle trips (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 4:

System Reliability for Freight Movement and Economic Vitality

Goal 4 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for system reliability and freight movement and economic vitality.
- National Performance Measure Category of Freight Movement
- MAP-21 Planning Factors to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and increase accessibility and mobility of people and freight.

A transportation system that provides good access for all modes of transportation can promote future development and employment opportunities which will in return stimulate the region's local economy.

A well connected and efficient transportation system that facilitates the movement of goods between freight modes and facilitates the movement of goods and freight to commercial and industrial centers can lower the cost of doing business. This can both support existing business and attract new business to support and enhance the local economy.

Performance Measures

Existing Metrics and Targets:

State System Federal Requirements

System Performance for the Interstate and Non-Interstate NHS

Conditions Performance Measure	Travel Time Reliability Non-Interstate National Highway System (NHS)	Travel Time Reliability Interstate	Freight Reliability Index
Target Condition	85%	85%	3.0
Existing Condition (NDDOT - 2017)	91.6%	99.4%	1.15

Local MPO System Optional Requirements

There is not an MPO desired performance measure or target for this goal.

How will we achieve our goal?

Objectives:

- **4A**: Enhance the efficient and safe movement of freight and goods including investments in congestion reduction and safety improvements on the critical urban freight corridors and other designated freight corridors (SMO)
- **4B**: Support transportation investments as identified in the most recent Bismarck-Mandan MPO Regional Freight Study (PBO)
- **4C**: Promote transportation investments that enhance the local economy (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 5:

Alternative Transportation Modes to Automobile Travel

Goal 5 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

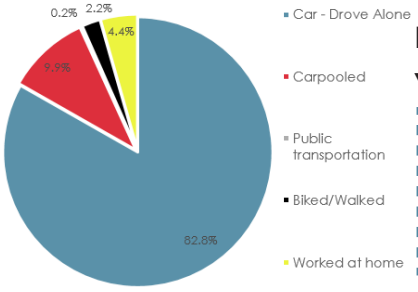
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

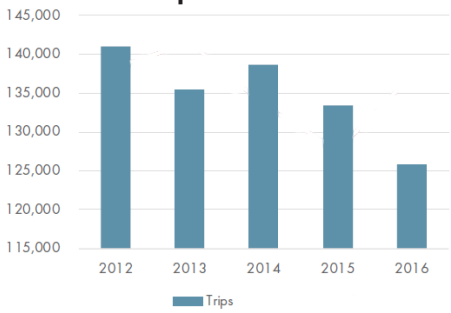
Mode Share



Desired Target:

Decrease single vehicle use

CAT Ridership



Desired Target:

Increase fixed route transit ridership

Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

Desired Target:

Increase miles of bicycle facilities

How will we achieve our goal?

Objectives:

- **5A**: Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- **5B**: Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- **5C**: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- **5D**: Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 6:

Environmental Sustainability

Goal 6 incorporates the following goals, performance measures, and planning factors:

- National Performance Goal for environmental sustainability.
- National Performance Measure Category for on-road mobile source emissions.
- MAP-21 Planning Factor to promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Air quality is affected by mobile source emissions resulting from vehicle miles traveled (VMT). Air quality impacts can be reduced through roadway improvements that reduce VMT or provide for transportation modes other than single occupancy vehicles. New and expanded transportation facilities can also negatively impact the environment such as impacting wetlands, historical and cultural resources, existing neighborhoods or properties, and many other potential environmental impacts.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

The performance measures and targets for reduction in VMT/Capita and VHT/Capita as identified in Goal 3 Congestion Reduction, will also support environmental sustainability through reduced on-road mobile source emissions. Please see Goal 3 Congestion Reduction for the performance measures, current system performance, and targets.

How will we achieve our goal?

Objectives:

- **6A**: Minimize the transportation system's impacts on the natural and built environment (PBO)
- **6B**: Ensure that projects located within Environmental Justice (EJ) areas have no negative impacts or have identified mitigation measures (PBO)
- **6C**: Promote transportation investments that support infill, mixed use development patterns (PBO)
- **6D**: Provide transportation infrastructure design guidance that fits within the context of the built environment (PBO)
- **6E**: Plan for and address multimodal transportation system impacts/sufficiency when planning new developments (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

ARRIVE 2045 GOAL 7:

Reduced Project Delivery

Goal 7 incorporates the following goals, performance measures, and planning factors:

- National Performance Goals for reduced project delivery delay.
- MAP-21 Planning Factors to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

A well developed MTP will consider fiscal constraint and develop, prioritize, and program projects to ensure they are within the means of each jurisdiction's transportation budget. This first includes consideration of maintenance and operation costs of the existing transportation system.

Secondly, lower cost alternatives should be considered to improve the performance of the transportation system before more expensive projects such as extending and widening the system are considered.

Performance Measures

Existing Metrics and Targets:

Local MPO System Optional Requirements

There is currently no data available for this performance measure. The MPO, when able, will commit to collecting these data following the completion of this plan. Baseline data will be available in 2020.

Possible Performance Measures:

- Track the number of projects that are delivered on time (as scheduled).

Possible Desired Target:

Reduction of the number of delayed projects

How will we achieve our goal?

Objectives:

- **7A**: Identify Non-Federal funding opportunities (public or private) to support transportation needs to fund entire projects or greater than the required Federal project match (PBO)
- **7B**: Leverage the existing transportation system by emphasizing low-cost, high impact solutions that may include incremental system improvements, system preservation, and technology applications to achieve congestion in lieu of more expensive projects such as roadway widening (SMO)
- **7C**: Develop policies to support consistent application of development-related improvement requirements and streamlined project development (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective

Evaluating Projects Based on Prioritization of Goals and Performance Measures

Historically, the MPO has utilized the goals and their supporting objectives to evaluate projects when selecting projects for Federal Aid funding programs. This is a good methodology to evaluate competitive projects within an MPO area. We have completed a breakdown of the goals and more specifically the objectives that support each goal, in the table below, identifying which Federal Aid funding source each objective should be applied to during the evaluation process. Only the scoring metric objectives (SMOs) are included within the table below.

Performance Goals and performance measurement areas were prioritized throughout the entire community outreach and public involvement process—through project stakeholders and partners, during community-wide surveys and at the first round of public involvement meetings. The results of the prioritized goals and performance measure areas are included in the table below.

The goals and corresponding objectives under each goal area will be multiplied by the prioritization weight that was developed based on the community outreach and public involvement process. The number one goal ranking received a maximum of 5 prioritization weight points and each subsequent goal is based on the percentage of votes received as compared to the #1 Goal Priority Ranking.

Federal Aid Funding

Arrive 2045 Goals and Objectives	FEDERAL AID FUNDING SOURCE CATEGORIES			
	Urban & Regional Projects	Highway Safety Improvement Program (HSIP)	Transportation Alternatives (TA)	Transit
Goal 1: Safety & Security	1A, 1C	1A	1A	
Goal 2: Infrastructure Condition	2A	2B	2C	2D
Goal 3: Congestion Reduction	3A, 3B, 3C			
Goal 4: System Reliability for Freight Movement & Economic Vitality	4A	4A		
Goal 5: Alternative Transportation Modes to Automobile Travel	5C		5C	
Goal 6: Environmental Sustainability				
Goal 7: Reduced Project Delays	7B	7B		

Prioritized Goal Results

Arrive 2045 Goals and Objectives	Total Votes	Goal Ranking	Prioritization Weight
Goal 1: Safety & Security	87	#2	4.5
Goal 2: Infrastructure Condition	96	#1	5
Goal 3: Congestion Reduction	70	#3	3.6
Goal 4: System Reliability for Freight Movement & Economic Vitality	44	#4	2.3
Goal 5: Alternative Transportation Modes to Automobile Travel	41	#6	2.1
Goal 6: Environmental Sustainability	43	#5	2.2
Goal 7: Reduced Project Delays	23	#7	1.2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