Passed in 2013, the Strategic Transportation Investments (STI) law is a more efficient way of funding infrastructure investments that will better connect citizens to opportunities, increase jobs, and enhance economic development. STI allows us to make a stronger investment in our people and our state sooner by focusing on reducing congestion and travel time, while increasing economic competitiveness, freight and multimodal connectivity. The law also cancelled a legislative mandate for construction of three turnpike projects in Currituck, New Hanover and Gaston counties.

STI also established the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. The new formula was sponsored by Representatives William Brawley, John Torbett, Frank Iler, Phil Shepard, and Senators Kathy Harrington and Bill Rabon.

It serves as the first step in addressing a decline in North Carolina transportation revenue, and issues related to an increasing state population, by allowing NCDOT to more efficiently use existing funds. This will result in more transportation projects and more jobs for North Carolina. NCDOT will work closely with the N.C. Department of Commerce, local municipalities, and metro and regional planning organizations to identify projects that spur economic growth throughout the state through the new data-driven process.

The Strategic Mobility Formula takes a tiered approach to funding transportation improvements, with the statewide level receiving 40 percent of available funding ($6 billion), the regional level receiving 30 percent of available funding ($4.5 billion) and the division level also receiving 30 percent of available funding ($4.5 billion) over the next 10 years.

Projects are selected using a combination of quantitative data as well as local input, with local input weighing more heavily for division projects than for regional impact projects.
TEN PLANNING FACTORS

1. ECONOMIC VITALITY
The GCLMPO has worked extensively over the years with NCDOT and other state and federal agencies on transportation projects that enhance the economic prosperity of the study area. GCLMPO developed a local methodology for ranking and prioritizing local projects which considers freight and congestion as well as actively including chamber of commerce representatives in the transportation planning process.

2. SAFETY
GCLMPO takes a number of measures to increase the safety of the transportation system for all users. NCDOT produces an annual inventory of high accident locations to identify where there may be a need for safety improvements. Projects are then developed to improve the conditions. NCDOT also has a safety program to address these needs.

Further efforts supported by the Gaston-Cleveland-Lincoln MPO to ensure safety include: the construction of median guardrails on freeways, the replacement of deficient bridges and other roadway structures, the construction of sidewalks on all non-freeway road projects, the addition of bike lanes on roadways, and programs to improve safety at school crossings.

3. SECURITY
The GCLMPO is considering security projects including the expansion of camera enforcement programs aimed at helping reduce congestion and provide for safe evacuation during emergency situations.

With the increasing attention put on emergency response, MPO staff and NCDOT personnel are becoming more comfortable and proactive in their roles as incident response partners. We will continue to work with our emergency agencies at the local, regional and state level to develop a strong working relationship together.

The Gastonia Transit safety and security plan works in conjunction with the City of Gastonia emergency operation plan in order to provide coverage to the users and its citizens. There is constant review the plans to provide the best practices to use in case of a natural or man-made disaster.

4. ACCESSIBILITY AND MOBILITY OPTIONS OF PEOPLE AND FREIGHT
1. Actively participate in future deliberations by NCDOT in developing compliant performance metrics for freight movement in North Carolina that:
   - Give incentives to projects improving travel time reliability
   - Decrease on-road emissions from freight movement
   - Develop a reliable network with flexible routing options
   - Improve access to freight-intensive land uses

These deliberations should occur in consultation with area MPOs to ensure a consistent position and perspective from the region to NCDOT.
2. Initiate data collection and analysis programs to assess the effectiveness of completed projects, consistent with FAST Act regulations and metrics as approved by US-DOT, NCDOT, and GCLMPO.

3. GCLMPO was an active participant in the Greater Charlotte Regional Freight Mobility Plan (December 2016). The Freight Mobility Plan serves urban, suburban, and rural areas of the region by:
   - Aiding in the understanding of current and future levels of freight network activity
   - Identifying issues and opportunities
   - Defining feasible solutions supported by the private sector
   - Identifying new technologies to improve freight flow and attract new businesses to the region
   - Guiding the region’s investments in freight infrastructure

4. Retain freight-oriented variables in GCLMPO MTP project ranking processes to adequately consider important freight-related variables, such as:
   - Land access
   - Travel time reliability
   - Congestion
   - Inter-modal connections
   - Safety

5. Implement Seven Portals Study recommendations for logistics villages and general freight-oriented development, including:
   - Improved access roads to freight facilities, i.e. “the last mile”
   - Increased rest areas and parking areas for trucks and their drivers
   - Addressing choke points and bottlenecks in transportation systems
Increasing the accessibility and mobility options available to people and for freight is one of the most important objectives of GCLMPO. This is achieved by integrating land use and transportation planning, providing the necessary resources to enhance the existing transportation system, expanding the existing transit system and implementing fixed-route mass transit options.

Land use and transportation policies are being instituted that support transit, walking and bicycling, and reduce the dependency on the automobile. More compact development patterns at activity centers and along transit corridors will make the transit system more economically self-sustaining. In neighborhoods, transit-oriented development that emphasizes a mix of uses and easy pedestrian access to shopping and services could reduce the need to drive.

5. ENVIRONMENTAL PROTECTION, ENERGY CONSERVATION PROMOTION, QUALITY OF LIFE IMPROVEMENTS AND CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH AND ECONOMIC DEVELOPMENT

The GCLMPO is committed to protecting and enhancing the environment, promoting energy conservation, and improving the quality of life for citizens living, working or visiting the area. The member governments within the study area look to protect its important resources by enacting environmentally sensitive land use policies and transportation choices, and promoting air quality education programs. In some localities, land use decisions are being made to direct growth to reduce travel demand, which in turn leads to energy conservation and reduced pollutants.

6. SYSTEM INTEGRATION AND CONNECTIVITY

The GCLMPO has begun to develop and support programs and projects that enhance the development, integration, and connectivity of a multi-modal transportation system. The proposed Catawba Crossings and southern connector opportunity, as well as the expansion of the Charlotte Douglas International Airport and Intermodal Yard provides a critical link for movement of goods between rail, highway, and air. Park-and-ride lots will provide auto commuters an opportunity to access public transit and will be available for a future rapid transit system. Bike racks on buses allow people the flexibility to access bus stops by bike, improving the efficiency of the system. GCLMPO policy is to add sidewalks to non-freeway roadways which will enable citizens to leave their vehicle at home for short trips.

In 2009, The GCLMPO along with the City of Gastonia completed a Conceptual Design and Feasibility Study for a Multimodal Center to build in Downtown Gastonia. This work, accompanied by the re-activation of the old P&N railroad, will allow GCLMPO to pursue opportunities to fund commuter rail in between Gastonia and Charlotte, while providing a one-stop destination for other travel needs.
7. EFFICIENT SYSTEM MANAGEMENT AND OPERATIONS

The GCLMPO will continue its work on the analysis of a Congestion Management System in cooperation with the NCDOT. The system identifies improvements to reduce traffic congestion at intersections throughout the urban area.

Traffic Management System

The North Carolina Department of Transportation completes biannual traffic counts for the entire MPO. The City of Gastonia currently has 13 closed circuit television (CCTV) cameras for its computerized traffic signal system, as is currently working to add an additional 32 cameras in the near future. The traffic system in Gastonia is also linked to the Metrolina Regional Traffic Management Center (MRTMC) in Charlotte. The cameras are used to provide depictions of the traffic patterns/flows during peak times, as well as during incidents that require the detour of I-85 traffic to Franklin Boulevard (US29/74).

In addition, the City of Belmont and the Towns of Cramerton and McAdenville adopted the Build a Better Boulevard: Wilkinson Boulevard Corridor Study in January 2015 that proposes traffic management recommendations for improving traffic flows along the Wilkinson Boulevard (US 29/74) Corridor through the three municipalities. Working through STI, there is currently a project funded in the 2018-2027 State Transportation Improvement Program (STIP) to construct and implement an Adaptive Signal System along Wilkinson Boulevard in eastern Gaston County, which will adjust signal phase order and duration based on real time measured traffic demand.

The traffic management operations being employed will allow for the revision/tweaking of traffic signal timing to accommodate the existing conditions, thereby reducing delays, increasing capacity, decreasing idle time, and improving air quality.

Safety Management System

The GCLMPO works with NCDOT’s Traffic Engineering Branch in implementing safety improvements on the State highway system. One new resource for the MPO is linking with the Strategic Highway safety plan, which is a statewide, comprehensive, data driven plan that provides a collaborative framework for safety on public roads by reducing serious injuries and fatalities on public roads.

8. PRESERVATION OF THE EXISTING SYSTEM

GCLMPO has worked with NCDOT for many years in establishing and maintaining a transportation planning program that incorporates a standard set of planning principles. These planning principles require the development of a safe and efficient transportation system by:

- Maximizing utilization of the existing facilities
- Increasing operational efficiency and altering travel demands when appropriate
- Minimizing adverse impacts to the natural, social and economic environments

The MPO is also committed to providing the necessary resources for maintaining and preserving the existing and future transportation system.
9. IMPROVE RESILIENCY AND RELIABILITY OF THE EXISTING SYSTEM AND REDUCE (OR MITIGATE) STORMWATER IMPACTS

The USDOT defines resilience as: “An ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.” The transportation system is increasingly vulnerable to severe weather, climate change, natural disasters, and other unexpected events that impact the region’s transportation network.

Planning for a system that reduces the impact of these potential threats is the intent of this planning factor. GCLMPO continues to partner with NCDOT and regional MPOs to identify and conduct planning studies and collect data that will contribute to improving transportation reliability in this growing and changing region. Through these efforts, the region is able to develop strategies that will help address transportation issues now and into the future.

The CONNECT Our Future study, encompassing a 14-county region – including the three counties within the GCLMPO planning area – addressed climate change and hazard mitigation, among various other topics. In particular, the study identified the following strategies that can be applied in the region to contend with potential hazards:

- Establish a forum for cross-departmental, cross-jurisdictional (within a county or group of counties – such as the GCLMPO planning area) to assess and provide recommendations for issues related to hazard mitigation and resilience.

- Work with local government and policy-makers to ensure that hazard mitigation planning recommendations that intersect with other adopted plans (such as the MTP) are both included and consistent.

- Encourage municipal and county – and NC-DOT in the case of transportation – participation in hazard mitigation coordination and resilience planning efforts.
Recognizing the importance of mitigating against future hazards, the GCLMPO intends to explore the possibility of implementing these and/or similar strategies within its planning area, through a collaborative process with its partner agencies.

Along with extreme weather events, when precipitation of any accumulation occurs over highways and other impervious surfaces, the resulting stormwater can carry debris, sediment, trash, gasoline, heavy metals, and other polluting chemicals into water sources, having a huge impact on water quality. Additionally, de-icing chemicals, sand, and salt that are used during snow and ice events can contaminate groundwater and pollute surface waters. Acid rain, which takes place when vehicle and industrial emissions are released into the atmosphere and react with water, oxygen, and other compounds, further pollute water sources.

Other GCLMPO activities that contribute to a resilient and reliable transportation system include:

- Traffic monitoring and management
- Providing traveler information
- Traffic incident management
- Performance management

Specific analyses related to resiliency and reliability of the transportation system have not previously been conducted for the GCLMPO planning area. The NCDOT owns and operates much of the transportation infrastructure within North Carolina. The GCLMPO will continue to collaborate with NCDOT, as well as the area’s other MPOs, to explore opportunities to evaluate the resiliency of the regional transportation network and better understand the potential impacts.

A more resilient transportation system can be achieved by addressing:

**Existing Infrastructure Resilience:** As environmental risks change, the probability of unexpected failures may increase; therefore, as existing infrastructure approaches the end of its service life, decisions about replacement or abandonment should take into account changing future risks.

**New Infrastructure Resilience:** Newly constructed infrastructure should be designed and built in recognition of the best current understanding of future environmental risks.

**System Resilience:** Best viewed across transportation modes and multiple system owners, some key elements of system resilience are obvious while other dependencies may be less well recognized (e.g., transportation systems are interdependent when passengers or freight carriers rely on multiple transportation modes to reach their destination).
10. ENHANCE TRAVEL AND TOURISM

Whether maintaining existing infrastructure or constructing new roads, bicycle and pedestrian facilities, airports, and public transportation corridors, transportation is an integral part of the tourism industry. Visitors must have confidence that they can travel through a region safely and quickly, and tourism is an important industry for all of North Carolina, including Gaston, Cleveland, and Lincoln Counties. In fact, according to the Gaston Gazette newspaper, tourism brought $251.7 million in revenue for Gaston County in 2016 which was the 7th year in a row of increased revenue in this sector.

Gaston County has a “Go Gaston. Get Outside” campaign which encourages residents and visitors to take advantage of the numerous outdoor sites for family friendly activities, such as Crowders Mountain State Park and the Daniel Stowe Botanical Gardens. There are many other great tourist attractions including, but not limited to, golf courses, art centers, performance theaters, retail stores, and restaurants located throughout the MPO area. New hotels, including a Hilton Garden Inn, which is currently under construction near the intersection of Interstate 85 and Cox Road in Gaston County, contribute to the steady growth in the tourism sector which is here to stay.

In order to enhance travel and tourism, the MPO will continue to partner with NCDOT, member local governments, economic development groups, and the various Chambers of Commerce and tourism groups within the three county planning area to better the transportation system and reduce any negative effects of increased traffic.

Gaston County Travel and Tourism

The Gaston County Bike Share Program was started by Gaston County Travel and Tourism, with Atrium Health as the founding sponsor. This program provides residents and visitors with a convenient, affordable, and healthy way to get around Gaston County. Bike Share Stations are located at the Gaston County Visitors Center, Dallas Park, Highland Rail Trail, George Poston Park, and Lineberger Park.

In addition, Gaston County Travel and Tourism has teamed with Gaston Together, a Gaston County non-profit, to promote “Gaston Footsteps”, a website that highlights the county’s numerous greenways, trails, and blueways (www.footstepstrail.com).
Performance Management

A national performance-based planning requirement for federal, state, and regional agencies was originally established in 2012, with the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation program, in order to tie investments to transportation system performance. It was continued in 2015 with the passage of the federal transportation bill, Fixing America’s Surface Transportation (FAST) Act. FAST Act continues the aggressive path toward performance-based planning and more specifically, performance-based transportation outcomes. Several divisions of the U.S. Department of Transportation (USDOT) are responsible for administering the national surface transportation, performance-based planning program with oversight by the FHWA and FTA. The performance management framework is based upon seven national goals established by MAP-21 and FAST Act.

Federally mandated rules associated with performance management have also been released, which include requirements for MPOs, State DOTs, and transit agencies to establish performance targets. Another significant component of performance management is monitoring and reporting on transportation system performance. As the MPO for Gaston, Cleveland, and Lincoln counties, the GCLMPO is responsible for reporting on performance management in its 2045 MTP. Figure 3-1 displays an overview of the performance-based planning process. The following pages contain more details about the requirements, and related tasks accomplished by the GCLMPO.

National Performance Goals

- **Safety**—To achieve a 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 a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national 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.
- **Reduced 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.

Federal Performance Measures

Federal performance measures for both the highway and transit system have been established as part of the federal performance management initiative. For each performance measure, the effective (starting) date of the measure, the recommended data sources, and the network applicability (Interstate system, National Highway System, all public roads, etc.) have been defined. The highway system performance measures are listed in Table 3-1, and apply to all MPOs and State DOTs. The highway performance measures align with the seven national goals.

Table 3-2 includes the transit system performance measures, which apply to transit agencies and State DOTs.
PLANNING FACTORS AND PERFORMANCE MANAGEMENT

Federal Performance Targets

Although federal performance measures are identified at the federal level, one of the key tasks for MPOs, State DOTs, and transit agencies is to establish performance targets based on the federally defined measures. Guidance is provided at the federal level regarding the development of performance targets, but it is up to each respective agency to coordinate to establish and monitor targets over time.

HIGHWAY TARGETS

Highway targets are generally required for State DOTs first, and then MPOs have 180 days after the State’s targets are established to define their own targets. MPOs can establish targets one of two ways: 1) Agree to contribute toward the accomplishment of the State DOT target, or 2) Develop a quantifiable target for the MPO planning area. Currently, safety is the only category for which performance targets are required to be established for State DOTs and MPOs. NCDOT established its safety targets in August 2017, highlighted by the following:

- Targets for each performance measure are based on 5-year rolling averages
- Targets are for calendar years
- Targets will be established annually
- States and MPOs will coordinate to establish targets
- NCDOT’s targets call for a 50 percent reduction of fatal and serious injury crashes by year 2030

The GCLMPO coordinated with NCDOT and adopted the state’s safety performance targets on January 25, 2018. The NCDOT safety performance targets are listed in Table 3-3. The projects programmed in the GCLMPO’s 2045 MTP are intended to contribute to the accomplishment of NCDOT’s safety targets.

NCDOT documents and reports its safety performance targets in its annual Highway Safety Improvement Program. Detailed information about NCDOT’s targets can be found in the 2014 North Carolina Strategic Highway Safety Plan. NCDOT crash and injury counts used to calculate the 2018 targets are included in Appendix A.
Table 3-1. Highway System Performance Measures

<table>
<thead>
<tr>
<th>NATIONAL GOAL AREA</th>
<th>HIGHWAY CATEGORY</th>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Safety</td>
<td>Number of Fatalities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rate of Fatalities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of Serious Injuries</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Rate of Serious Injuries</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</td>
</tr>
<tr>
<td>Infrastructure Condition</td>
<td>Infrastructure</td>
<td>Percentage of Pavements in Good Condition (Interstate)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of Pavements in Poor Condition (Interstate)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of Pavements in Good Condition (Non-Interstate NHS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of Pavements in Poor Condition (Non-Interstate NHS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of Bridges in Good Condition (NHS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percentage of Bridges in Poor Condition (NHS)</td>
</tr>
<tr>
<td>System Reliability</td>
<td>System Performance</td>
<td>Percent of Reliable Person-Miles Traveled (Interstate)</td>
</tr>
<tr>
<td>Freight Movement &amp; Economic Vitality</td>
<td>System Performance</td>
<td>Truck Travel Time Reliability (TTTR) for the Interstate System</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>System Performance</td>
<td>Total Emissions Reduction</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>System Performance</td>
<td>Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percent of Non-Single Occupancy Vehicle (SOV) Travel</td>
</tr>
</tbody>
</table>

Table 3-2. Transit System Performance Measures

<table>
<thead>
<tr>
<th>TRANSIT CATEGORY</th>
<th>PERFORMANCE MEASURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Asset Management (TAM) and National Transit Database (NTD) Reporting</td>
<td>Equipment - Percent of equipment valued &gt; $50,000 (support, non-revenue service vehicles) that have met their Useful Life Benchmark (ULB)</td>
</tr>
<tr>
<td></td>
<td>Rolling Stock - Percent of revenue vehicles surpassing their ULB by Asset Class</td>
</tr>
<tr>
<td></td>
<td>Facilities - Percent of facilities with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale</td>
</tr>
<tr>
<td></td>
<td>Infrastructure – Percent of guideway directional route miles with performance restrictions by class</td>
</tr>
</tbody>
</table>
Table 3-4. Performance Measures and Targets

<table>
<thead>
<tr>
<th>CATEGORY MEASURE</th>
<th>2018 NCDOT TARGET DUE DATE</th>
<th>2018 GCLMPO TARGET DUE DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Pavements in Good Condition (Interstate)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percentage of Pavements in Poor Condition (Interstate)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percentage of Pavements in Good Condition (Non-Interstate)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percentage of Pavements in Poor Condition (Non-Interstate)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percentage of Bridges in Good Condition (NHS)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percentage of Bridges in Poor Condition (NHS)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percent of Reliable Person-Miles Traveled (Interstate)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Percent of Reliable Person-Miles Traveled (Non-Interstate NHS)</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Truck Travel Time Reliability (TTTR) for the Interstate System</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Total Emissions Reduction</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
</tr>
<tr>
<td>Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita on the National Highway System (NHS)</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
<tr>
<td>Percent of Non-Single Occupancy Vehicle (SOV) Travel</td>
<td>May 20, 2018</td>
<td>May 20, 2018</td>
</tr>
</tbody>
</table>

The remaining categories of highway performance measures will also require the establishment of targets by both the NCDOT and GCLMPO in the months that follow the adoption of the 2045 MTP. Table 3-4 displays the timeline for when State DOTs and MPOs are required to establish targets for the remaining performance measure categories. The GCLMPO will adopt targets by the deadline indicated and amend the MTP to include them.

TRANSIT TARGETS

Transit agencies are defined in the federal regulations as either Tier I or Tier II agencies. These agency types are based upon the number of vehicles owned, operated, and managed by a respective transit agency:

- Tier I agencies own/operate/manage > 100 vehicles during peak service
- Tier II agencies own/operate/manage ≤ 100 vehicles during peak service

Table 3-3. Safety Performance Measures and Targets

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>MEASURE</th>
<th>NCDOT TARGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Number of Fatalities</td>
<td>1,207.3 (5.10% reduction)</td>
</tr>
<tr>
<td></td>
<td>Rate of Fatalities per Million VMT</td>
<td>1.114 (4.75% reduction)</td>
</tr>
<tr>
<td></td>
<td>Number of Serious Injuries</td>
<td>2,161.2 (5.10% reduction)</td>
</tr>
<tr>
<td></td>
<td>Rate of Serious Injuries per Million VMT</td>
<td>1.988 (4.75% reduction)</td>
</tr>
<tr>
<td></td>
<td>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</td>
<td>393.5 (5.30% reduction)</td>
</tr>
</tbody>
</table>
A Tier I agency is responsible for setting its own performance targets, whereas the State DOT is responsible for setting targets for all Tier II agencies across the state. Currently, there are no Tier I transit agencies within the GCLMPO. Gastonia Transit, Gaston County ACCESS, Transportation Lincoln County, and the Transportation Administration of Cleveland County are fixed-route Tier II public transit systems. GCLMPO will coordinate with NCDOT to adopt respective transit targets for each of these agencies. At the time this MTP is adopted, these targets have not been established.

**Related Performance-Based Plans**

There are several other plans maintained by transportation agencies that contribute to performance management or include aspects of performance management. It is important that the goals and objectives of those plans are incorporated into GCLMPO’s overall performance-based planning efforts. The following plans contain applicable performance management components:

**NCDOT STRATEGIC HIGHWAY SAFETY PLAN (SHSP)**

The NCDOT SHSP was first developed in 2002 as a document that is intended to be updated repeatedly. The last plan update was in 2014, as a result of the MAP-21 transportation legislation. The SHSP includes a vision, mission, and goals, as follows:

- **Vision** – Through our partnerships, we foster safety awareness and provide safe access throughout North Carolina for all users and modes of travel such that everyone arrives safely at their destination.

- **Mission** – Establish a collaborative, strategic approach to the identification and implementation of safety improvement programs and policies to achieve the statewide goals to reduce fatalities and serious injuries related to crashes on North Carolina’s transportation system.

- **Goal** – Cut the fatalities and serious injuries in North Carolina in half based on the 2013 figures, reducing the total annual fatalities by 630 fatalities and the total injuries by 1,055 serious injuries before 2030.

This goal is consistent with the safety targets set by NCDOT, and supported by the GCLMPO. It should also be noted that North Carolina is a Vision Zero State, meaning even one fatality is too many. NCDOT’s SHSP aims to achieve Vision Zero.
TRANSPORTATION ASSET MANAGEMENT PLAN (FOR THE NATIONAL HIGHWAY SYSTEM)
The development of an asset management plan that accounts for the National Highway System is one of the federal requirements associated with performance-based planning. NCDOT has currently developed a three-phased plan consisting of the following:

- Phase I – Initial draft of highway assets (including pavement lanes and shoulders, bridges, and tunnels, among others).
- Phase II – Consideration of other highway assets (including rest areas, weigh stations, and pump houses, among others).
- Phase III – Coverage of other NCDOT transportation modes (including ferries, airports, rail, and ports).

NCDOT’s procedure for developing each of the three phases is outlined in the AASHTO Transportation Asset Management Guide: A Focus on Implementation.

TRANSIT ASSET MANAGEMENT (TAM) PLAN
Tier I transit providers are required to develop a TAM Plan that includes an implementation strategy, key activities, and list of resources, along with an outline of how the provider will monitor, update, and evaluate its plan. As stated, the GCLMPO does not have a Tier I transit agency.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN
A safety plan is also required by agencies that provide public transportation services. The final federal rules for this plan have not been released as of the adoption of the 2045 MTP, but the plan is intended to include methods for identifying and evaluating safety risks, strategies to minimize exposure to hazards and unsafe conditions, as well as a process for conducting an annual review and update of the plan. There might also be a requirement to establish targets for performance measures associated with the transit safety plan. The GCLMPO will coordinate with its public transit agencies to monitor federal updates associated with the Public Transportation Agency Safety Plan.

Next Steps
The GCLMPO's performance measures and targets must be integrated into the regional planning framework and monitored over time. Coordination with NCDOT will continue to be a critical focus for GCLMPO to best implement the performance measures, track targets, and monitor progress. As this is the first MTP in which implementation of performance-based planning is required to be reported, it is likely that amendments to the plan may be necessary in order to include updates on the establishment of additional targets, and to report on progress made towards achieving those targets. After this process becomes more incorporated into the overall transportation planning efforts of the GCLMPO (and NCDOT), it is anticipated that performance-based planning will influence how transportation investments are made and play a role in determining which projects are included in future MTPs.