

Draft

MAP-21 Planning Factors & Performance Measures Technical Report



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Introduction

The federal surface transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in July of 2012. This legislation replaces the SAFETEA-LU Act of 2005. The new legislation outlines the requirements for the transportation planning process including the designation of Metropolitan Planning Organizations (MPO) to oversee the process in metropolitan areas. The Genesee County Metropolitan Alliance is the MPO for Genesee County and the Genesee County Metropolitan Planning Commission serves as the staff to the MPO.

The legislation requires that the MPO's develop a Long Range Transportation Plan (LRTP) with at least a twenty-year horizon and for the MPO's Long Range Transportation Plan to consider projects and strategies that will strive to meet eight Planning Factors. The eight MAP-21 Planning Factors are listed below along with the details on how the Genesee County Metropolitan Alliance and the 2040 Genesee County Long Range Transportation Plan (LRTP) are meeting the goals established under this legislation for MPO transportation planning. Each of the eight Planning Factors is represented in at least one or more of the 2040 LRTP technical reports. The checklist below summarizes which technical report addresses which Planning Factor.

Summary Checklist

MAP-21 Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

Technical Reports that Address each Factor

Intermodal Freight, Land Use, Socioeconomic Projections, Regional Non-Motorized, Pavement, Bridge, and Safety Reports

Safety, Complete Streets, and Regional Non-Motorized Reports

Transit and Intelligent Transportation System (ITS) Reports

Transportation Model Report, Intermodal Freight, Coordinated Plan, and the Transit Reports

Regional Non-Motorized, Complete Streets, Transit, and the Land Use / Scenario Planning Reports

Complete Streets, Intermodal Freight, Transit, and Coordinated Plan Reports

Transit, Safety, Regional Non-Motorized, Pavement, Congestion Management, and Bridge Reports

Pavement Technical Report

Scope of Planning Process/MAP-21 Planning Factors

The metropolitan planning process for a metropolitan planning area shall carry out a transportation planning process that provides for consideration and implementation of projects, strategies and services that will:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency**

Intermodal Facilities

In 2009, Bishop International Airport completed a \$33.7-million intermodal hub designed to shift cargo between different modes of transportation. Bishop is partnered with the Flint and Genesee Regional Chamber of Commerce to foster increased job opportunities and economic diversification through the development of the intermodal hub. This is expected to increase the area's global competitiveness and foreign trade zone designation.

The intermodal hub serves trucking by providing terminals and local cartage/drayage companies; aviation/trucking terminal facilities to unload air express containers; rail/trucking by providing a bulk transfer terminal for materials such as coal or salt, bulk unloading facilities, rail/truck transfer centers, and a terminal for the transfer of trailers between rail and truck. The hub also includes transportation related businesses that provide warehouse space, docking capabilities, packaging, loading, and sorting facilities, as well as office space for logistic providers, customs, and sales.



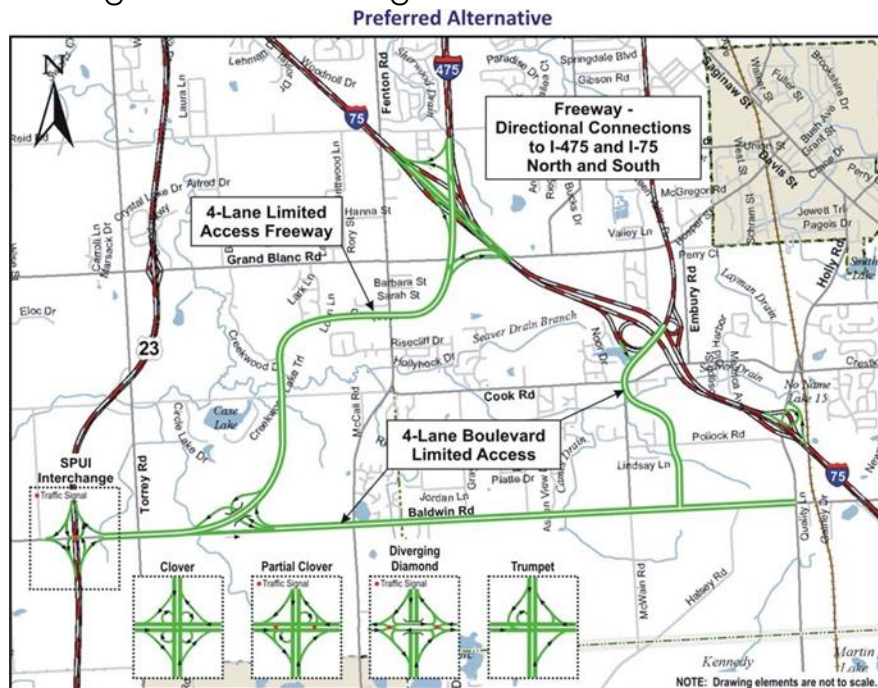
Intermodal Hub at Bishop International Airport

Another potential Intermodal Facility location is the former Buick City site in north Flint off of Hamilton Avenue and James P Cole Boulevard. This 413-acre former General Motors manufacturing facility has rail facilities running through the site and direct access to I-475 making it a great rail-truck transfer center location. This site has a lot of area to expand a large intermodal facility for the region. As of early 2014, American Cast Iron Pipe Company had approved

plans to construct a manufacturing plant on part of the former Buick City site. A new intermodal freight facility could attract more new businesses to the area in the future. Further detail is provided in the Intermodal Freight Technical Report.

Freight and Connectivity Study

Completed in 2011, the Genesee County Freight and Connectivity Study looked at issues with connectivity between I-475 and US-23. Traffic analyses along with public and private sector input was used to develop alternatives with solutions ranging from local road improvements, widening of existing roads, to the construction of new highways. A preferred alternative was developed, which included improvements to the Holly Road/I-75 interchange, the extension of Dort Highway south to Baldwin Road, constructing a new freeway connecting I-475 to US-23, widening Baldwin road and constructing a new interchange at Baldwin Road and US-23.



Population and Employment Projections

Genesee County's 2040 Population and Employment Projections show the locations and distribution of industries and population centers throughout Genesee County. With this calculated data, staff identifies areas of future growth, which in turn assists in the development of other technical reports during the 2040 LRTP update. Population and employment projections combined are

referred to as socioeconomic projections and are discussed in both the Transportation Model Report and the Land Use Technical Report.

Regional Non-Motorized Technical Report

The Regional Non-Motorized technical report provides a great view of a future regional non-motorized trail system that when implemented over the life of the 2040 LRTP will create the type resources that will attract young talented workers to this area and provide the type of place where people want to work and live.

Keeping the Transportation System Functioning

Roadways that provide access to Genesee County recreation and tourist attractions, major retail/commercial facilities, public transit terminals, regional airports, passenger and freight rail facilities, and employment centers are all evaluated. Traffic volumes and pavement conditions are monitored, and potential areas of traffic congestion are identified

2. Increase the safety of the transportation system for motorized and non-motorized users

Safety Technical Report

The Safety Technical Report describes the Safety Program that GCMPC has developed to help ensure a safe transportation network. This report provides detailed information and links to additional resources on areas of safety concerns. Local crash trends are analyzed and a safety profile has been developed for each local unit of government. An extensive Intersection Safety Study provides recommended improvements for 48 high-crash locations in Genesee County.

The MDOT Local Safety Program provides funds to be used for highway safety improvements on the local roadway system. GCMPC staff requests road agencies and local jurisdictions to submit safety project applications to be reviewed and prioritized. Projects are ranked using their Time of Return (TOR) analysis and endorsed by the appropriate committees. Following project selection by MDOT, GCMPC works with local agencies to

incorporate the safety projects into the Transportation Improvement Program (TIP).

Complete Streets Technical Report

Complete Streets provide a great safety benefit by providing adequate accommodations for all modes of travel. Policies for Complete Streets are identified in this chapter that are being integrated in to the LRTP and TIP project selection process. The 2040 LRTP has an extensive technical report on Complete



Streets, which included the findings of a comprehensive 4 to 3 lane road conversion study of potential road diets if implemented, could improve safety for motorists and pedestrians.

Complete Street designs on University Avenue, Flint

Local data on the crash reductions of existing road diets in Genesee County in the report highlights a 32% average reduction in crashes where a road diet was implemented. The Complete Streets technical report further analyzed 4-lane roads in Genesee County to determine suitability of future road diets. Factors such as ADT, crash rates, and land use were utilized to make recommendations for potential 4 to 3 lane conversions. Local units of government can use these recommendations to improve the safety of their transportation system through Complete Streets designs.

Regional Non-motorized Technical Report

The Regional Non-Motorized Technical Report provides an inventory of potential and existing non-motorized pathways. These pathways can improve the safety for pedestrians and bicyclists by providing a separate facility away from the vehicular traffic, signs and/or signals for street crossings, and increase the awareness of bicycle and pedestrians as valid users of the transportation system. One of the six goals of the Regional Non-motorized Technical Report is safety.

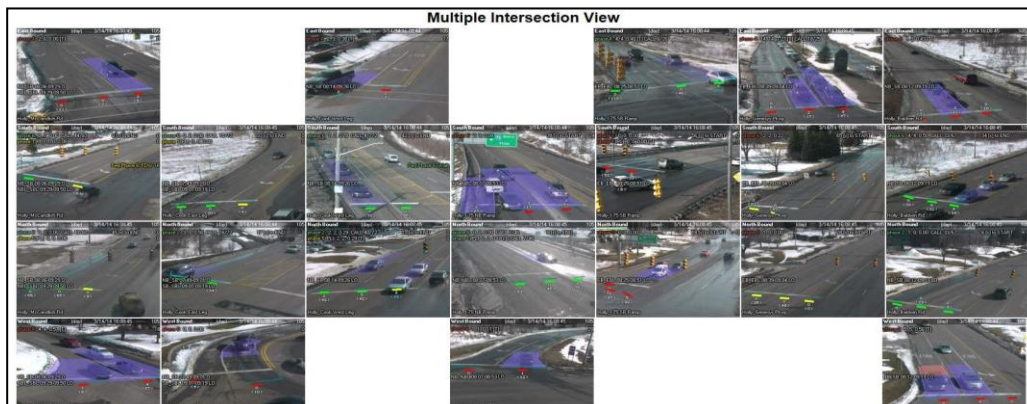
3. Increase the security of the transportation system for motorized and non-motorized users

Transit Technical Report

The Transit Technical Report provides measures to increase public transit passengers' security as well as vehicle safety. Transit security projects such as lighting and signage for buses with school children on board, and a video surveillance system provide connectivity between buses and passenger terminals are discussed in the report. Intelligent Transportation Systems (ITS) technology is also being introduced to MTA's transit system, such as vehicle locator equipment. This allows remote location tracking of the vehicle at all times.

Intelligent Transportation Systems (ITS)

An Intelligent Transportation System (ITS) improves transportation safety and mobility and enhances productivity through the use of advanced communications technologies. These technologies will provide better coordination and access to information during emergency situations. The ITS Technical Report includes information on the two ITS plans that serve Genesee County: The Michigan Bay Region ITS Plan and the Flint Mass Transportation Authority ITS Implementation Plan. The objective of the ITS Technical Report is to collaborate with statewide, regional, and local agencies to avoid duplication of efforts and to ensure integration of ITS systems. It is also the objective to encourage ITS components in the TIP Call for Projects, Safety Call for Projects, and CMAQ Call for Projects.



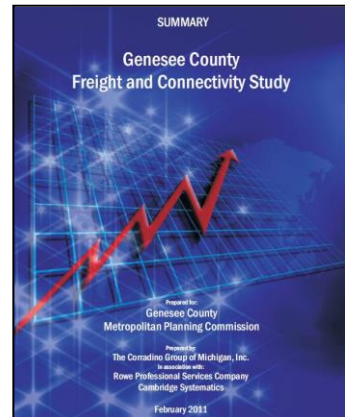
Adaptive Signal Control Technology, Holly Road Corridor, courtesy of the GCRC

4. Increase the accessibility and mobility of people and for freight

Intermodal Freight Technical Report

Accessibility is critical to the efficient movement of people and freight. The transportation system in Genesee County is continually reviewed for infrastructure conditions and accessibility levels in order to realize the smooth flow of freight movement on a system wide level. This includes such projects as the Intermodal Hub at Bishop International Airport.

The Genesee County Freight and Connectivity Study provided a great wealth of knowledge of freight movements and potential improvements to the transportation system. Completed in 2011, this study used traffic analyses along with public and private sector input to develop alternatives with solutions ranging from local road improvements, widening of existing roads, to the construction of new highways.



Transportation Model Technical Report

The Genesee County Travel Demand Model includes a freight component and freight-flows for the federal aid road system in Genesee County and includes future freight flows out to the year 2040. The Demand Model also includes a transit component that is used to help predict future fixed route transit ridership. More information on freight movements from the Model can be found in the Transportation Model Technical Report and the Intermodal Freight Technical Report.

Transit Technical Report

The same efforts reviewed for the efficient movement of freight also apply to travelers. Improvements have been implemented in the provision of barrier free, public transit vehicles as well as improvements in the road network to ensure the smooth flow of commuter traffic. Some of the improvements have included the MTA's greatly expanded regional transit system that provides access and mobility for workers who are employed outside of the county.

Coordinated Plan Technical Report

Locations of fixed public transit routes are determined by need/demand for services using analytical methods that identify demographic profiles and evaluate associated data. The transit aspect of the planning process also ensures that those populations requiring specialized transportation services, such as the elderly, persons with disabilities and those of low income are identified and have access to public transit. The Coordinated Plan Workshop was conducted to identify the needs of these populations.

Another improvement to the overall system is in providing additional options for commuter travel. Accomplishments in this area are demonstrated by such activities as the implementation of transit friendly car pool parking lots, allowing additional options for the commuting public. The MTA continues to expand their curb-to-curb services (Your Ride) by providing additional Customer Service Centers in each of the 11 designated Your Ride Service Areas of the county. GCMPC staff continues to reach out to the community about the benefits of carpooling and connecting people interested in carpooling through the promotion of the Rideshare Program.



Your Ride Transit, courtesy of the Flint-MTA

5. 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

Federal regulations are adhered to in the transportation programs, plans and projects administered in Genesee County. The regulations include (but not limited to) the Clean Air Act (CAA) and the Clean Air Act Amendments of 1990 (CAAA), the National Environmental Policy Act (NEPA), National Ambient Air Quality Standards (NAAQS), Title VI of the Civil Rights Act of 1964, Executive Order 12898 addressing Environmental Justice, as well as State of Michigan social and environmental laws and regulations

Energy availability has a significant impact on the amount of travel and mode choice, as well as the overall economy of the planning area. The status of energy availability and the utilization of alternative fuels by transportation agencies and service providers in Genesee

County are monitored and evaluated. Also, the use of alternative fuels is promoted through participation in U.S. Department of Energy programs. The Rideshare program also assists in meeting objectives for decreased energy use in Genesee County by promoting commuter carpools and vanpools. Measures to relieve congestion and thus reduce energy consumption are also an integral part of the transportation project selection process.

With the designation of Genesee County as an air quality attainment maintenance area for meeting ozone NAAQS, an additional federal funding program, Congestion Mitigation/Air Quality (CMAQ), will assist to promote and implement transportation system improvements that are designed to improve energy consumption and reduce air pollution from mobile sources.

Regional Non-Motorized Technical Report



Trolley Line Trail, Vienna Township

Progress is being made towards improving the non-motorized transportation choices for Genesee County residents through the most recent Regional Non-Motorized Plan. The plan emphasizes connectivity throughout the county, with the goal of connecting urban, suburban and rural communities. An integrated trail system will help residents stay healthy, connect with the local

community, protect and enhance the environment, save energy, and reduce traffic congestion and pollution. This is discussed in the Regional Non-Motorized technical report.

GCMPC staff is currently working with local trail advocates, municipalities and government agencies to build Tier 1 priority trail segments identified in the Genesee County Regional Non-Motorized Plan. GCMPC provides technical assistance to these trail projects. We will continue to help our local agencies build a regional trail network in Genesee County.

Transit Technical Report

In fiscal year 2012, the MTA completed construction of their four alternative (propane) fueling stations at the Grand Blanc service

center and began the replacement of older transit vehicles with alternative fuel vehicles. The overall goal will be for a reduction in costs as the current transit fleet is replaced with fuel-efficient vehicles that require less maintenance. To further invest their resources, the MTA plan to acquire two additional hydrogen fuel cell buses in fiscal year 2014.

Moreover, the MTA has recently acquired 16 new diesel-electric hybrid New Flyer buses to operate on the primary fixed routes and 13 Ford C-Max hybrid-electric cars to assist passengers who are not able to ride on other paratransit vehicles. One large benefit of the C-Max vehicles is the fuel efficiency when trips are made from the out-county service centers. In FY 2014, the MTA will receive two new diesel-electric hybrid buses to add to the existing fleet. This technology would help Genesee County improve its air quality, and would help the county progress towards a fuel cell economy. This is discussed in the Transit Technical Report.

Complete Streets Technical Report

In addition to a county-wide policy, seven local units of government have adopted their own policies. A Complete Streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users and that transportation agencies must ensure that all road projects result in a complete street appropriate to local context and needs. This is discussed in the Complete Streets Technical Report.

Land Use Technical Report

Local township, city and village comprehensive land use/development and recreational plans are submitted to and utilized by GCMPC as reference sources. In addition, a database of building permits is maintained by GCMPC. Information is compiled and analyzed for current land use and to project socioeconomic trends. These resources along with extensive data from the U.S. Bureau of the Census, allow the GCMPC to monitor land use and evaluate expansion/change in land use patterns and the potential for coinciding effects on Genesee County's transportation system. Transportation programs, plans and individual projects are evaluated in terms of their potential for impacting surrounding areas as well as on a system wide level.

The 2006 Genesee County Land Use Analysis was completed by GCMPC with the help of local units of government. The analysis

updated the existing land use inventory, and revealed powerful land use trends and growth patterns in Genesee County. Comparisons between the new land use data and the 1978 Michigan Resource Information System (MIRIS) land use/land cover data show that development in Genesee County has centered on travel corridors, following the expressways and roads. As part of the model improvement program, this new land use data was incorporated into the new transportation model for delineation of traffic analysis zones and defining area types in the model. The local units of government are being encouraged by staff to use the analysis as a tool to aid in the advancement of land use planning activities throughout the county.

As part of the 2040 LRTP, a Land Use Technical Report was developed. The report projected what Genesee County would look like in 2040 if current land use trends continued. The plan also looked at various growth scenarios to see how they effected the environment and transportation.

In an effort to help optimize traffic flow conditions in downtown Flint, staff was involved with the Downtown Flint Parking and Traffic Study. The study evaluated a variety of alternatives for improving transportation and parking issues in the downtown area. The study proposed the possibility of converting some one-way streets to two-way streets, providing additional on-street parking, providing bike lanes and optimizing signal timing. GCMPC provided assistance as the Mass Transportation Authority (MTA), the local transit provider, began renovation work on its downtown transfer center facility. The goal of the facility is to improve service to Genesee County residents and provide an improved, updated facility for its customers. In order to identify specific transportation needs and obtain feedback from the community, staff attended numerous community input sessions with MTA. The preferred option from the Downtown Flint Parking and Traffic Study was implemented using funds from the CMAQ program.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Complete Streets and Intermodal Freight Technical Reports

Throughout Genesee County's transportation planning processes, the MPO actively seeks out and encourages the participation of all transportation modes, including transit, air, rail and non-motorized. Agencies and other groups representing multi-modal transportation

interests are active participants in the transportation committee structure of the MPO. Transportation Improvement Program and LRTP project applications encourage intermodal projects by giving bonus points to projects that incorporate non-motorized facilities and/or transit facilities. The Complete Streets and Intermodal Freight technical reports detail intermodal efforts in Genesee County.



Complete Street designs;
Kearsley Street, Flint

As part of the process of providing a transportation system that is connected to systems outside of the Genesee County Planning area, roads in Genesee County are designated according to the National Highway Functional Classification System. As part of this designation, coordination of classifications with the surrounding counties ensures consistency and continuity on inter-regional roadways.

The Intermodal Freight Technical Report also describes where potential future freight facilities would locate using the existing transportation system including railroads and interstates.

Transit and Coordinated Plan Technical Reports

In 2014, the Flint-MTA introduced a new service to provide non-emergency medical transportation to clients residing in Genesee County. This higher level of care service, Your Ride Plus, is door to door and door thru door service and every ride will have an attendant. This service helps to address a once missing connection for individuals who require medications or visits to doctor's offices and have no form of transportation to accomplish these tasks.

The Transportation Alternatives Program (TAP) uses federal funds for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options. These activities are encouraged as projects that meet the goals and objectives of the Long Range Transportation Plan. GCMPC staff notifies local road agencies and public transit service providers as well as local jurisdictions when MDOT makes Transportation Alternatives Program funds available for project applications. In addition, GCMPC staff requests that the Alternatives Program applications be provided to GCMPC as part of the local review and endorsement process conducted through the transportation committee structure of the

MPO. Should the project be selected, it is amended into the current Transportation Improvement Program (TIP).

7. Promote efficient system management and operation

Transit, Safety, Regional Non-motorized, Pavement, Congestion Management, and Bridge Technical Reports

All transportation projects that are eligible for Federal funds are selected and rated in a consistent, objective, comprehensive, and cooperative process based on local priorities. Data management systems are used to compile public transit and highway information and support all phases of the transportation planning process, including travel demand reduction. This data is used to evaluate and analyze congestion on the transportation system. When congestion problems are identified and capital improvements are determined to be cost prohibitive, cost effective congestion management strategies that may be implemented include Traffic Control Measures (TCMs) (such as signal optimization techniques); Travel Demand Management reduction methods (TDMs), (carpooling and vanpooling initiatives), and intersection reconfiguration. The Transit, Safety, Regional Non-motorized, Pavement, Congestion Management, and Bridge technical reports are examples of how Genesee County identifies issues and prioritizes funding for projects for efficient system management and operations.

Potential corridor right-of-way needs are identified during project evaluation and selection processes and are subsequently presented through the transportation committee structure along with other system improvements. Currently, projects may receive funds through preservation or reconstruction applications. Under preservation applications, 73% of funds in this category are reserved for preservation projects. With reconstruction applications, 27% of funds in this category are reserved for reconstruction projects.

Funding for transportation projects occurs through combinations of Federal funds and other funding sources such as local millages and municipal bonds. Michigan Public Act 51 of 1951 is the primary funding source utilized for local match on many eligible projects.

8. **Emphasize the preservation of the existing transportation system**

Project selection takes a proactive approach to the preservation and maintenance of the existing system. Projects are identified, evaluated, prioritized and selected according to the condition of the pavement, for the purpose of maintaining an efficient level of system wide preservation, utilizing the most cost-effective methods. However, preservation may not always be the optimal decision due to safety, capacity, or economic development.

Pavement Technical Report

Targeting the prevention of system degradation is initiated through an extensive preservation and maintenance approach to the transportation planning process. The pavement management system currently utilized for Genesee County provides for a systematic approach to analyze and evaluate the physical condition of all federal-aid highways. Data collection includes segment inventories that, with the assistance of RoadSoft software, generate a Pavement Condition Index (PCI) for each segment. The PCI and the corresponding pavement conditions assist the technical and policy committees in selecting cost-effective transportation system improvements.



As a direct result of the establishment of the State of Michigan Transportation Asset Management Council (TAMC), GCMPC has participated for several years in serving as the coordinating agency to conduct a PASER Rating Survey of all federal aid roads in Genesee County. The annual survey is a major, cooperative effort between GCMPC, local road agencies and MDOT. This survey serves to provide an additional, multi-year source of pavement surface condition ratings from which trends in pavement preservation and management techniques can be evaluated.

The purpose of these systems is to provide a structure for data collection, analysis, solutions and strategy comparisons, with which to guide the transportation planning process. Commitment to a coordinated effort for the development of each of the transportation management systems is in process between the MPO and the MDOT. This Technical Report outlines the pavement management process in Genesee County and focuses on the benefits of preservation.

Performance Measures

A key feature of MAP-21 is the establishment of a performance-and-outcome-based program. The objective of this performance-and-outcome-based program is for states and Metropolitan Planning Organizations (MPO) to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21 requires state Department of Transportation (DOT) agencies to establish performance measures within 18 months of enactment of MAP-21. Within 180 days of performance targets being set by states or providers of public transportation, MPOs are required to set performance targets in relation to the performance measures (where applicable). These targets are required to be included in the MPO's Long Range Transportation Plan.

At the time the Genesee County 2040 Long Range Transportation Plan was developed and approved, no official federal guidance on the performance measure requirements of MAP-21 had been finalized. Also, the State of Michigan did not have performance targets in place. The Genesee County Metropolitan Alliance recognizes these MAP-21 requirements. Without official federal guidance in place, (and without targets set at the state level), the MPO through the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program, has established funding goals that generally target the areas specified. These goals were established in the LRTP and implemented through the 2014-2017 TIP as closely as possible given the limitations on the availability and restrictions of local, state, and federal funding sources.

GCMPC staff has created a list of performance measures identified throughout the 2040 LRTP. This list will serve as a starting point for staff to track the performance of Genesee County's transportation system from year to year. The following table displays the performance measure, the years compared between, what technical report is associated with the performance measure, and what type of trend is observed. The direction of the arrow signifies if the number or percentage is rising or falling. The color represents if the trend is positive, negative, or neutral. For example, county-wide crash totals reduced by approximately 500 between 2008 and 2012. This trend would be represented by a downward, green arrow indicating a positive trend. However, if the arrow is yellow, the trend can be either positive or negative.

| Technical Report | Performance Measure | Year | | Trend |
|--|---|-------------|-------------|-------|
| | | | | |
| Bridge | System-Wide "Deficient" Bridge Condition | 2008 | 2012 | ▼ |
| | | 49% | 47% | |
| Complete Streets | County-Wide Crash Total (6 types) | 2008 | 2012 | ▼ |
| | | 3,780 | 3,260 | |
| Congestion Management & Projects | Level of Service (Congested Lane Miles: Type E and F) | 2005 | 2011 | ▲ |
| | | 227 | 235 | |
| | Vehicle Miles Travelled (Thousands) | 2008 | 2012 | ▼ |
| | | 4,386,305 | 3,997,631 | |
| | Daily Hours of Traffic Delay | 2005 | 2011 | ▲ |
| | | 5,103 | 5,240 | |
| On-Road Mobile Source Emissions (Hydrocarbons) | 2005 | 2011 | ▼ | |
| | 16,108 | 10,240 | | |
| On-Road Mobile Source Emissions (Nitrogen Oxides) | 2005 | 2011 | ▼ | |
| | 28,036 | 16,360 | | |
| Intermodal Freight | Commercial Vehicle Miles Travelled (CVMT: long term) | 2008 | 2013 | ▼ |
| | | 141,997,001 | 130,235,284 | |
| | Commercial Vehicle Miles Travelled (CVMT: short term) | 2011 | 2013 | ▲ |
| Non-Motorized | Bicycle Involved Crash Injuries | 2008 | 2012 | ▬ |
| | | 50 | 50 | |
| | Pedestrian Involved Crash Injuries | 2008 | 2012 | ▼ |
| 104 | | 102 | | |
| Population Reach (within a 1/4 mile of Built Non-Motorized Trails) | 2006 | 2014 | ▲ | |
| | 100,732 | 166,144 | | |
| Pavement | Federal-Aid Road Network "Poor Condition" | 2009 | 2013 | ▼ |
| | | 38% | 31% | |
| Safety | Fatal and Incapacitating Injuries | 2008 | 2012 | ▼ |
| | | 168 | 138 | |
| | Fatal and Incapacitating Injuries (per billion vehicle mile traveled) | 2008 | 2012 | ▼ |
| Socioeconomic Data | Population | 2005 | 2010 | ▼ |
| | | 449,150 | 425,790 | |
| | Employment (8 sectors) | 2005 | 2010 | ▲ |
| 211,662 | | 183,326 | | |
| Transit | Overall Transit Ridership Attainment | 2009 | 2013 | ▲ |
| | | 5,819,226 | 6,164,121 | |
| | Population Reach (within a 1/4 mile of Primary Fixed Route services) | 2000 | 2010 | ▼ |
| 50% | | 47% | | |

Table 1: 2040 Performance Measures

| Key | | | | | |
|----------|---|---|----------|---|---|
| Positive | ▲ | ▼ | Negative | ▲ | ▼ |
| | | | Neutral | ▲ | ▼ |