

2045 Metropolitan Transportation Plan Working Group

Meeting Record



Date: Friday, January 17, 2020

Time: 9:30 a.m.

Location: MetroPlan Orlando Board Room, 250 South Orange Avenue, Suite 200, Orlando, FL 32801

Attendees: Working Group Members

Daryl Cronk, Kelly Brock, Tomika Monterville,
Lee Pulham, Will Hawthorne, Hazem El-Assar,
Jeff Piggrem, Venise White, Tara McCue,
Graciela Noriega-Jacoby, Siao Si Fine, Kathy Lee,
Cheryl Stone, Rakinya Hinson, Chris Cairns,
Conroy Jacobs

MetroPlan Orlando Staff

Alex Trauger, Cynthia Lambert, Lara Bouck,
Nick Lepp, Keith Caskey, Gary Huttman,
Mary Ann Horne, Sarah Larsen, Lisa Smith,
Eric Hill

Others in attendance

See sign-in sheet

Reference: 1) Meeting Agenda; 2) Sign-In Sheet; 3) Presentation Materials; 4) Group Survey Findings

Summary

Welcome and Introductions –

Mr. Alex Trauger, MetroPlan Orlando staff and MTP Project Manager, called the meeting to order, welcomed attendees, and provided an overview of the meeting's agenda.

Status Update: Public Participation –

Ms. Cynthia Lambert, MetroPlan Orlando staff and Public Information Manager, provided a status update on public participation activities, presented the new youth outreach activity book, gave a preview of the MTP website, and requested opportunities for community outreach for public participation. The 1,500 activity books will be given out at speaker series and community events; a few of the working group members were interested in acquiring some of them. Members of the working group were also encouraged to think of any events or communities that would be appropriate for MetroPlan Orlando to present at.

Status Update: Technical Activities –

MetroPlan Orlando staff provided an update of the data development, the existing conditions and origin-destination analyses, and the goals and objectives. The presentation provided a status update of work completed to date including coordination with FDOT on 2045 SE Data and the CFRPM model, the completion of data gathering, and feedback from the completed Advisory Committee survey. Also provided were the next steps for each of the main task areas.

Presentation materials (copy of PowerPoint slides) included for reference.

Group Discussion: Congestion Management Process –

Ms. Lara Bouck, MetroPlan Orlando staff and Transportation Planner, explained congestion management as a collection of strategies to improve the transportation system performance and reliability. Ms. Bouck provided an overview of the congestion management process (CMP) and explained that USDOT requires MPOs to have a CMP but does not dictate how the process must be carried out – it is up to each MPO to define the process for their region. MetroPlan Orlando has elected to link the CMP to the 2045 MTP so that the goals, objectives, targets, and study area are similarly aligned as the two are applied in conjunction to inform future policies, programs, and projects.

MetroPlan Orlando is using FHWA's 8-Step Process to help define the region's CMP. This MTP Working Group meeting focused on the first four steps: (1) develop congestion management objectives, (2) identify an area of application, (3) define system network and (4) develop performance measures. The area of application is the MetroPlan Orlando region which includes all of Orange, Osceola, and Seminole counties. The system network includes all functionally classified roadways, transit routes, freight networks, pedestrian network, and bike network where data is available. The main discussion in the meeting centered on identifying and evaluating specific performance indicators and discussing directional targets (i.e. increase, maintain, decrease) for each measure, the system monitoring plan, and identifying potential improvement strategies.

Working group discussion topics/themes are summarized in the bullets below:

- Feedback was provided to MetroPlan Orlando staff regarding the Likert scale, specifically to define what “significantly” means as it pertains to each indicator.
- CMP document should provide national comparisons, state comparisons, or regional comparisons for each indicator so it is known how to appropriately scale expectations and visioning. CMP document should also present definitions for crashes versus incidents. The Working Group requested clear terms when discussing each of the measures and indicators.
- There was a brief discussion on the importance of including cybersecurity in Safety & Security section of the 2045 MTP and the CMP.
- Working Group suggested separating the first indicator under Reliability & Performance into two: interstate and non-interstate as this would be more indicative of a mode-neutral improvement goal. Working Group also requested a definition of truck travel time reliability (TTTR) and requested that a definition be included noting “commercial, cargo-carrying” so as to alleviate any confusion.
- There was also requests for added indicators relating to bike access, pedestrian access, and access by any other travel modes such as transit or micro-mobility vehicles.

2020 Meeting Schedule –

Upcoming working group meetings will be held in the MetroPlan Orlando boardroom and are open to the public.

- | | |
|---------------------------------------|--|
| • Thursday, March 19, 2020, 9:30 a.m. | • Tuesday, August 11, 2020, 9:30 a.m. |
| • Tuesday, June 16, 2020, 9:30 a.m. | • Tuesday, November 3, 2020, 9:30 a.m. |

Public Comments –

None

Adjournment –

Meeting was adjourned at 11:10 a.m.

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.

2045 Metropolitan Transportation Plan Working Group

Meeting Notice



Date: Friday, January 17, 2020

Time: 9:30 a.m.

Location: MetroPlan Orlando
David L. Grovdahl Board Room
250 South Orange Avenue, Suite 200
Orlando, Florida 32801

Wi-Fi Access Available

Network: MpoGuest
Password: mpoaccess

Agenda

- I. **Welcome**
- II. **Status Updates**
 - Public Participation
 - Goals and Objectives
 - Other MTP Preliminary Documentation
- III. **Presentation & Group Discussion**
 - Congestion Management Process and Performance Measurement
- IV. **Next Meeting**
 - Tuesday, March 19, 2020, 9:30 a.m.
- V. **Public Comments**

People wishing to speak must complete a “Speakers Card” at the reception desk. Each speaker is limited to two (2) minutes.
- VI. **Adjournment**

In accordance with the Americans with Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodations to participate in this proceeding, he or she should contact Ms. Lisa Smith, MetroPlan Orlando, 250 South Orange Avenue, Suite 200, Orlando, Florida, 32801 or by telephone at (407) 481-5672 x307 at least three business days prior to the event.

Persons who require translation services, which are provided at no cost, should contact MetroPlan Orlando at (407) 481.5672 x307 or by email at lsmith@metroplanorlando.org at least three business days prior to the event.

As required by Section 286.0105, Florida Statutes, MetroPlan Orlando hereby notifies all interested parties that if a person decides to appeal any decision made by MetroPlan Orlando with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record is made to include the testimony and evidence upon which the appeal is to be based.



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

ATTENDANCE ROSTER

MEETING OF: 2045 Plan Working Group Meeting #3

DATE: Friday, January 17, 2020

TIME: 9:30 a.m.

LOCATION: MetroPlan Orlando
David L. Grovdahl Board Room
250 S. Orange Avenue, Suite 200
Orlando FL 32801

	<u>NAME</u>	<u>AFFILIATION</u>
1.	Chris Cairns	Orlando
2.	Shirley Chen	Orlando
3.	Lee Pulham	RCID
4.	Graciela Noriega Jacoby	HFUW
5.	Will Hawthorne	CFX
6.	Kathryn Lee	Osc. Co.
7.	Venise White	FDOM
8.	Daryl Cronk	Visit Orlando
9.	Siaosi Fine	FTE
10.	Hazem El-Assau	Orange Co.
11.	Jorge Barrios	Kittelson
12.	Tara McCue	ECFR PC
13.	Kelly Brack	City of Casselberry

NAME

AFFILIATION

14.	Conroy Jacobs	Osceola BOCC
15.	Cheryl Stone	TDLCB
16.	Rakinya Hinson	FDOT
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2045 Metropolitan Transportation Plan Working Group Meeting #3

January 17, 2020



Today's Agenda

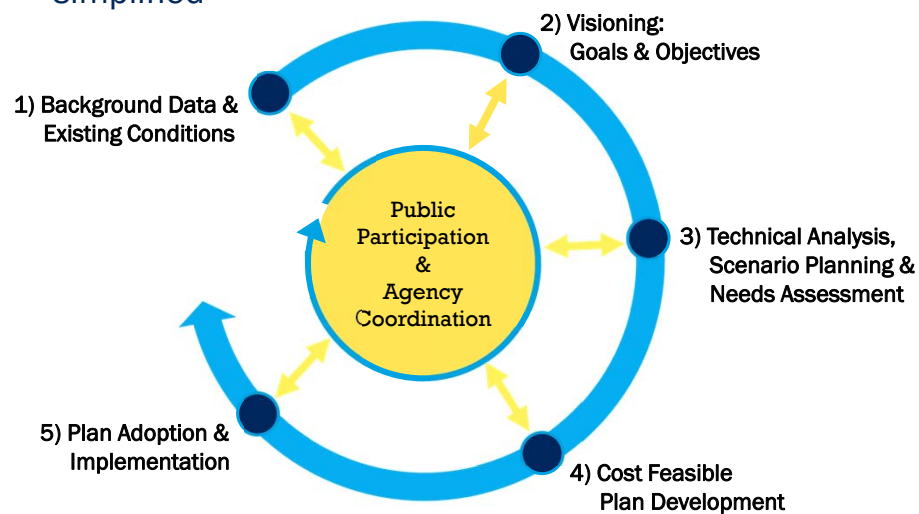
- I. Welcome
- II. Status Updates:
Public Participation, Data Development & Existing Conditions
- III. Presentation & Group Discussion:
MetroPlan Orlando's Congestion Management Process (CMP)
- IV. 2020 Meeting Schedule
- V. Public Comments
- VI. Adjourn



Tasks & Activities

- | | |
|---|--|
| 1 Engage public & interested parties | 6 Plan for uncertainty & multiple futures |
| 2 Prepare data for technical analysis | 7 Assess multimodal needs & identify solutions |
| 3 Establish goals, objectives & measures | 8 Mitigate community & environmental impacts |
| 4 Document congestion management process | 9 Develop "cost feasible transportation plan" |
| 5 Identify transportation funding sources | 10 Seek public input & board adoption |

2045 MTP Planning Process simplified



Status Update: Public Participation



Public Participation

how to get involved in the 2045 Plan



Online at MetroPlanOrlando.org

Learn more about how long range planning works and sign up for our e-newsletter to get email updates on comment opportunities



Request printed material

If you don't have digital access and prefer information in paper form, you can make that request by calling the number below



In person

Invite us to attend your event or present to your group by contacting our community outreach staff



Questions?

Contact our community outreach staff at MTP@MetroPlanOrlando.org or **407-481-5672**



On social media

Follow us on Facebook and Twitter to learn about transportation news and when we'll be out in the community

Status Update: Technical Activities

- **Data Development**

- Coordination with FDOT on 2045 SE Data + CFRPM
- Next Steps: Publish “Data Source Guide” and Local agency review of 2045 SE Data

- **Existing Conditions & O-D Analyses**

- Data Gathering and Visualization Complete
- Next Steps: Publish “Existing Conditions” and “Origin-Destination Analyses” documentation; and develop web-based maps using ESRI Story Maps

- **Goals & Objectives**

- Feedback from MTP Working Group incorporated and Advisory Committee Survey Complete
- Next Steps: Presentation to Advisory Committees and MPO Board



Presentation & Group Discussion: Congestion Management Process



Congestion Management Process 101

- Congestion Management

Application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods

- Congestion Management Process

Systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs

The CMP is intended to move systematic congestion management strategies into the funding and implementation stages.



CMP History

1991

- Intermodal Surface Transportation Efficiency Act (ISTEA) required Congestion Management System (CMS)

2005

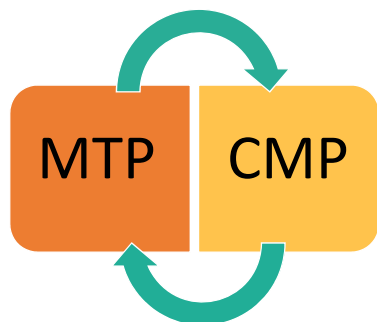
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), replaced with the Congestion Management Process (CMP)

2015

- FHWA released Incorporating Travel-Time Reliability into the Congestion Management Process (CMP): A Primer



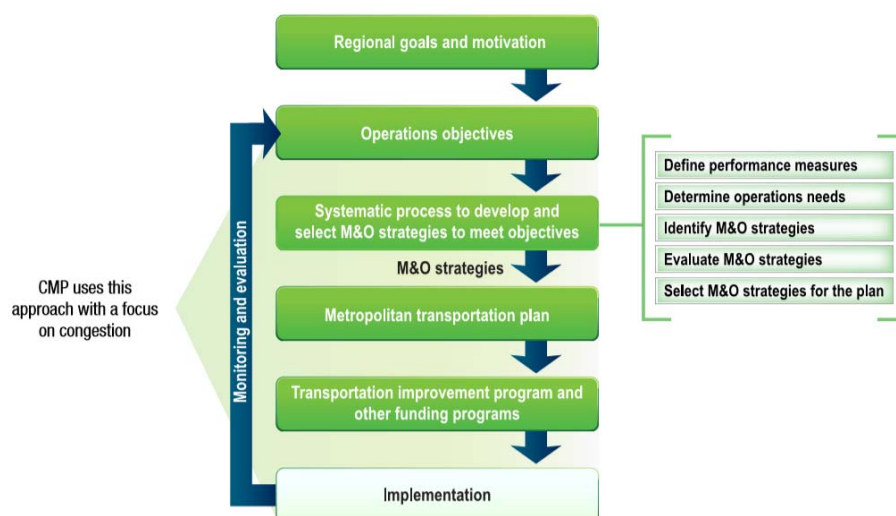
CMP Relationship to the MTP



- Aligned goals
- Aligned objectives
- Aligned targets
- Aligned study area
- Informs projects and programs



An Objectives-Driven, Performance-Based Approach





Step #1: Develop Congestion Management Objectives

- Must be specific and measurable – therefore data availability is essential
- Must be timebound with identified targets
- Used to help define how system performance is tracked over time
- Used to help select strategies that will be included in the MTP and corresponding TIP
- Should consider TSM&O related categories:
 - Arterial Management • Emergency/Incident Management • Freeway Management • Freight Management • Special Event Management • Transit Operations and Management • Travel Demand Management • Travel Weather Management • Traveler Information • Work Zone Management



Proposed 2045 MTP Goals

Safety & Security

Provide a safe and secure transportation system for all users

Reliability & Performance

Leverage innovative solutions to optimize system performance

Access & Connectivity

Enhance communities and lives through improved access to opportunity

Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas

Investment & Economy

Support economic prosperity through strategic transportation investment



Safety & Security

Provide a safe and secure transportation system for all users

Objectives

- Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users
- Provide infrastructure and services to help prepare for, respond to, and recover from emergencies
- Prevent and mitigate transportation-related security risks
- Improve emergency response and incident clearance times
- Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions



Reliability & Performance

Leverage innovative solutions
to optimize system performance

Objectives

- Improve travel time reliability on the transportation system
- Enhance and expand the region's ITS, adaptive and actively managed traffic systems
- Reduce travel time per capita (peak and off-peak travel times)
- Improve average transit on-time performance (bus and rail services)
- **Maintain roadway level of service (LOS)**
- Adapt transportation infrastructure and technologies to meet changing traveler needs and desires



Access & Connectivity

Enhance communities and lives
through improved access to opportunities

Objectives

- Increase transit system frequency
- Improve housing and employment access to high-frequency transit
- Improve access to essential services across all modes of transportation
- Reduce per capita vehicle miles traveled
- Increase ridership on public transportation
- Reduce the reliance on single-occupant vehicle travel
- Plan and develop transportation systems that reflect regional and community values



Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas

Objectives

- Provide transportation solutions that contribute to improved public health
- Expand conservation lands and minimize land consumption for future development
- Increase population/employment densities and mix of land uses
- **Reduce per capita related air quality pollutants and greenhouse gas emissions**
- Reduce adverse health impacts associated with physical inactivity
- Plan and develop transportation systems in a manner that protects and restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts
- Reduce transportation impacts caused by stormwater issues and flooding
- Prevent disproportionate adverse effects of transportation projects on minority and low-income communities



Investment & Economic Opportunity

Support economic development through strategic transportation investment

Objectives

- **Exceed** industry, state, and national standards for infrastructure and asset quality, condition, and performance for all public transportation infrastructure
- **Reduce per capita delay for residents, visitors, and businesses**
- Increase affordability for transportation and housing choices
- **Improve transportation experience for visitors and supportive-industry workers**
- Increase the number of skilled workers in Central Florida's transportation-related industries
- Promote transportation projects that expand and enhance economic vitality



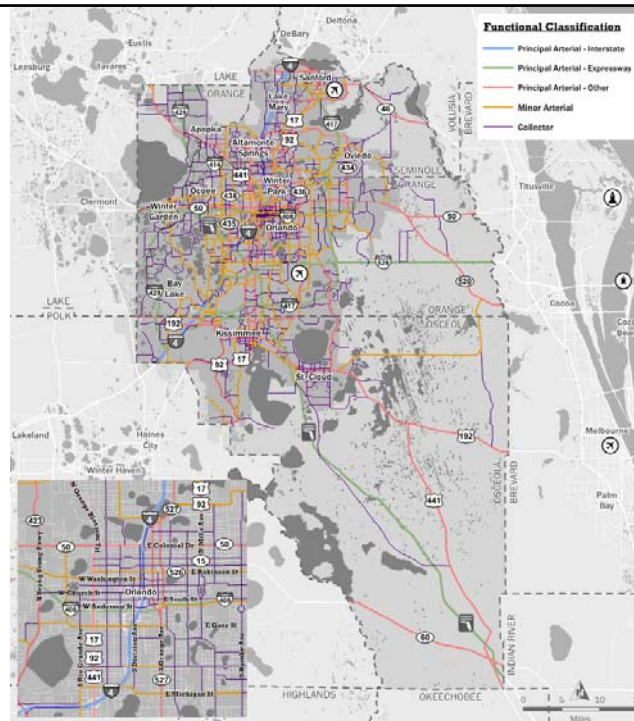
Step #2 & #3: Identify CMP Area and Define CMP Network

- CMP provides systematic approach for managing congestion in the MetroPlan Orlando region
- CMP area boundary includes all of Osceola, Orange, and Seminole Counties
- Facilities within the boundary are included based on their data availability
- CMP Addresses present day congestion in study area



CMP Area & Network

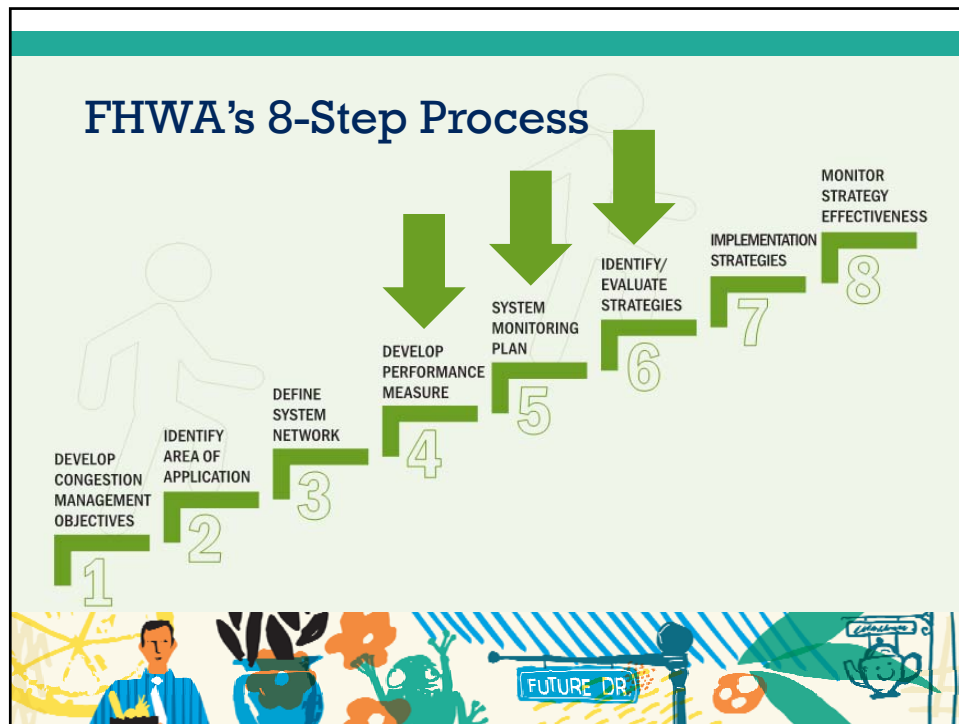
Includes all roadways, transit routes, freight network, pedestrian and bike network for where data is available



Data Availability & Sources

- Streetlight data (origins-destinations, volume, travel time)
- 2017 HERE speed data (travel time)
- 2017 NPMRDS speed data (travel time)
- FDOT Roadway Characteristic Inventory
 - Posted speed, # of lanes, Area type, functional classification, bike lanes, sidewalks, roadway geometry
- FDOT Traffic Characteristics Inventory
 - Vehicle volumes, vehicle classifications, truck volumes, peak hour factors, directional factors
- LOTIS network/ECFRPC's route condition tool (ped/bike infrastructure, proximity to land uses)
- FDOT/University of Minnesota Center for Transportation Studies (accessibility)
- US Census and American Community Survey (demographics)
- Signal4Analytics (safety/crash)
- SunGuide (incident response)
- SunRail and LYNX (transit)





Safety & Security

Provide a safe and secure transportation system for all users

Objectives	Performance Indicators	Potential Targets
<ul style="list-style-type: none"> Eliminate the rate and occurrence of transportation system fatalities, injuries, and crashes with high emphasis on the most vulnerable users Improve emergency response and incident clearance times 	<ul style="list-style-type: none"> Number of fatalities, serious injuries and crashes by mode <input type="text" value="1"/> Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users <input type="text" value="1"/> Average emergency response time by incident occurrence and notification time <input type="text"/> Average crash/incident clearance time (return to baseline operating capacity) <input type="text"/> 	<ol style="list-style-type: none"> Significantly Reduce Moderately Reduce Maintain Moderately Increase Significantly Increase

Source(s): Signal4Analytics, FDOT, SunGuide, MetroPlan BPSAP



Safety & Security

Provide a safe and secure transportation system for all users

Strategies for Consideration

- Evaluation and Engineering
 - Crash Modification Factors Clearinghouse
- Enforcement
- Education
- Encouragement

Evaluation Process

- Review existing safety related programs and plans for data and projects (including MetroPlan Orlando's BPSAP)
- Correlate with Vision Zero efforts in the region
- Overlay/consider FDOT High Crash Lists
- Directly link non-motorized strategies to the Bicycle and Pedestrian Safety Action Plan
- Overlay safety data and mobility performance data to prioritize needs
- Map these locations with existing ITS deployments to evaluate potential benefit from TSM&O treatments



Reliability & Performance

Leverage innovative solutions to optimize system performance

Objectives

- Improve travel time reliability on the transportation system
- Enhance and expand the region's ITS, adaptive and actively managed traffic systems
- Reduce travel time per capita (peak and off-peak travel times)
- Improve average transit on-time performance (bus and rail services)
- Adapt transportation infrastructure and technologies to meet changing traveler needs and desires

Performance Indicators

- Percent of interstate and non-interstate roadways providing reliable travel times ☐
- Truck travel time reliability index ☐
- Percent of system miles actively monitored and managed ☐
- Vehicle hours of delay per capita ☐
- Percentage of transit routes performing on-time ☐

Potential Targets

1. Significantly Reduce
2. Moderately Reduce
3. Maintain
4. Moderately Increase
5. Significantly Increase

Source(s): NPMRDS, HERE, FDOT Source Book, US Census/ACS, LYNX, SunRail



Reliability & Performance

Leverage innovative solutions
to optimize system performance

Strategies for Consideration

- ATMS
- Connected and Automated Vehicles
- Lane repurposing
- Ramp Metering
- Variable Speed Limits
- Incident Response
- Work Zone Traffic Management
- Special Event & Weather Management
- Data Management/Traveler Information

Evaluation Process

- Travel times will be calculated using a GIS process with NPMRDS 2017 and HERE travel time data, for both automobiles and trucks
- Reliability will be calculated by identifying the 80th and 50th percentiles for travel time using a GIS process and NPMRDS data for the identified reporting periods
- Corresponding volumes will be calculated for the analysis segments, volumes will be used to determine the number of vehicles impacted (i.e. delay)
- Identify unreliable corridors for all vehicles, overlay the truck reliability metric to see where both all vehicle and truck specific reliable issues exist. Add the vehicle delay layer to further determine recurring and non-recurring congested locations
- Area type/context classification will influence what strategies are to be considered throughout the region
- Top 10 corridors and intersections will be identified per county



Access & Connectivity

Enhance communities and lives
through improved access to opportunities

Objectives

- Increase transit system frequency
- Improve housing and employment access to high-frequency transit
- Improve access to essential services across all modes of transportation
- Reduce per capita vehicle miles traveled (VMT)

Performance Indicators

- Percent of population within ½-mile of 30-minute and/or 15-minute transit frequency ☐
- Percent of jobs within 30-60 minute travel time (peak and off-peak; travel time thresholds vary by mode) ☐
- Vehicle miles traveled per capita ☐

Potential Targets

1. Significantly Reduce
2. Moderately Reduce
3. Maintain
4. Moderately Increase
5. Significantly Increase

Source(s): National Transit Database (NTD), Census



Access & Connectivity

Enhance communities and lives
through improved access to opportunities

Objectives

- Increase ridership on public transportation
- Reduce the reliance on single-occupant vehicle travel
- Plan and develop transportation systems that reflect regional and community values

Performance Indicators

- Average fixed-route transit frequency
- Percent of fixed-route transit system frequency: <15-minutes, 16-30 minutes, 31-59 minutes, >60 minutes
- Percent of non-auto mode share/split

Potential Targets

1. Significantly Reduce
2. Moderately Reduce
3. Maintain
4. Moderately Increase
5. Significantly Increase

Source(s): FDOT, National Transit Database, Census



Access & Connectivity

Enhance communities and lives
through improved access to opportunities

Strategies for Consideration

- Transit Operations and Management
- Travel Demand Management
- First/Last Mile*
- Land use form*

*Not traditional CMP strategies

Evaluation Process

- Utilize origin-destination data to identify top 10 routes – compare those routes travel time via Streetlight in peak and non-peak periods
- Overlay future employment and population data
- Overlay existing and committed transit routes
- Identify strategies appropriate to the varying corridors
 - Assess current travel demand management activities
 - Prioritize priority areas for first/last mile needs and transit-oriented development
 - Utilize ECFRPC's route condition tool for gap assessment
 - Prioritize corridors for ITS/TSM&O related projects focused on transit and micromobility



Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas

Objectives

- Reduce per capita related air quality pollutants and greenhouse gas emissions

Performance Indicators

- Units of carbon dioxide (CO₂), Ozone (O₃) precursor emissions, particulate matter (PM), and other transportation-related greenhouse gas equivalencies



Potential Targets

1. Significantly Reduce
2. Moderately Reduce
3. Maintain
4. Moderately Increase
5. Significantly Increase

Source(s): FDEP



Health & Environment

Protect and preserve our region's public health and environmentally sensitive areas

Strategies for Consideration

- All TSM&O strategies contribute to this goal

Evaluation Process

- Work with the MTP team and MetroPlan to fold in findings from environmental assessments
- Share CMP findings with MTP team to further support protecting and preserving the environment



Investment & Economic Opportunity

Support economic development through strategic transportation investment

Objectives

- Reduce per capita delay for residents, visitors, and businesses
- Improve transportation experience for visitors and supportive-industry workers

Performance Indicators

- Hours of travel time delay and associated cost (auto and commercial vehicles)
- Percent of regional visitor emphasis corridors providing reliable travel times



Potential Targets

1. Significantly Reduce
2. Moderately Reduce
3. Maintain
4. Moderately Increase
5. Significantly Increase

Source(s): NPMRDS, HERE, FDOT Source Book



Investment & Economic Opportunity

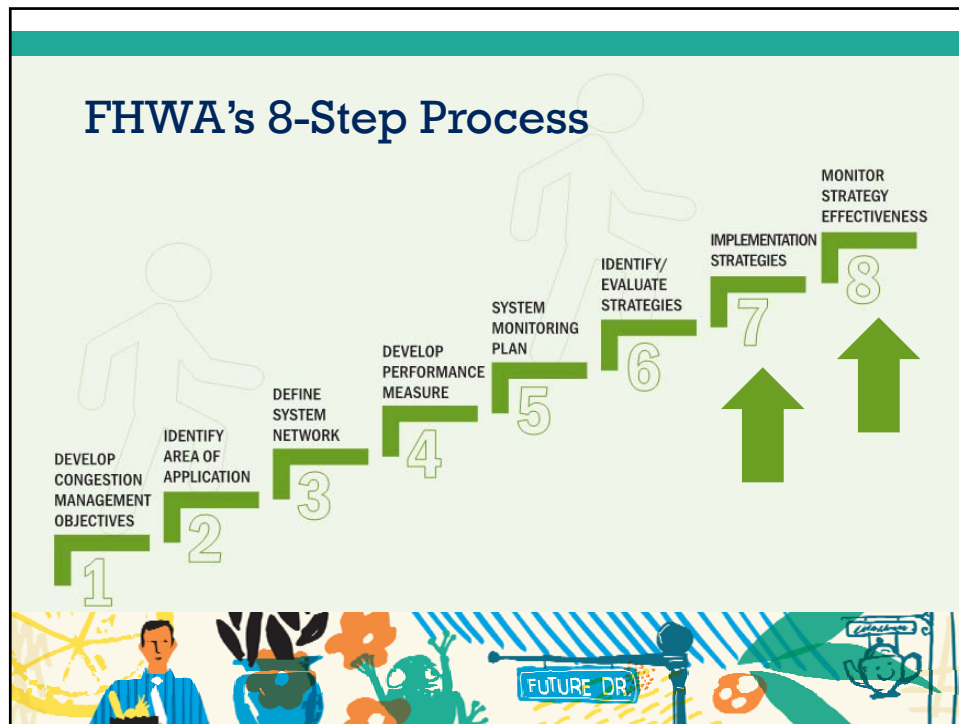
Support economic development through strategic transportation investment

Strategies for Consideration

- All TSM&O strategies contribute to this goal

Evaluation Process

- Work with the MTP team and MetroPlan to define this network
- Closely aligns with previous goal exercises; a new evaluation is not necessary but all programs and processes from the CMP should support investment and economic opportunity



Step #7 & #8: Implementation Strategies & Monitor Effectiveness

- CMPs typically result in TSM&O related opportunities
- CMP will include summaries of existing TSM&O related infrastructure and on-going programs/projects
- New opportunities identified through the CMP are intended to be implemented within 5 years
 - Systemwide and location specific projects will be identified along with approximate costs
- Identified performance measures will influence how the system is monitored
- CMP effectiveness should be assessed based on ease of data availability and evaluation processes
- Data collection, device deployment, and before/after studies are helpful monitoring activities



Next Steps



Next Steps

- Publish: Preliminary Technical Documentation
 - 1) Goals & Objectives
 - 2) Data Source Guide
 - 3) Existing Conditions
 - 4) Origin-Destination Analyses
- Update: Congestion Management Process
- Initiate: Scenario Planning & Needs Assessment
- Prepare: Preliminary Funding Forecasts



2020 Meeting Schedule



2020 Meeting Schedule

All 2045 Plan Working Group meetings will be held in the MetroPlan Orlando Boardroom

250 South Orange Avenue
Suite 200
Orlando, FL 32801

January 17th | 9:30 a.m.

Congestion Management Process & Performance Monitoring

March 19th | 9:30 a.m.

Introduction to Scenario Planning & Needs Assessment

June 16th | 9:30 a.m.

Scenario Planning Concepts & Preliminary Needs

August 11th | 9:30 a.m.

Environmental Analysis & Preliminary Cost Feasible Projects

November 3rd | 9:30 a.m.

Cost Feasible Plan & Adoption Activities



Public Comments

People wishing to speak must complete a “Speaker Card” at the reception desk.

Each speaker is limited to two (2) minutes.



MetroPlanOrlando.org

250 South Orange Avenue, Suite 200 | Orlando, Florida 32801



Congestion Management Process (CMP) Update

Performance indicator scoring (directional) from January 17, 2020 MTP Working Group meeting

Performance Indicator	Directional Target for 2045	Average Score by MTP Working Group
Goal #1: Safety and Security <i>Provide a safe and secure transportation system for all users</i>		
Number of fatalities, serious injuries and crashes by mode/user.	Significantly Reduce	1.0
Rate of fatalities, serious injuries, crashes per 100 million vehicle miles traveled (VMT) for all modes/users.	Significantly Reduce	1.0
Average emergency response time by incident occurrence and notification time.	Moderately Reduce	1.6
Average crash/incident clearance time (return to baseline operating capacity).	Moderately Reduce	1.5
Goal #2: Reliability & Performance <i>Leverage innovative solutions to optimize system performance</i>		
Percent of interstate roadways providing reliable travel times.	Maintain	3.4
Percent of non-interstate roadways providing reliable travel times.	Maintain	3.4
Truck travel time reliability index.	Moderately Reduce	2.1
Percent of system miles actively monitored and managed.	Moderately Increase	3.8
Vehicle hours of delay per capita.	Moderately Reduce	1.7
Percent of transit system on-time performance.	Significantly Increase	4.8
Goal #3: Access & Connectivity <i>Enhance communities and lives through improved access to opportunities</i>		
Average fixed-route transit frequency.	Significantly Increase	4.5
Percent of fixed-route transit system frequency: <15-minutes, 16-30 minutes, 31-59 minutes, >60 minutes.	Significantly Increase	4.8
Percent of population within ½ mile of 30-minute and 15-minute transit frequency.	Significantly Increase	4.9
Percent of jobs within 30-minute (car) or 60-minute (transit) travel time (peak and off-peak).	Significantly Increase	4.7
Vehicle miles traveled per capita.	Significantly Reduce	1.5
Percent of non-auto mode share/split.	Significantly Increase	4.7
Goal #4: Health & Environment <i>Protect and preserve our region's public health and environmentally sensitive areas</i>		
Units of carbon dioxide (CO2), Ozone (O3) precursor emissions, particulate matter (PM), and other transportation-related greenhouse gas equivalencies.	Significantly Reduce	1.3
Goal #5: Investment & Economy <i>Support economic prosperity through strategic transportation investment</i>		
Percent of regional visitor emphasis corridors providing reliable travel times.	Moderately Increase	1.6
Hours of travel time delay and associated cost (auto and commercial vehicles).	Moderately Reduce	4.3

Key: (1) Significantly Reduce; (2) Moderately Reduce; (3) Maintain; (4) Moderately Increase; (5) Significantly Increase

