Transportation and Infrastructure Technical Advisory Group-
Draft Metrics Including Additions and Changes Received from Members Following the Meeting

	Goals	Metrics
Goal #1	Prioritize investments where people live and work by maintaining, leveraging, and coordinating existing infrastructure when making investments.	• number of deficient bridges • lane miles of roadway identified as deficient • % of region with deficient ped/bike facilities • % of transportation funding going to new capacity versus existing • Transportation investments vs. population served: cost/user, transportation investment/capita or per acre, cost/mile Additional considerations: • Policy challenge: maintenance caps • Considering life-cycle costs

Goal #2	Multi-modal transportation including transit, pedestrian, and bicycle use, become a larger share of all trips made in the region, resulting in cleaner air and healthier communities**.**	• Multi-modal Level of Service • %, or population density, of people living within access to transit, including access by ped/bike • % of people located within x distance of a bikeway/trail or local low-speed street network • Mode share, % commute share by mode split (ped, bike, transit) • Per capita VMT • Energy/fuel use per capita • Air pollutant emissions reductions • % of destinations (such as jobs) accessible within a certain travel time, % of destinations accessible with no more than 1 transit connection • Cost/person/mile • Measure ridership of modes, trips/day, frequency of transit Additional considerations: • Making transit convenient, including by ped/bike
Goal #3	The region's transportation and infrastructure investments provide strategic access, linking residents, jobs, education, services, and other amenities**.**	• Reductions in delay/congestion, average time spent traveling, costs of time • % population within x distance of a park • % of new and redeveloped accessible by mode • Household + transportation costs (% budget/year spent) • Schools: % children that walk or bike to school, % of school budget spent on transportation Additional considerations: • Education/outreach on transportation options, mobility management • Use of impact fees

Goal #4	Promote policies that coordinate transportation and land use and reduce the strain on resources.	• Trip length by mode Additional considerations: • Coordinate funding among agencies (cities, counties, department of transportation) • Consider life-cycle costs of facilities • Identify the carrying capacity of the land • Coordinate development with ancillary development • Evaluate environmental and land value impact to surrounding businesses, parks and communities of fly-over grade separations vs. under-passes for both roadway interchanges and rail routes. • Have transportation infrastructure to sustain waste management

Goal #5	Promote effective goods movement while improving quality of life for residents.	• Cost of moving goods to consumers
		  ○ Analysis of if the costs are disproportionate to local communities
		  ○ Impacts from 18-wheeler traffic on neighborhoods. Data collected for incidents severity and cost of infrastructure deterioration
		• Breakdown of costs to the region
		• Evaluation of property value near an at-grade freight/passenger rail line vs. a trenched or tunneled line.

Goal #6	The region has access to global markets and destinations.	• Mode of access for passengers • Maintain airport connectivity and availability • % of households with internet access (internet as infrastructure) Additional considerations: • Measure impacts from 18-wheeler traffic on neighborhoods. • Incidents severity and cost of infrastructure deterioration. • Mishaps resulting from vehicles that are oversized for the streets they're traveling on.