

# Chapter 8

## Transportation Performance Management

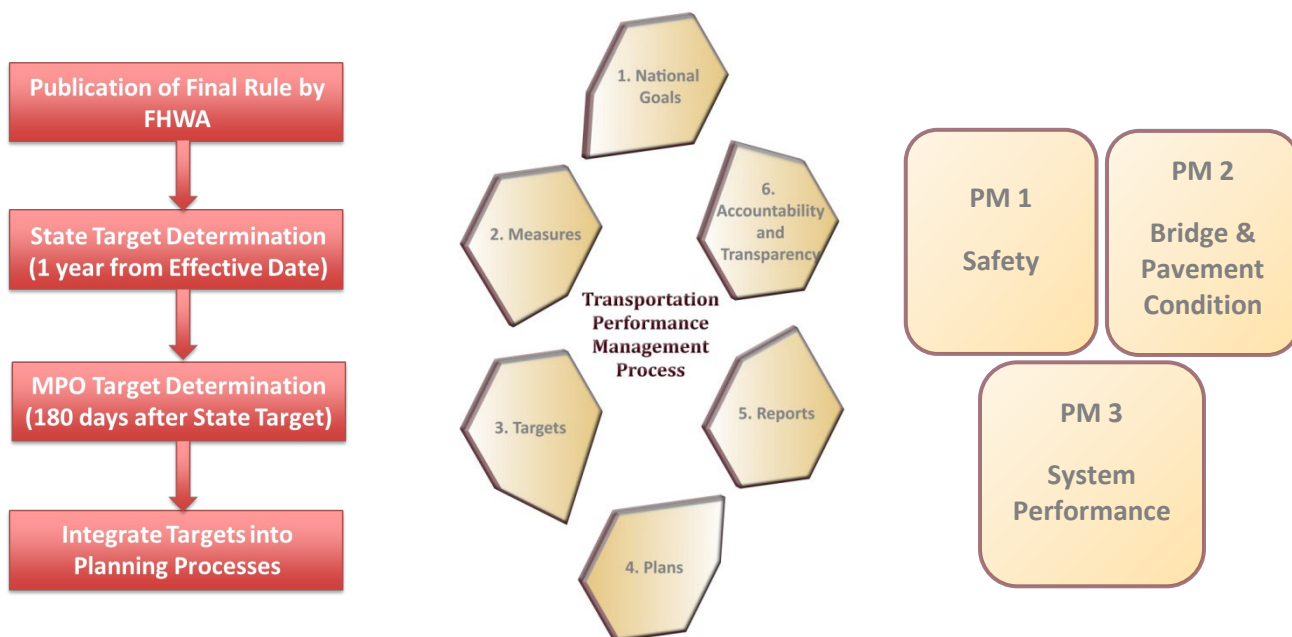
### 8.1 Overview

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Figure 8.1 provides an overview of the planning rule framework for TPM, FHWA established target setting process, and required performance measures. This chapter serves the role of the **System Performance Report** for the MVRPC Long Range Transportation Plan.

#### *Planning Rule Framework*

First established by MAP-21, the IJA requires state departments of transportation (DOTs), transit agencies, and metropolitan planning organizations (MPOs) to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures in a coordinated process to ensure consistency.

**Figure 8.1 — Transportation Performance Management Process**



The Federal Highway Administration (FHWA) organized the many performance-related provisions within the IJA for recipients of federal-aid highway funding into six elements: National goals or programs to focus the federal-aid highway program on specific areas of performance; Establishment

of measures by FHWA to assess performance and condition in order to carry out performance-based federal-aid highway programs; Establishment of targets for each of the measures to document expectations of future performance; Development of strategic and/or tactical plans to identify strategies and investments that will address performance needs; Development of reports that would document progress toward the achievement of targets, including the effectiveness of federal-aid highway investments; and requirements developed by FHWA to achieve or make significant progress toward achieving targets established for performance.

The IIJA also furthers several important goals with respect to public transportation, including safety, state of good repair, performance, and program efficiency. The IIJA gives the Federal Transit Administration (FTA) significant new authority to strengthen the safety of public transportation systems throughout the United States. The IIJA also put new emphasis on restoring and replacing aging public transportation infrastructure by establishing a new needs-based formula program and new asset management requirements.

Under this framework, FHWA and FTA have established a set of rulemakings for implementation of Performance-Based Planning and Programming (PBPP). FHWA published three Performance Measures (PM) rules that established performance measures to monitor the performance of safety (PM 1), bridge and pavement conditions (PM 2), and system performance (PM 3) while the FTA published rules to monitor Transit Asset Management (TAM) and develop Public Transportation Agency Safety Plans (PTASP). The rules dictate how State DOTs, MPOs, and transit agencies should set targets, report progress, and integrate performance management into their Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs).

The performance measures and standards are based on national goals and aligned to various program and policy areas including the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the National Freight Policy.

### ***Target Setting Options***

According to the U.S. DOT, all state Department of Transportations (DOT) and transit agencies must set targets for the established performance measures within one year of respective final rule implementation date, and all MPOs, including MVRPC, must either: 1) establish their own quantifiable targets for their metropolitan planning areas, or 2) support the statewide/regional targets as established by the state DOT or transit agency, no later than 180 days after the state/transit agency adopts its targets. To date, MVRPC has decided to support all applicable performance targets established by ODOT and the regional transit agencies. Table 8.1 provides a summary of all applicable performance measures in the MVRPC MPO region, established targets for those measures, and the most recent MVRPC Board of Directors resolution adoption date in support of those targets.

**Table 8.1 – Summary of MVRPC Supported ODOT/Transit Agencies Performance Targets**

Target Areas		Performance Measures	Network	Target Adoption Date	Target Adopted
PM 1	Safety	Number of Fatalities	All Public Roads (Applicable to MPO)	Dec 2025	1,201.0
		Rate of Fatalities			1.09
		Number of Serious Injuries			7,283.0
		Rate of Serious Injuries			6.52
		Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries			839.0
PM 2	Pavement Condition	Percentage Interstate System in Good Condition	Interstate System (Applicable to MPO)	June 2022	55%
		Percentage Interstate System in Poor Condition			1%
		Percentage non-Interstate System in Good Condition	NHS Non-Interstate (Applicable to MPO)	June 2022	40%
		Percentage non-Interstate System in Poor Condition			2%
	Bridge Condition	Percentage of NHS bridges by deck area in Good condition	NHS (Applicable to MPO)	June 2022	55%
		Percentage of NHS bridges by deck area in Poor condition			3%
PM 3	NHS Travel Time Reliability	Percent of Person-Miles Traveled on the Interstate System that are Reliable	Interstate System (Applicable to MPO)	June 2022	85%
		Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable	NHS Non-Interstate (Applicable to MPO)	June 2022	80%
	Freight	Truck Travel Time Reliability (TTTR) Index	Interstate System (Applicable to MPO)	June 2022	< 1.5
	Total CMAQ Emissions	Total CMAQ Project Reductions for CO, VOC, Nox, PM2.5 & PM10	N/A (MVRPC and Specific MPOs)	June 2022	VOC: 60 kg/day Nox: 230 kg/day
	Peak Hour Excessive Delay	Annual Hours of Peak Hour Excessive Delay per capita	NHS (Applicable to Urbanized Areas)	June 2022	< 7.2 hours
	Non-SOV Travel	Percent of Non-SOV Travel	N/A (Applicable to Urbanized Areas)	June 2022	> 16.1%
Transit	Transit Asset Management Plan	Transit – Capital State of Good Repair	N/A	December 2022	For specific targets see: <a href="https://www.mvrpc.org/sites/default/files/transit_asset_management_2017.pdf">https://www.mvrpc.org/sites/default/files/transit_asset_management_2017.pdf</a>
	Public Transportation Agency Safety Plan	Fatalities	N/A	May 2020	For specific targets see: <a href="https://www.mvrpc.org/sites/default/files/ptasp_targets_2020.pdf">https://www.mvrpc.org/sites/default/files/ptasp_targets_2020.pdf</a>
		Injuries			
		Safety Events			
System Reliability (State of Good Repair)					

Source: Greene CATS, GDRTA, MCTS, ODOT, and MVRPC



## *Assessment of Significant Progress*

The assessment of significant progress is conducted by FHWA at the state level wherein the FHWA determines whether ODOT has met or made significant progress towards meeting the adopted targets. FHWA does not directly assess MPO progress towards meeting targets; however, FHWA will review MPO performance relative to targets as part of periodic transportation planning reviews, including MPO certification reviews, and reviews of adopted LRTPs and TIPs.

## *Project Evaluation System Update*

In 2019, and in preparation for the Long Range Transportation Plan update, MVRPC staff worked with a committee of 15 MPO members to conduct a major review and update the Project Evaluation System (PES). One of the main goals of the PES update was to better align the criteria with the performance management approach and to improve the condition of regional transportation assets, particularly those in the National Highway System (NHS). As a result, the PES now includes criteria addressing pavement and bridge conditions and additional points are given to projects that improve major arterials on the NHS.

## **8.2 PM 1 Safety**

The first of the performance measure rules issued by FHWA became effective on April 14, 2016, establishing five measures to assess the condition of road safety:

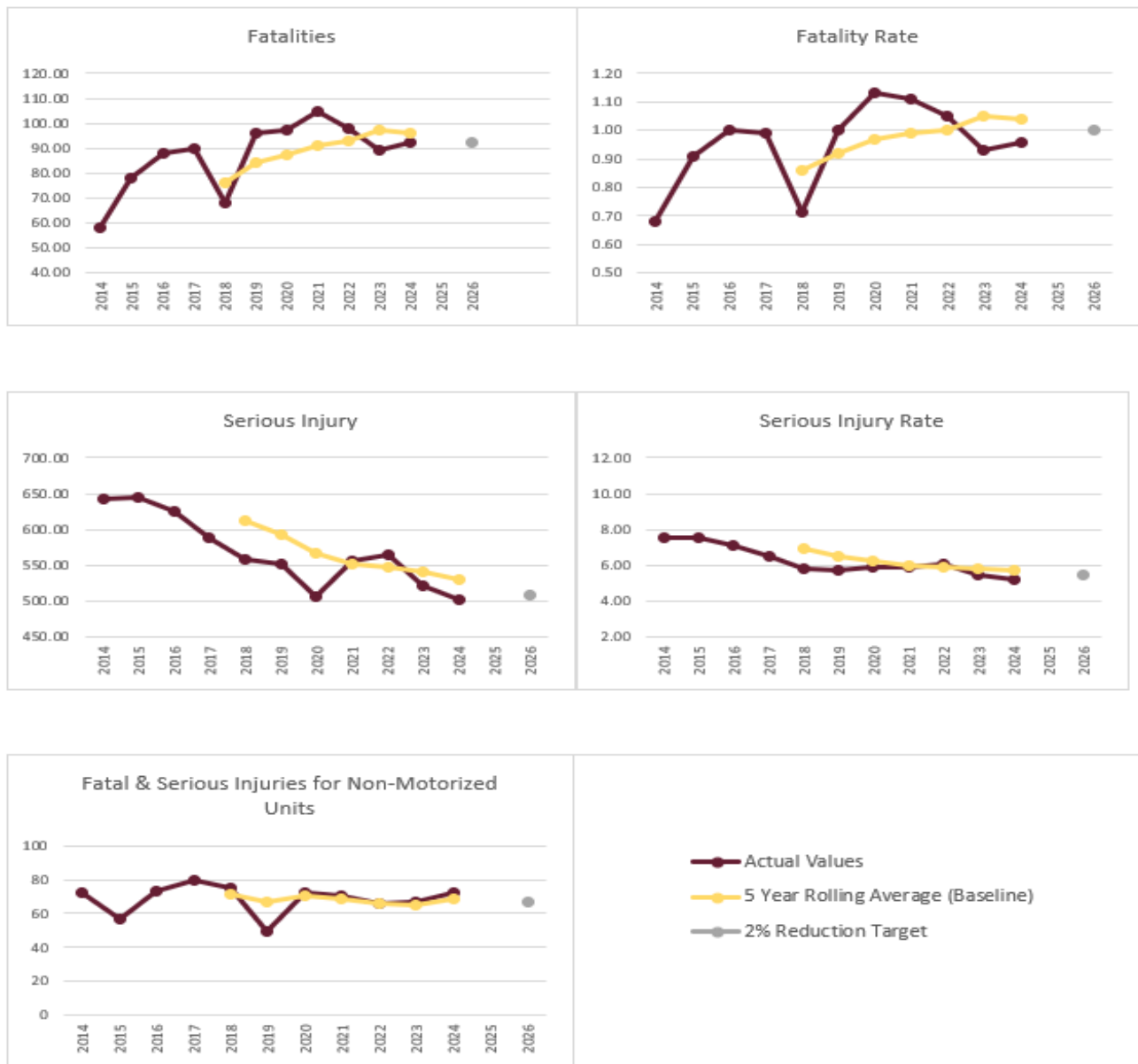
- Number of Fatalities.
- Rate of Fatalities: fatalities per million vehicle miles traveled (MVMT).
- Number of Serious Injuries.
- Rate of Serious Injuries: serious injuries per MVMT.
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

ODOT has established a 2% annual reduction goal for all five safety performance measures for 2026. To date, MVRPC has supported all ODOT's safety performance targets. In December 2025, the MVRPC Board of Directors adopted a resolution to support ODOT's most recent 2% annual reduction goal for 2026 for all five performance measures. While a determination of progress is done at the state level only, Figure 8.2 shows the MPO safety trends and targets for 2026 assuming that MVRPC would have adopted a 2% annual reduction goal. Based on the preliminary data, MVRPC would have made progress towards meeting the number of serious injuries and serious injury rate targets for the previous performance period 2024.

### Impact of Projects in the SFY 2026-2029 Transportation Improvement Program

As per performance management requirements of the IJJA, and in coordination with ODOT and the regional transit agencies, MVRPC staff analyzed the impact of pertinent SFY 2026-2029 TIP projects to help achieve adopted targets. There are 18 projects in the TIP that address a regional safety priority location. An additional 6 projects are expected to have a positive impact on safety. The total cost of safety improvement projects funded with STP, CMAQ, TA, and CR funds is nearly \$55 million. An additional 21 projects with a construction cost of \$46.5 million are funded with ODOT HSIP funds.

**Figure 8.2 — Summary of Safety Trends in the MVRPC MPO Region**



Source: ODOT and MVRPC

## *Public Education Safety Campaigns*

Recognizing that public education plays an important role in reducing crashes and making the Region's roads safer for all users, MVRPC develops safety materials and [educational campaigns](#) to encourage safe behavior and address trending/rising crash types or behaviors. Past materials and campaigns have included Bike PSAs, Share the Road materials, Street Smart Campaign (aimed at pedestrian safety), seat belt usage, proper use of child restraints, and distracted driving.



## **8.3 PM 2 Pavement and Bridge Conditions**

The second of the performance measures rules issued by FHWA became effective on May 20, 2017, establishing measures to assess the condition of pavements and bridges on the National Highway System (NHS) that is further subdivided into the Interstate System and the non-Interstate NHS. States are required to establish 2-year and 4-year targets for PM 2 measures over a four-year performance period. Two-year targets reflect the anticipated performance level at the midpoint of each performance period, while 4-year targets reflect it for the end of the performance period. MVRPC is only required to either establish or support ODOT's 4-year targets.

### *Pavement Conditions*

There are four performance measures to evaluate pavement conditions on the NHS:

- Percentage of pavements on the Interstate system in *good* condition.
- Percentage of pavements on the Interstate system in *poor* condition.
- Percentage of pavements on the non-Interstate NHS in *good* condition.
- Percentage of pavements on the non-Interstate NHS in *poor* condition.

ODOT reviewed 8 years of HPMS submitted NHS pavement data to establish targets for the pavement condition performance measures. MVRPC has chosen to support ODOT's 4-year targets. The table in Figure 8.3 summarizes Ohio's 4-year targets and compares them against MVRPC's 2021 baseline computed values. Figure 8.3 shows that while the majority of the interstate pavements in the MVRPC MPO region are in good condition, a significant portion of the non-interstate NHS pavements (especially locally owned non-interstate NHS) are classified as being in either fair or poor condition. As a result, MVRPC meets two out of four of ODOT's pavement condition "targets"; the first being "Percentage of Interstate Pavements in Good Condition, beating the state target of 55% with 68% of Interstate Pavements in the area in "Good" Condition. The other target MVRPC has met is "Percentage of Interstate Pavements in Poor Condition". The State has a target % set at 1%, while MVRPC baseline percentage was .10%.

### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

MVRPC does not have any Interstate System pavement condition projects that use STP, CMAQ, or TA funds. There are 6 projects using ODOT controlled funds that improve 178 lane-miles of Interstate with a construction cost of \$66.5 million.

There are 17 projects in the TIP that address Non-Interstate NHS pavement conditions. The total cost of pavement condition projects funded with STP, CMAQ, TA, or CR funds is \$25.9 million. There are an additional 25 projects using ODOT controlled funds that improve Non-interstate NHS pavement conditions with a cost of \$58.2 million.

### ***Bridge Conditions***

ODOT used the National Bridge Inventory (NBI) data to assess condition of bridges on the interstate and non-interstate NHS to establish targets against two performance measures:

Percentage of bridges on the NHS in *good* condition.

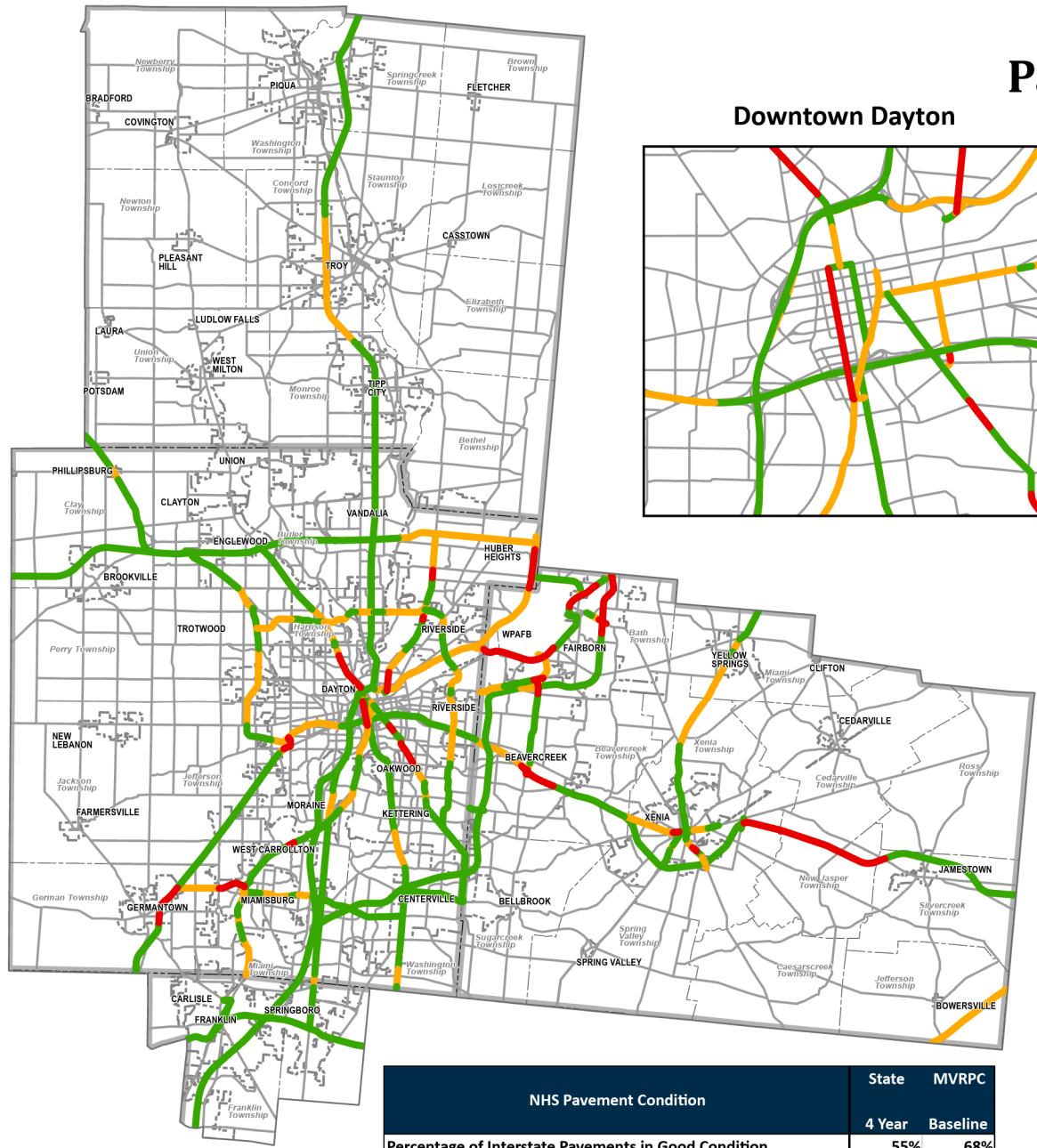
Percentage of bridges on the NHS in *poor* condition.

Figure 8.4 shows the NHS bridges in the MVRPC MPO region. The majority of the bridges can be classified as being in either good or fair condition. In 2021, five bridges were rated as being in poor condition. There are two bridges under construction currently, and two that have projects in the planning stages. MVRPC is supporting ODOT's 4-year targets for bridge condition measures and MVRPC's 2021 baselines shows that it met both those targets as shown in Figure 8.4.

### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

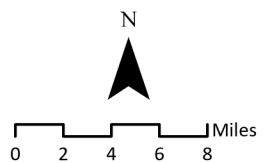
MVRPC does not have any NHS Bridge Condition projects that use STP, CMAQ, TA, or CR funds. There are 36 bridges on the NHS that are being improved with ODOT controlled funds with a total construction cost of \$12.5 million.

# Figure 8.3 Pavement Conditions



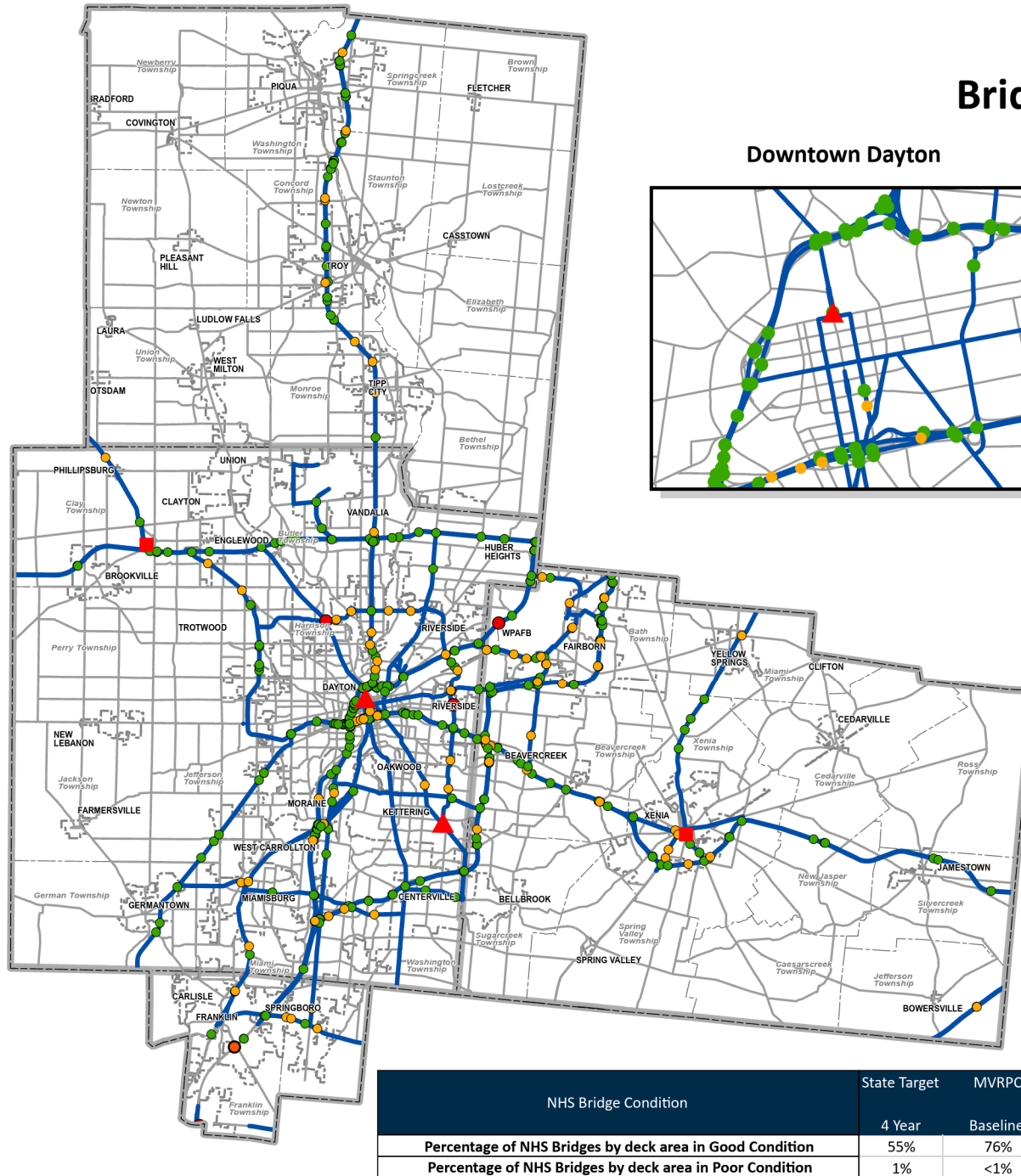
- Good
- Fair
- Poor

Source: ODOT and MVRPC  
May 2026

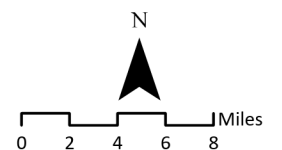


NHS Pavement Condition	State	MVRPC
	4 Year	Baseline
Percentage of Interstate Pavements in Good Condition	55%	68%
Percentage of Interstate Pavements in Poor Condition	1%	0.10%
Percentage of Non-Interstate NHS Pavements in Good Condition	40%	26%
Percentage of Non-Interstate NHS Pavements in Poor Condition	2%	2.10%

# Figure 8.4 Bridge Condition Ratings



Source: ODOT and MVRPC  
May 2026



## 8.4 PM 3 System Performance

The third of the three performance measures rules issued by FHWA became effective on May, 20 2017, establishing measures to assess the performance of the NHS, freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). States are required to establish 2-year and 4-year targets for PM 3 measures for a four-year performance period. MVRPC has chosen to support ODOT's 4-year targets for all applicable PM 3 measures.

### *Travel Time Reliability on the NHS*

FHWA established two performance measures to assess travel time reliability on the NHS:

- Percent of Person-Miles Traveled on the Interstate that are Reliable.
- Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable.

These measures seek to assess how reliable the NHS network is by calculating a ratio called the Level Of Travel Time Reliability (LOTTR). The data to compute LOTTR is sourced from FHWA's National Performance Management Research Data Set (NPMRDS). Ohio MPOs are able to access the computed metrics for their region through an ODOT subscription to a toolset provided by a private contractor that assists in calculating these metrics for the NHS. The top graph in Figure 8.5 shows the trend lines for the auto travel time reliability measures on the Interstate and non-Interstate NHS in the MVRPC Region. Based on the 2021 baseline values, MVRPC would meet both of the 4-year targets as established by ODOT and summarized in Table 8.1.

#### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

At this time MVRPC does not have any Interstate System NHS Travel Time Reliability projects that use STP, CMAQ, TA or CR funds. There is an additional Interstate System Travel Time Reliability project using ODOT controlled funds with a total construction cost of \$21.3 million.

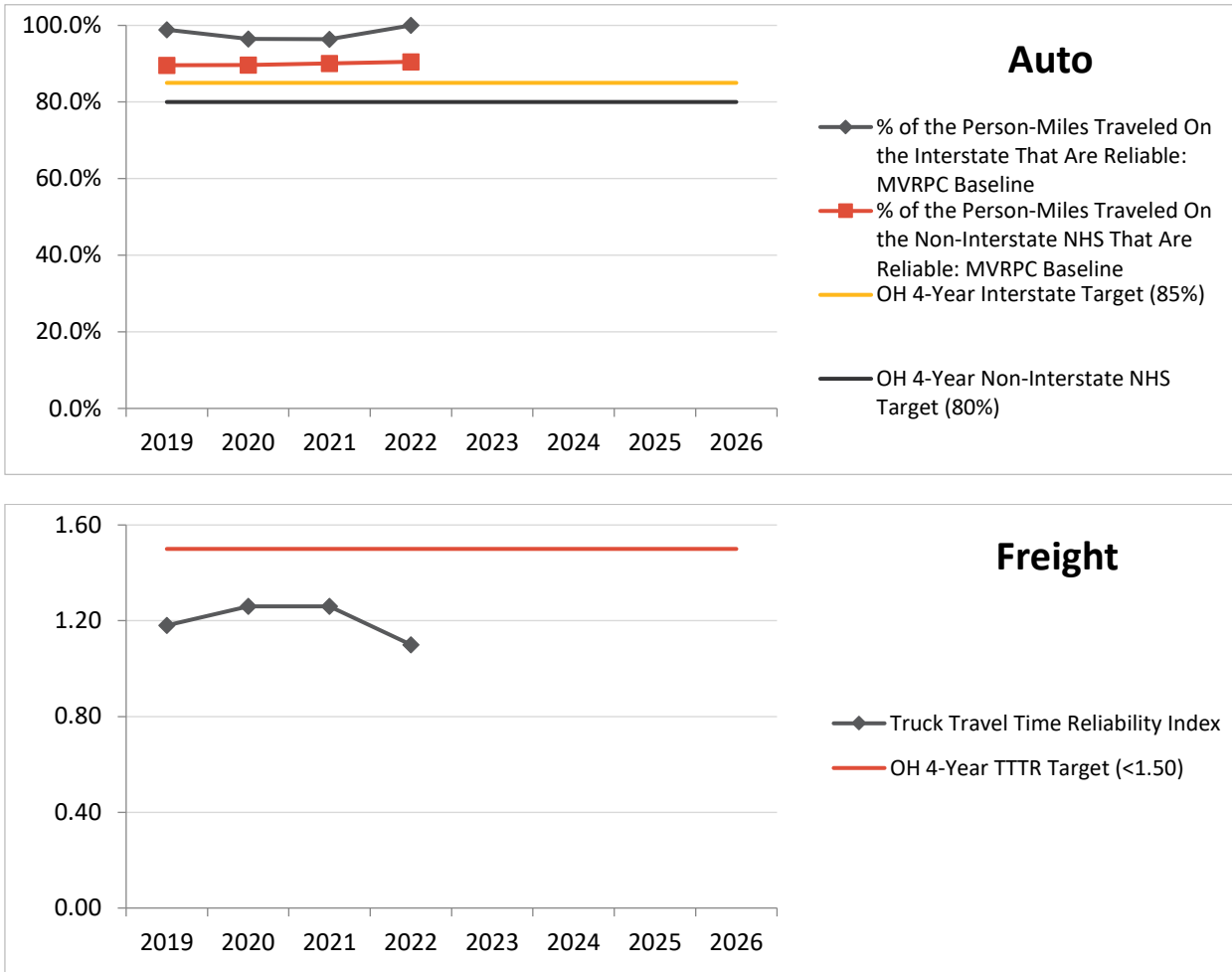
### *Freight Travel Time Reliability on the Interstate System*

FHWA established the following freight reliability performance measure:

- Truck Travel Time Reliability (TTTR) Index.

This measure seeks to assess how reliable the interstate network is for trucks by calculating a ratio called TTTR. Similar to the computation of LOTTR, the data to compute TTTR is also sourced from the NPMRDS. The bottom graph in Figure 8.5 shows the trend lines for the TTTR Index on the Interstate system in the Region. Based on the 2022 baseline value of 1.26, MVRPC would meet the 4-year target as established by ODOT (<1.50 TTTR Index).

**Figure 8.5 — Travel Time Reliability: MVRPC Regional Trends**



Source: FHWA, ODOT, and MVRPC

**Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There is 1 project funded with STP, CMAQ, TA or CR funds that addresses NHS Non-Interstate Travel Time Reliability with a total cost of \$2.2 million.

**CMAQ Program**

The PM 3 rule also contains performance measures to assess the Congestion Mitigation and Air Quality Improvement (CMAQ) program through measurement of total emissions reduction of on-road mobile source emissions. States whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter need to establish targets for each of these applicable criteria pollutants and precursors. Since Warren County is designated as non-attainment for 8-hour ozone (2015), MVRPC is required to either establish targets or support ODOT’s targets for VOC and NOx.

ODOT established emissions reduction targets in 2022 for three mobile-source pollutants (VOC, NO<sub>x</sub>, and PM 2.5) based on 2014-2020 project emissions data recorded in FHWA’s CMAQ Public Access Database. MVRPC is supporting the applicable 4-year VOC and NO<sub>x</sub> targets as established by ODOT and summarized in Table 8.1.

#### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There are 24 projects in the SFY2026-2029 TIP that address CMAQ Emission reductions for our region. The total cost of MPO funded CMAQ emissions reduction projects is nearly \$53.1 million.

### ***Peak Hour Excessive Delay***

Another measurement that is related to the CMAQ Program is documenting annual hours of peak hour excessive delay per capita. ODOT and MPOs must measure traffic congestion using annual hours of peak excessive delay (PHED) per capita on the National Highway System. ODOT established a PHED range in 2022 of less than < 7.2 annual hours per capita.

#### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There is one project funded with STP, CMAQ, TA or CR funds that addresses Peak Hour Excessive Delay with a total cost of 2.2 million. There are an additional 8 projects using ODOT controlled funds with a total construction cost of \$42.4 million that decrease Peak Hour Excessive Delay.

### ***Non-SOV Travel***

Non-SOV travel measures the percentage of daily commuters in the urbanized area who use some form of transportation other than driving alone in a personal vehicle. Examples include carpool, vanpool, public transportation, commuter rail, walking, bicycling, and telecommunicating. ODOT in conjunction with MVRPC last established non-SOV targets in 2022 for the Dayton urbanized area to meet at least 16.1% of commuting by a means other than driving alone.

#### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There are 31 projects with STP, CMAQ, TA or CR funds that addresses Non-SOV Travel with a total cost of \$68 .8 million. There is an additional 33 non-SOV travel projects using ODOT controlled funds with a total cost of \$35.2 million.

## **8.5 Transit Asset Management**

FTA’s Transit Asset Management (TAM) rule became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The purpose of the TAM is to help achieve and maintain a state of good repair (SGR) for the nation’s public transportation assets. It requires transit agencies to establish a

system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance targets for four national performance measures:

- Rolling Stock: % of vehicles that have met or exceeded their Useful Life Benchmark (ULB).
- Equipment: % of vehicles that have met or exceeded their ULB.
- Infrastructure: % of track segments with performance restriction.
- Facilities: % of facilities in an asset class, rated <3 on the Transit Economic Requirements Model (TERM) scale.

In coordination with ODOT’s Office of Transit and the three regional transit agencies, GDRTA, Greene CATS Public Transit, and Miami County Transit System, the MVRPC Board of Directors adopted a resolution in June 2017 in support of the targets established in the TAM Plan. A summary of the initial targets established by each transit agency by asset class in relation to a 2017 baseline can be viewed on the MVRPC website at:

[https://www.mvrpc.org/sites/default/files/transit\\_asset\\_management\\_2017.pdf](https://www.mvrpc.org/sites/default/files/transit_asset_management_2017.pdf)

### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There are 31 projects in the TIP that address Transit Assets. The total cost of Transit Asset projects funded in the TIP is \$165.3 million.

## **8.6 Public Transportation Agency Safety Plans**

In July 2018, FTA published the Public Transit Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants and all rail transit systems to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). Its purpose is to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. Transit agencies are required to set performance targets for each of the performance measures as identified in the most recent National Public Transportation Safety Plan (NSP):

- System reliability: mean distance between major mechanical failures.
- Safety events: number and rate per total vehicle revenue miles by mode.
- Fatalities: number and rate per total vehicle revenue miles by mode.
- Injuries: number and rate per total vehicle revenue miles by mode.

In coordination with ODOT’s Office of Transit and the three regional transit agencies, (GDRTA, Greene CATS Public Transit, and Miami County Transit System), the MVRPC Board of Directors adopted a resolution in May 2020 in support of the public transportation safety targets established by each regional transit agency in relation to a historical baseline. A summary of the public transportation safety targets can be viewed on the MVRPC website at:

[https://www.mvrpc.org/sites/default/files/ptasp\\_targets\\_2020.pdf](https://www.mvrpc.org/sites/default/files/ptasp_targets_2020.pdf)

### **Impact of Projects in the SFY 2026-2029 Transportation Improvement Program**

There are 8 projects in the TIP that address system reliability. The total cost of these projects in the TIP is \$41 million. Fatalities, injuries, and safety events are addressed by each transit agency, through policies, risk management practices, safety assurances and promotion including but not limited to: communication, reporting, hazard identification, and training programs.

## **8.7 Regional Report Card**

In addition to the federal performance measures described in the previous sections, MVRPC researches and tracks other regional transportation measures related to system performance, safety, transportation system conditions, and accessibility to gain insight into how well the transportation system is doing and what areas need improvement. It also expands the geographic scope beyond the federal requirements (for example, considering all functionally classified roads versus roads in the NHS only) and provides an indication of future needs. These trends are published in a **Regional Report Card**.

The Regional Report Card is shown in Table 8.2. It documents and describes the various measures that are tracked under each category, the data source used to evaluate the measures, two historical data points for comparison, and a trend analysis based on this historical comparison. The trend analysis shows the goal for that measure (for example, the Region would like to see a downward trend for the number of fatalities) against the actual performance. All measures where the actual performance is worse than the desired trend is identified by shading the table cell red.

**Table 8.2 — Regional Report Card**

Measure		Description	Data		Goal	Actual	Trend
System Performance	Average Freeway Speed (mph)	Source: INRIX	63.1 (2018)	65.6 (2023)	—	↑	3.8%
	Congested System	Congested Lane-Miles Source: Texas Transportation Institute (TTI)	8.4% (2017)	6.20% (2022)	↓	↓	-26.1%
	Annual Freeway Vehicle Hours of Delay	In hours; Source: INRIX	844,980 (2018)	872,960 (2023)	↓	↑	3.31%
	Annual Cost of Vehicle Delay on Freeways	In millions; Source: INRIX	\$30.14 (2018)	\$35.85 (2023)	↓	↑	18.9%
	Annual Cost of Truck Delay on Freeways	In millions; Source: INRIX	\$14.44 (2018)	\$14.91 (2023)	↓	↑	3.2%
Safety	Incident Response	Average duration of major freeway incidents In minutes; Source: INRIX	101.3 (2018)	148.6 (2023)	↓	↑	46.6%
	Mean Distance Between Calls	Miles between service calls Source: GDRTA	1,508 (2018)	5,224 (2024)	↑	↑	246.4%
	Rate of Fatalities	Total fatalities per 100 million Daily VMT Source: ODPS	1.00 (2017-19)	1.30 (2021-23)	↓	↑	30.0%
	Rate of Serious Injuries	Total incapacitating injuries per 100 MDVMT Source: ODPS	7.03 (2017-19)	7.06 (2021-23)	↓	↑	0.4%
	Transit Incidents	Transit incidents per 100,000 trips Source: NTD	0.47 (2016-18)	0.19 (2022-24)	↓	↓	-59.5%
	Bike/Pedestrian Safety	Number of Nonmotorized Fatalities and Serious Injuries Source: ODOT & ODPS	848.0 (2017-19)	894.0 (2021-23)	↓	↑	5.4%
System Conditions	Pavement Condition Rating (PCR)	% Road Mileage in Poor Condition based on PCR Source: ODOT	4.3% (2018)	7.8% (2023)	↓	↑	81.3%
	Bridge Rating	% of Bridges in Fair / Poor Condition Source: ODOT	13.4% (2018)	11.3% (2023)	↓	↓	-15.6%
Accessibility	Miles of Regional Bikeway	Additions to Regional Bikeway System In miles; Source: MVRPC	220 (2018)	238 (2025)	↑	↑	8.2%
	Population Served by Bikeway	Population within ½ mile of a Regional Bikeway Source: U.S. Census, MVRPC <sup>1</sup>	32.3% (2018)	33.2% (2025)	↑	↑	2.8%
	Employment Served by Bikeway	Employment within ½ mile of a Regional Bikeway Source: QCEW, MVRPC <sup>1</sup>	46.8% (2018)	47.5% (2025)	↑	↑	2.1%
	Population Served by Transit	Population within ½ mile of a GDRTA Bus Route Source: U.S. Census, MVRPC, GDRTA <sup>1</sup>	83.0% (2018)	82.6% (2024)	↑	—	■
	Employment Served by Transit	Employment within ½ mile of a GDRTA Bus Route Source: QCEW, MVRPC, GDRTA <sup>1</sup>	89.5% (2018)	89.1% (2024)	↑	—	■
	Work trips by Biking and Walking	Work trips in the Region by biking and walking Source: ACS 2014-2018, ACS 2018-2023	2.58% (2018)	2.59% 2023	↑	—	■
	Population Living in Mixed Land Use Districts	Population living in districts integrated with residential and employment land uses Source: U.S. Census, QCEW, MVRPC	26.5% (2010)	33% (2020)	↑	↑	24.5%

<sup>1</sup> Using 2010 populations and employment for previous period and 2020 population and employment for current period.



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