QUANTITATIVE MEASURES OF EFFECTIVENESS	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
	2040 CLRP	Express Travel Network	Operational Improve-ments & Hotspot Relief	Additional Northern Bridge	High-Capacity Transitways	Commuter Rail	Metrorail Core Capacity	Transit Rail Extensions	Optimize Land-Use Balance	Transit Fare Policy Changes	Amplified TDM
Travel Time (SOV)	50.7	-2%	-4%	0%	-1%	-1%	-2%	-1%	-5%	0%	-4%
Travel Time (HOV)	58.9	-5%	-4%	-1%	-1%	-1%	-1%	-1%	-6%	<1%	-6%
Travel Time (Transit)	53.9	-1%	-2%	- <1%	-1%	<1%	-6%	- <1%	-5%	1%	<1%
Daily Vehicle Hours of Delay	1.85 M	-11%	-8%	-3%	-2%	-2%	-9%	-3%	-18%	-2%	-24%
Jobs Accessible by Transit	523,000	2%	2%	- <1%	4%	1%	19%	10%	10%	0%	0%
Jobs Accessible by Auto	876,000	5%	8%	1%	1%	<1%	2%	1%	10%	<1%	10%
Mode Share: SOV	58.1%	<1%	3%	<1%	-1%	-1%	-4%	-1%	-2%	<1%	-8%*
Mode Share: HOV	11.6%	-1%	-7%	0%	-1%	-1%	-5%	-3%	-4%	-2%	24%*
Mode Share: Transit	24.6%	1%	-4%	- <1%	4%	2%	11%	5%	<1%	2%	6%*
Mode Share: Non-Motorized	5.6%	0%	0%	0%	<1%	<1%	<1%	<1%	29%	0%	16%*
Travel on Reliable Modes**	11.5%	42%	-5%	-2%	6%	2%	9%	6%	0%	3%	-3%
VMT daily	141.9 M	<1%	2%	1%	- <1%	- <1%	-1%	-1%	-3%	-1%	-6%
VMT daily per capita	21.17	<1%	2%	1%	- <1%	- <1%	-1%	-1%	-6%	-1%	-6%
Share of Households in Zones with High-Capacity Transit	39.9%	0%	0%	- <1%	25%	<1%	<1%	17%	9%	0%	0%
Share of Jobs in Zones with High-Capacity Transit	57.7%	0%	0%	- <1%	15%	<1%	0%	13%	2%	0%	0%
VOC Emissions	18.9	0%	-3%	1%	-1%	0%	-2%	-1%	-4%	-1%	-8%
NOx Emissions	18.8	0%	0%	1%	0%	0%	-2%	-1%	-4%	-1%	-7%
CO_2 Emissions	47,082.3	0%	-1%	1%	-1%	0%	-2%	-1%	-4%	-1%	-7%

* Mode shares reflect trips taken. Due to telework, actual number of transit trips declines; bicycle/pedestrian stays flat; HOV increases slightly.

**Travel on reliable modes reflects the percentage of passenger miles on express lanes, Metrorail, bus rapid transit, commuter rail, walking, and biking; it does not reflect improvements in reliability due to reduced traffic congestion or programs that affect non-recurring delay, such as improved incident management.

CHALLENGES	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
Road Congestion											
Transit Crowding											
Inadequate Bus Service											
Access to Bike/Ped											
Development around Metrorail											
Housing & Job Location											
Metrorail Repair Needs											
Roadway Repair Needs											
Incidents and Safety											
Pedestrian & Bicyclist Safety											
Environmental Quality											
Open Space Development											
Bottlenecks											
Reliable Access to Intercity Hubs											

BASELINE

KEY: High Medium Low Neutral Negative

OTHER FACTORS	BASE	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10
Affordability and User Costs		↑ / ↓	↓	↑ / ↓	↓	↓	–	↑ / ↓	↓	↓↓↓	↑ / ↓
Capital Costs of Implementation		$	$$	$$	$$	$$	$$$	$$$	$	$$	$
Equitable Distribution of Benefits		Mixed	Positive	Negative	None	None	None	None	Positive	Positive	Mixed
Placemaking		Neutral	Neutral	Neutral	Very Positive	Positive	Positive	Very Positive	Very Positive	Neutral	Positive
Right of Way, Community, & Environmental Impacts		Yes	Yes	Yes	Yes	Limited	Limited	Yes	No	No	No
Public Support & Implementation Feasibility	Not Assessed										
Relationship of Initiatives	Some overlapping or synergistic effects expected										