

## Appendix P – Performance Report

*This Appendix provides an overview of the federal performance measures, a summary of the past targets and the results for the 2018 – 2022 reporting period, and the targets for the 2022 – 2026 reporting period.*

Introduced in 2012 with the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and continued in subsequent federal surface transportation legislation (Fixing America’s Surface Transportation [2015] and the Infrastructure Investment and Jobs Act of 2021) is a move to using a performance-based approach to planning and programming. Performance management and performance-based planning and programming increases the accountability and transparency of the federal-aid program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. This process helps to ensure the most efficient and effective investment of federal transportation funds.

The federal rules established a set of national performance measures to track the progress made at state department of transportation (DOTs), mass transit districts, and metropolitan planning organizations (MPOs) as they plan and program their investments in regional and state transportation systems<sup>1</sup>. These measures are meant to relate the investments made with the national goals that were identified by the U.S. Congress in MAP-21<sup>2</sup>. The federal rulemaking process for these performance measures was completed in 2018. SKATS has worked closely with the Oregon Department of Transportation (ODOT) and the Salem Area Mass Transit District (SAMTD) to incorporate these federal performance measures into state and regional transportation planning and provide useful performance barometers of the regional transportation system.

As required by federal transportation planning regulations (23 CFR 450.324 (f) (3)), the Metropolitan Transportation Plan (MTP) needs to include “a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).” This requirement is satisfied by this appendix and the discussion presented in **Chapter 3 (Goals)** that provides the linkage between the Goals of the MTP and the federally required performance measures<sup>3</sup>. The requirement to include “a system performance report ... evaluating the condition and performance of the transportation system with respect to the performance targets ...” (23 CFR 450.324 (f) (4)) is met by the discussion in the “The Performance Measures and Results for the 2018 – 2022 Reporting Period” section starting on page P-8.

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<sup>1</sup> See 23 CFR 450.306 (d), 23 CFR 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d).

<sup>2</sup> See the discussion in Chapters 2 and 3.

<sup>3</sup> Appendix J provides a crosswalk between the national goals and the goals of the MTP.

In this appendix is an overview of the choices for setting targets, the targets set or accepted by SKATS for the 2022-2026 reporting period, the results from the 2018-2022 reporting period, and more discussion on each of the performance measures.

### **Target Setting Choices**

For most of the federal performance measures, two options are available for setting targets<sup>4</sup>. Either SKATS can “agree to plan and program projects” to support the target(s) set by ODOT or SAMTD; or SKATS can commit to a quantifiable target that is specific to the metropolitan planning area.

If SKATS decides to “accept and support” the target for a performance measure set by ODOT or SAMTD, this means that SKATS will:

- Work with ODOT or SAMTD to identify portions of the regional system that are below the thresholds for each performance measure.
- Include in the MTP and TIP programs or projects that will contribute toward meeting the target for each performance measure.
- Include in the TIP a discussion of how the projects included will assist in making progress toward the target for each performance measure.

If SKATS decides to develop a region-specific quantifiable target for a performance measure, this means SKATS will:

- Work with ODOT or SAMTD to establish the baseline conditions for the performance measure.
- Develop programs or projects that will contribute toward meeting the target.
- Document in the TIP the projects or programs that are being funded to meet the target for that performance measure.
- Work with ODOT or SAMTD to track the progress toward meeting the target and report in each MTP update.

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<sup>4</sup> The exceptions are the Annual Peak Hour Excessive Delay per capita and the Percent of Non-Single Occupant Travel performance measures. SKATS-specific targets are required as a state-wide value does not make sense.

## Targets for the Performance Measures

The federal performance measures are listed in **Table P-1**, along with the frequency of updating. For most of the performance measures the targets are set every four years (2022-2026, 2026-2030 ...), while the road safety, transit safety, and transit state of good repair performance measures are set yearly for the upcoming year. For this reporting period (2022-2026), two additional performance measures apply to MPOs with a population between 200,000 and one million that are either non-attainment or a maintenance area for air quality.

For this update to the MTP, the SKATS Policy Committee has chosen to support the following targets set by ODOT for:

- Road Safety
- Bridge
- Pavement
- System Performance (Travel Time Reliability, Freight Movement, and Total Emissions Reductions for all CMAQ funded projects)

And the targets set by the SAMTD for:

- Transit State of Good Repair
- Transit Safety

In consultation with ODOT, targets specific to SKATS have been set for<sup>5</sup>:

- Annual Peak Hour Excessive Delay per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel

In July 2022, the FHWA published a proposed rule for a performance measure on the tailpipe emissions of carbon dioxide on the National Highway System. This measure will be considered after the final rule is published in 2023.

Shown in **Tables P-2 to P-5** are the targets set for each of the performance measures for the 2022-2026 reporting period.

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<sup>5</sup> This was at the August 23, 2023 SKATS Policy Committee meeting.

Table P-1: Federally Required Performance Measures

Performance Measure	Target Due	
	ODOT	SKATS
<b>Roadway Safety</b>		
<ul style="list-style-type: none"> <li>- Serious injuries per vehicle mile travelled</li> <li>- Fatalities per vehicle mile travelled</li> <li>- Number of serious injured</li> <li>- Number of fatalities</li> <li>- Number of fatalities and serious injuries for non-motorized users</li> </ul>	Targets updated every year	180 days after ODOT submittal
<b>Pavement and Bridge Condition</b>		
<b>Pavement</b> <ul style="list-style-type: none"> <li>- Percentage of pavements of the Interstate System in Good condition</li> <li>- Percentage of pavements of the Interstate System in Poor condition</li> <li>- Percentage of pavements of the non-Interstate NHS in Good condition</li> <li>- Percentage of pavements of the non-Interstate NHS in Poor condition</li> </ul> <b>NHS Bridge</b> <ul style="list-style-type: none"> <li>- Percentage of NHS Bridges Classified as in Good condition</li> <li>- Percentage of NHS Bridges Classified as in Poor condition</li> </ul>	October 1, 2022 (four- year cycle)	180 days after ODOT submittal
<b>Performance of the National Highway System<sup>6</sup></b>		
<b>Travel Time Reliability</b> <ul style="list-style-type: none"> <li>- Percent of the Person-Miles traveled on the Interstate System that are reliable</li> <li>- Percent of the Person-Miles traveled on the non-Interstate NHS that are reliable</li> </ul> <b>Freight Movement</b> <ul style="list-style-type: none"> <li>- Truck Travel Time Reliability Index</li> </ul> <b>Congestion and Air Quality Improvement Program (CMAQ)</b> <ul style="list-style-type: none"> <li>- Total Emissions Reduction for all CMAQ funded projects</li> <li>- Annual Hours of Peak Hour Excessive Delay Per Capita (new for 2022)</li> <li>- Percent of Non-SOV Travel (new for 2022)</li> </ul>	October 1, 2022 (four-year cycle)	180 days after ODOT submittal
<b>Transit Asset Management (TAM – State of Good Repair)</b>		
<ul style="list-style-type: none"> <li>- Percent of revenue vehicles (by type) that exceed the useful life benchmark (ULB)</li> <li>- Percent of non-revenue service vehicles (by type) that exceed ULB</li> <li>- Percent of facilities (by type) that are rated less than 3 on the TERM scale</li> <li>- Percent of track segments that have performance restrictions</li> </ul>	Targets updated every year	180 days after SAMTD submittal
<b>Transit Safety</b>		
<ul style="list-style-type: none"> <li>- Total number of reportable fatalities and rate per total unlinked passenger trips by mode</li> <li>- Total number of reportable injuries and rate per total unlinked passenger trips by mode</li> <li>- Total number of reportable events and rate per total vehicle miles by mode</li> </ul>	Yearly by July 20	180 days after SAMTD submittal

<sup>6</sup> While a performance measure for Greenhouse Gases was included in the original legislation, and FHWA developed rules for the implementation, they were revoked in 2017. In July 2022 FHWA released new Proposed Rules for a Greenhouse Gas related measure. This table will be revised after the proposed rule is finalized.

## Summary of the Performance Measures Targets for 2022 – 2026 Reporting Period

Table P-2: Road Safety Targets from the Oregon Traffic Safety Action Plan (2021 TSAP ES.3 p.9, ODOT)

Report Year	Base Period	Fatalities	Fatality Rate (per 100 million VMT)	Serious Injury	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
<b>2021 Base</b>	2014-2018	448	1.48	1,739	5.03	257
<b>2022 Target</b>	2015-2019	444	1.46	1,722	4.98	254

Table P-3: Road Safety Targets for 2023 (ODOT discussion with MPOs, 2022)

Report Year	Base Period	Fatalities	Fatality Rate (per 100 million VMT)	Serious Injury	Serious Injury Rate (per 100 million VMT)	Non-motorized Fatalities and Serious Injuries
<b>Baseline</b>	2016-2020	488.0	1.37	1783	4.99	259
<b>2023 Target</b>	2016-2020	488.0	1.37	1783	4.99	259

Table P-4: Targets for Pavement and Bridge Measures 2022-2026, ODOT

Performance Measure	Base Line 2022	Two-year target 2024	Four-year target 2026
Percentage of Pavements of the Interstate System in Good Condition	57.7%*	50.0%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%*	0.5%	0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	33.5%	30.0%	30.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.9%	5.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	13.5%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.8%	2.4%	3.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	78%	78%	78%

Table P-5: Targets for System Performance Measures 2022-2026, ODOT

Performance Measure	Base Line 2022	Two-year target 2024	Four-year target 2026
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	78%	78%	78%
Truck Travel Time Reliability (TTTR) Index	1.45	1.45	1.45
Annual Hours of Peak Hour Excessive Delay Per Capita (PHED) [SKATS only]	7.0 hrs	7.0 hrs	7.0 hrs
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel [SKATS only]	24.0%	23.2%	22.7%
Total Emission Reductions: CO	92.25	46.13	92.25

Table P-6: Targets for Transit Safety (2022 and 2023), SAMTD

Mode of Transit Service	Fatalities <sup>7</sup>	Injuries	Safety Events <sup>8</sup>	System Reliability <sup>9</sup>
Fixed Route Bus	0	3	1.0 / 100,000	9,000 miles
Demand Response	0	2	1.0 / 100,000	3,000 miles

<sup>7</sup> For fatalities and injuries, the targets are for total number of reportable events

<sup>8</sup> Rate per total vehicle revenue miles

<sup>9</sup> Mean distance between major mechanical failures

Table P-7: Transit State of Good Repair Targets (Source: SAMTD)

#	Reporting Category	Asset Inventory	Detail	Type	TAM Targets
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	CNG	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	CNG	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	32 ft.	Diesel/hybrid	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	33 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (CU)	22-24 ft.	Gas	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (VN)	15 ft.	Gas	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Utility Non-Revenue Service	Maintenance Pickups	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Staff Non-Revenue Vehicles	Supervisor vehicles and pool cars	No more than 10% above CPC ULB
3	Facilities	DW Maintenance Operations Facilities	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	DW Operations Facilities	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	Keizer Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	Downtown Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale

### **The Performance Measures and Results for the 2018 – 2022 Reporting Period**

Performance measures cover both roadway and transit usage. A summary of each of the measures is provided below. Data for the measures is collected by ODOT and SAMTD. Calculations for target setting and evaluation follow the procedures specified in the federal regulations<sup>10</sup>. Shown for each performance measure are the results from the most recent performance reporting period. For the performance measures with yearly reporting, multiple years will be shown if the data is available.

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<sup>10</sup> For links to all the regulations, see: <https://www.fhwa.dot.gov/tpm/about/statutes.cfm#national>



## Roadway-related Safety

The five roadway-related safety performance measures cover all the roads in the state, and due to the variability of crashes year-to-year, the targets are for a five-year rolling average. These measures are:

- 1) The number of fatalities
- 2) The rate of fatalities per 100 million vehicle miles traveled
- 3) The number of serious injuries
- 4) The rate of serious injuries per 100 million vehicle miles traveled
- 5) The number of non-motorized fatalities and non-motorized serious injuries

Many of the projects included in the MTP and the Transportation Improvement Program (TIP) have a component to address safety for one or more of the users of the facility (e.g., drivers, bikers, walkers, transit users). Additional programs, such as Safe Routes to Schools and Cherriots Transportation Options, include funding for outreach to educate and inform people of the risks in traveling and safe options. Finally, a *Metropolitan Transportation Safety Action Plan* is being developed to provide a framework for identifying corridors and potential projects and/or programs to increase the safety for all users of the transportation system within SKATS<sup>11</sup>.

Targets are set each year taking into consideration values for a baseline of the most recent five-year period with data available.

Table P-8: Oregon 2018 Safety Performance Target Assessment (FHWA)<sup>12</sup>

Measure	2014-2018 Target	2014-2018 Actual	2012-2016 Baseline	Met Target?	Better than Baseline?	Met or made significant progress?
Number of Fatalities	350.0	449.2	390.2	No	No	No
Rate of Fatalities	0.890	1.238	1.116	No	No	No
Number of Serious Injuries	1,461.0	1,736.8	1,655.8	No	No	No
Rate of Serious Injuries	4.300	4.796	4.742	No	No	No
Number of Non-Motorized Fatalities and Serious Injuries	229.0	257.6	252.8	No	No	No

<sup>11</sup> Development of the MTSAP is currently on-going, with adoption in late 2023.

<sup>12</sup> From: <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

Table P-9: Oregon 2019 Safety Performance Target Assessment (FHWA)

Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better than Baseline?	Met or made significant progress?
Number of Fatalities	343.0	474.8	410.6	No	No	No
Rate of Fatalities	0.830	1.304	1.150	No	No	No
Number of Serious Injuries	1,432.0	1,785.4	1,685.0	No	No	No
Rate of Serious Injuries	4.24	4.902	4.726	No	No	No
Number of Non-Motorized Fatalities and Serious Injuries	225.0	251.6	252.0	No	Yes	No

Table P-10: Oregon 2020 Safety Performance Target Assessment (FHWA)

Measure	2016-2020 Target	2016-2020 Actual	2014-2018 Baseline	Met Target?	Better than Baseline?	Met or made significant progress?
Number of Fatalities	328.0	488	448.4	No	No	No
Rate of Fatalities	0.780	1.372	1.236	No	No	No
Number of Serious Injuries	1,368.0	1,774.0	1,739.0	No	No	No
Rate of Serious Injuries	4.06	4.97	4.802	No	No	No
Number of Non-Motorized Fatalities and Serious Injuries	215.0	257.8	257.8	No	No	No

## **Pavement and Bridge Condition**

There are four performance measures for tracking the condition of the pavement on the Interstate and non-Interstate National Highway System (NHS)<sup>13</sup>.

- 1) Percent of Pavement on the Interstate rated “Good”
- 2) Percent of Pavement on the Interstate rated “Poor”
- 3) Percent of Pavement on the non-Interstate NHS rated “Good”
- 4) Percent of Pavement on the non-Interstate NHS rated “Poor”

There are two performance measures for the deck condition of NHS bridges.

- 1) Percent of bridge decks on the NHS rated “Good”
- 2) Percent of bridge decks on the NHS rated “Poor”

The targets for the six performance measures are set every four years, for the mid-point (two years) and end-point (four years) of the performance reporting period. Targets may be adjusted at the mid-point review.

Most of the work in the maintenance and preservation of the roads and bridges is focused on ensuring that the majority of the pavement or bridge deck is at the ‘fair’ condition. Once a facility is rated ‘poor’ it is usually only by reconstruction that the rating can be improved. SKATS has, and will in the future, funded projects that involve the reconstruction of a road or bridge, but funding for yearly maintenance or preservation work has typically not been funded.

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<sup>13</sup> The NHS is composed of the Interstates and Principal Arterials.

Table P-11: Pavement and Bridge Results (ODOT)

Performance Measure	Base Line 2018	Two-Year Condition 2020	Two-Year Target 2020	Four-Year Target 2022	Actual 2022	Met Target?
Percentage of Pavements of the Interstate System in Good Condition <sup>14</sup>		64.4%		35.0%	57.7%*	Y
Percentage of Pavements of the Interstate System in Poor Condition		0.2%		0.5%	0.2%*	Y
Percentage of Pavements of the Non-Interstate NHS in Good Condition	63.9%	65.9%	50.0%	50.0%	33.5%	N?
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	6.6%	6.6%	10.0%	10.0%	2.9%	Y
Percentage of NHS Bridges Classified as in Good Condition	12.4%	13.2%	11.4%	10.0%	13.5%	Y
Percentage of NHS Bridges Classified as in Poor Condition	1.9%	1.9%	2.4%	3.0%	1.8%	Y

<sup>14</sup> Note the factors used in second performance period have increased, thus the ratings between the first and second performance period are not directly comparable. Also, there was no requirement for a two-year target in the first performance period.

## **Performance of the National Highway System (NHS)**

There are six performance measures evaluating the system performance of the NHS (which includes the Interstate system) that apply to SKATS for the second performance reporting period onward (2022 through 2025)<sup>15</sup>. Each of these performance measures will be evaluated every four years, and new targets set reflecting the trends of what has happened, and the projects programmed to take place during the reporting period. Targets may be adjusted at the mid-point of the performance reporting period.

The six performance measures are:

- 1) Percentage of person-miles traveled on the Interstate that are reliable
- 2) Percentage of person-miles traveled on the non-Interstate NHS that are reliable
- 3) Truck travel time reliability on the Interstate
- 4) The total emission reductions from Congestion and Air Quality Program (CMAQ) funded programs and projects for Carbon Monoxide
- 5) The annual hours of peak hour excessive delay per capita (new for 2022), and
- 6) Percent of non-single occupancy vehicle (SOV) travel (new for 2022).

Travel time reliability is a measure of the recurrence of congestion along I-5 and the principal arterials in the area that comprise the NHS. Higher reliability means less delays to people and goods.

The emissions reductions from CMAQ funded projects is simply calculated from the projects that are included in the latest TIP that use CMAQ funds. Projects from the MPOs are aggregated for the statewide target.

Peak hour excessive delay is another measure of congestion and may be correlated with the reliability measures. Percent of non-SOV travel provides a glimpse at how well other modes, include carpooling, are used for traveling to work. These two measures did not apply to SKATS for the 2018-2022 performance reporting period.

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<sup>15</sup> Proposed rules for a performance measure on tailpipe greenhouse gases is being developed by the Federal Highway Administration, but as of this writing, the final rule has not been published.

Table P-12: System Performance Results 2018-2022 (ODOT)

Performance Measure	Base Line 2018	Two-Year Condition 2020	Two-Year Target 2020	Four-Year Target 2022	Actual 2022	Met Target?
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	80.9%	83.8%	78.0%	78.0%	78%	Y
Percent of the Person-Miles Traveled on the non-Interstate NHS that are Reliable		87.9%		78.0%	78%	Y
Truck Travel Time Reliability (TTTR) Index	1.39	1.37	1.45	1.45	1.45	Y
Total Emission Reductions: CO	3618.44	95.83	584	1167	92.25	N

## Transit Safety

The transit safety performance measures are for the two types of services offered by SAMTD:

- 1) Fixed Route Bus
- 2) Demand Response

The performance measures are:

- 1) Fatalities, number of reportable events
- 2) Injuries, number of reportable events
- 3) Number of Safety Events (rate per total vehicle revenue miles)
- 4) System Reliability (mean distance between major mechanical failures)

As part of these rules SAMTD developed a Public Transportation Agency Safety Plan (PTASP) and set targets for the performance measures. The PTASP is updated periodically, with the latest is scheduled for fall/winter 2022. Results for 2021 and 2022 are shown in **Tables P-13** and **P-14**.

*Table P-13: Transit Safety Results for 2021 (SAMTD)*

Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability
Fixed Route Bus	0	9	0.37	-
Demand Response	0	2	0	-

*Table P-14: Transit Safety Results for 2022 (SAMTD)*

Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability
Fixed Route Bus	0	13	0.21	15,000
Demand Response	0	0	0.2	9,000

## **Transit Asset Management**

The Federal Transit Administration (FTA) developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile<sup>16</sup>.

Targets are set and submitted each fiscal year. There is no penalty for missing a target and there is no reward for attaining a target. In addition, SAMTD has developed a Transit Asset Management (TAM) plan as required by required by federal regulations. Updates to the TAM plan are anticipated every three years to ensure the latest information is available for decision making on rolling stock and facilities.

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<sup>16</sup> SAMTD does not operate a track system; therefore, this measure does not apply.



Table P-15: SAMTD Yearly State of Good Repair Performance Targets for 2022

SAMTD TAM Yearly Performance 2022							
#	Reporting Category	Asset Inventory	Detail	Type	2020 Performance	2021 Performance	TAM Targets
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	Diesel	0%	0%	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	Diesel	0%	0%	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	CNG	0%	0%	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	CNG	20%	26%	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	32 ft.	Diesel/hybrid	0%	33%	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	33 ft.	Diesel	16%	33%	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (CU)	22-24 ft.	Gas	51%	66%	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (VN)	15 ft.	Gas	20%	42%	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Utility Non-Revenue Service	Maintenance Pickups	28%	100%	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Staff Non-Revenue Vehicles	Supervisor vehicles and pool cars	25%	100%	No more than 10% above CPC ULB
3	Facilities	DW Maintenance Operations Facilities	All systems and components	SAMTD-Owned Facilities	100%	100%	100% at 3.0 or above on TERM scale
3	Facilities	DW Operations Facilities	All systems and components	SAMTD-Owned Facilities	100%	100%	100% at 3.0 or above on TERM scale
3	Facilities	Keizer Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100%	100%	100% at 3.0 or above on TERM scale
3	Facilities	Downtown Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100%	100%	100% at 3.0 or above on TERM scale