



TECHNICAL MEMORANDUM #5

Date: May 31, 2018 Project #: 21289
 To: Paige West, RVT
 From: Susan Wright, PE and Molly McCormick (Kittelson & Associates, Inc.)
 Subject: Vision Statement and Goal Areas

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INTRODUCTION

The following outlines three potential vision statements and six goal areas for RVT's 2040 Transit Master Plan (the Plan). The vision statements will be reviewed and discussed with the TAC and CAC to provide input to RVT to develop one vision statement. The six goal areas are accompanied by a range of evaluation criteria and performance monitoring measures. Evaluation criteria will be used as the Plan is being developed, helping to prioritize projects and evaluate future scenarios. Performance monitoring will occur after Plan adoption, as the Plan is implemented and RVT moves toward its ideal 2040 system.

IN THIS MEMO

- ▶ Vision Statement
- ▶ Goal Areas
- ▶ Recommended Evaluation Criteria and Performance Monitoring Measures

VISION STATEMENT

The following outlines three proposed vision statements for RVT's 2040 Transit Master Plan (the Plan). The vision statements convey similar ideas but use different wording, resulting in different emphasis. The three options will be reviewed and discussed with the TAC and CAC; their input will help RVT develop one vision statement. The ultimate

vision statement may be one of the proposed statements or may be a modified, combined, or augmented version of one or more of the proposed statements.

VERSION 1

In 2040, RVTD provides quality public transportation, regarded by residents and visitors as a realistic and viable travel choice, helping to improve quality of life in the Rogue Valley.

VERSION 2

In 2040, RVTD provides frequent service on the most traveled corridors and provides access to reliable transit for all residents of and visitors to the Rogue Valley.

VERSION 3

In 2040, RVTD meets people's daily travel needs, especially those who are transit-dependent, connecting them to their communities, to jobs and opportunity, and to most places residents and visitors travel in the Rogue Valley.

GOAL AREAS

There are five goal areas that will be used to support the selected vision statement; Community, Coordination, Economy, Environment, and Service Quality. Each goal area has a corresponding statement that articulates RVTD's aspirations. A series of evaluation criteria and performance monitoring measures will be used to determine how well the Plan elements are meeting the goals.

Evaluation criteria are measures that are used to identify and prioritize projects or scenarios for inclusion in the final Plan. As the Plan is developed, evaluation criteria will be used to inform the projects and scenarios recommended for implementation by 2040. Evaluation criteria will be used to evaluate impacts of single projects to determine the expected outcomes of a package of projects, or scenarios.

Performance monitoring measures are used after the Plan is adopted. They provide a means of measuring RVTD's progress toward reaching its goals. A given measure can be monitored continually or periodically to understand how the RVTD system is changing and whether it is meeting performance targets in each goal area. Performance monitoring is often completed by comparing the existing performance of the system against the base-year condition, against peer agency performance, and/or against a target. For example, RVTD's *Ten-Year Long-Range Plan, 2007–2017* established a target of maintaining on-time performance at 95 percent for all non-peak-hour routes. On-time performance is the measure and 95 percent is the target against which RVTD monitors its performance. Additional measures for performance monitoring will be developed later in the project as part of the plan and work program development;

however, those presented here demonstrate how the goal can be monitored over time.

The following tables present performance measures applicable to each RVTD goal. Check-boxes indicate the potential use of each measure for scenario-level evaluation, project-level evaluation, and performance monitoring, as well as whether the measure is already collected by RVTD.

The evaluation criteria and performance monitoring measures provided for each goal area are also assigned a tier. The tiers are defined as follows:

- ▶ Tier I – Required measure based on adopted RVTD, RVMPO, or Statewide plan or policy
- ▶ Tier II – RVTD on-going measure or local agency plan supported measure

In addition to the measures discussed below, Attachment A provides a list of measures from RVTD's *Ten-Year Long Range Plan, 2007–2017* which are not relevant to scenario and project evaluation but are important to the operations of RVTD, particularly in terms of its coordination with staff, partners, and the public. A new set of performance monitoring measures will be developed as part of the plan and work program development.

Attachment B documents evaluation criteria and performance measures documented in Memo 2 and Memo 5 (this memo) and identifies criteria and measures recommended and not recommended for evaluating scenarios and projects. This list will be used later in the project for developing performance monitoring measures.

GOAL I: COMMUNITY

Connect the region, focusing on increasing equitable access to transportation and improving quality of life.

The recommended evaluation criteria and performance monitoring measures for Goal Area 1 (Community) are summarized in Table 1 below.

Table 1: Goal 1 – Community Measures

Measure	Use			Already Collected by RVTD	Tool	Tier
	Scenario-level Evaluation	Project-level Evaluation	Performance Monitoring			
Ridership	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Farebox	I
Ridership per capita	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Ridership and Population Data	I
Percentage of current and future mixed-use/multi-family zoned land within ¼-mile of a transit stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	II
Low-income population within ¼-mile of transit stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	I
Minority population within ¼-mile of transit stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	I
Percentage of regional employment within ¼-mile of transit service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JEMnR, TBEST	II
Aged population within ¼-mile of transit route	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	I
Disabled population within ¼-mile of transit route	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	I

GOAL II: COORDINATION

Coordinate closely with regional partners, within RVTD, and with the public to ensure efficient delivery of high-quality services integrated with other modes and supportive land uses.

The recommended evaluation criteria for Goal Area 2 (Coordination) is included in Table 2 below. Additional measures for performance monitoring will be developed for this goal as part of the plan and work program development.

Table 2: Goal 2 – Coordination Measures

Measurement	Use			Already Collected by RVTD	Tool	Tier
	Scenario-level Evaluation	Project-level Evaluation	Performance Monitoring			
Relative degree of stakeholder/public support	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Public and Stakeholder Comments	II
Integration with other modes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comparative Assessment	II
Integration with land use plans	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comparative Assessment	II

GOAL III: ECONOMY

Maintain RVTD's financial stability and provide convenient and reliable service that supports the local economy.

The recommended evaluation criteria and performance monitoring measures for Goal Area 3 (Economic) are summarized in Table 3 below.

Table 3: Goal 3 – Economy Measures

Measurement	Use			Already Collected by RVTD	Tool	Tier
	Scenario-level Eval.	Project-level Eval.	Perf. Monitoring			
Farebox recovery ratio	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Farebox Data	II
Annual operations cost	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Current Data	II
Capital cost	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Cost Data	II
Opportunity to leverage other capital projects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GIS	II
Type of funding sources available	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Assessment	II
Revenue miles of service per capita	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Current Data	II
Revenue hours per capita	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Population Data	I
Passengers per revenue mile	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Ridership Data	II
Cost per revenue mile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Cost Data	II
Cost per revenue hour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Cost Data	II
Cost per mile	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Cost Data	II
Cost per hour	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Remix, Cost Data	II
Cost per boarding for fixed-route transit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Cost Data	I
Cost of equipment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cost Data	II
Percentage of regional essential destinations within ¼-mile of a transit stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GIS	II
Percentage of major employers (100 employees, 20 employees/acre) within ¼-mile of a transit stop	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GIS	II
Percentage of employees within ¼-mile of a transit route or stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GIS	II
Percentage of public transit buses exceeding useful life	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fleet Data	I
Average rolling stock age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fleet Data	I
Facilities condition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Facilities Data	I

GOAL IV: ENVIRONMENT

Implement a system that lessens the environmental impact of travel.

The recommended evaluation criteria and performance monitoring measures for Goal Area 4 (Environment) are summarized in Table 4 below.

Table 4: Goal 4 – Environment Measures

Measurement	Use			Already Collected by RVTD	Tool	Tier
	Scenario-level Evaluation	Project-level Evaluation	Performance Monitoring			
Person-carrying capacity of transit route/project	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TBEST	I
Estimated change in regional greenhouse gas emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	JEMnR, GreenSTEP	I
Vehicle miles traveled	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JEMnR	I
Effects on regional congestion (total hours of delay)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JEMnR	I
Percentage of areas meeting density threshold within ¼-mile of a transit stop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	GIS	II
Percentage of fleet that are CNG, biodiesel, hybrid, and electric vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Fleet Data	I
Natural, built, and cultural resources at risk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Assessment	II

GOAL V: SERVICE QUALITY

Provide a service that is safe, feels safe, and is comfortable and convenient for riders.

The recommended evaluation criteria and performance monitoring measures for Goal Area 5 (Service Quality) are summarized in Table 5 below.

Table 5: Goal 5 – Service Quality Measures

Measurement	Use			Already Collected by RVTD	Tool	Tier
	Scenario-level Evaluation	Project-level Eval.	Performance Monitoring			
Percentage of all dwelling units within ¼-mile of 30-minute transit service	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, GIS	I
Percentage of all dwelling units within ¼-mile of transit service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TBEST, GIS	II
Service headways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	JEMnR, Schedule Data	I
Service span	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	JEMnR, Schedule Data	I
Transit mode share	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JEMnR	I
Mode split/shift	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	JEMnR	I
Percentage of transit service area (or region) accessible within a 30-minute transit trip from Front Street Station and other future transit centers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	TBEST	II
Percentage on-time performance within 5 minutes at transfer points	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	AVL Data	I
Ratio of transit travel time to car travel time	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Google	II
Total number of reportable injuries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Incident Data	II
Total number of reportable safety events	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Incident Data	II
Mean time between major mechanical failures	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	maintenance Data	II
Vehicle load (% over capacity at peak)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	TBEST, Ridership Data	I

ATTACHMENT A

Attachment A: Overview of Performance Measures Useful for Performance Monitoring in RVTD’s Ten-Year Long Range Plan, 2007-2017

Goal Area		Measurement
Proposed Goal Areas	LRP Goal Area	
Coordination	Social - Support equitable access to transportation	Passenger survey frequency
Coordination	Social - Support equitable access to transportation	Frequency of attendance at Special Transportation Advisory Committee and Coordinated Human Services Committee
Service Quality	Social - Support equitable access to transportation	Percentage of bus stops within 500 feet of a pedestrian crossing or facility
Service Quality	Social - Support equitable access to transportation	Percentage of Bus Operators that have completed Sensitivity Training in the last three years
Coordination	Social - Support equitable access to transportation	Percentage of RVTD-hosted Interactive Education programs of Senior and Assisted-Living facilities within 0.15 mile of a transit route each year
Coordination	Social - Support equitable access to transportation	Maintain membership to the Hispanic Chamber of Commerce and attend at least one meeting per year for ACCESS and other low-income and minority agencies.
Coordination	Social - Improve quality of life	Number of free “how to use transit” trainings each year
Coordination	Organizational – Ensure the efficient use of transit investments	Percentage of paratransit clients with Travel Trainer program training
Coordination	Organizational – Ensure the efficient use of transit investments	Conduct community survey before starting new service, or utilize similar data, to ensure new service will be productive after no more than five years. Productivity is linked to farebox ratio and passengers per mile.
Coordination	Organizational – Ensure the efficient use of transit investments	Number of agencies where there has been adoption of guidelines, managed and secured intergovernmental agreements for low-priority traffic signal pre-emption technology
Coordination	Organizational – Ensure the efficient use of transit investments	Number of signals where low-priority traffic signal pre-emption technology has been deployed
Coordination	Organizational – Maintain overall service quality while increasing service levels	Customer complaint response
Coordination	Organizational – Improve public outreach/marketing	Percentage of bus shelters with transit schedule and route information provided
Coordination	Organizational – Improve public outreach/marketing	Number of schools included in the Enhance Safe Routes to School program
Environmental	Environmental - Reduce water and other pollution	Per capita energy use from lighting and HVAC system in existing buildings

ATTACHMENT B

Attachment B: Overview of Performance Measures from Memos 2 and 5

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
RVTD LRP	Ensure service is provided within 0.25 miles of all densely populated neighborhoods within the District consisting mainly of low-income, aged, and disabled demographics.	Project-level and scenario-level	Yes	No	I
RVTD LRP	Maintain delivery performance of passengers from point A to point B in no more than 1.5 times that of car travel time.	No	Yes	Yes	II
RVTD LRP	Increase headways (service frequency) on high productivity routes to 30 min. with peak hour service of 15 min.; Low productivity routes to 1 hour by 2012.	Project-level	Yes	Yes	II
RVTD LRP	Add service miles that will provide 0.25-mile access to all densely populated areas within 2007 city limit boundaries.	Project-level and scenario-level	Yes	Yes	--
RVTD LRP	Prioritize service such that established areas meeting density requirements receive service prior to any new development.	No	Yes	No	II
RVTD LRP	Cost per mile and hour	No	Yes	Yes	II
RVTD LRP	Cost of equipment	No	Yes	Yes	II
RVTD Title VI	Vehicle headways	No	Yes	Yes	I
RVTD Title VI	On-time performance	No	Yes	Yes	II
RVMPO Alternative Measures Update	Transit and bike/pedestrian mode share	Scenario-level	Yes	No	I
RVMPO Alternative Measures Update	% dwelling units (DUs) within ¼-mile walk to 30-minute transit service	Project-level and scenario-level	Yes	Yes	I
RVMPO Regional Transportation Plan 2017-2042	Growth in transit, pedestrian and bicycle use.	Scenario-level	Yes	No	--
RVMPO Regional Transportation Plan 2017-2042	Track on-time performance for RVTD.	No	Yes	Yes	I
RVMPO Regional Transportation Plan 2017-2042	Track transit service hours and ridership.	Project-level and scenario-level	Yes	Yes	I
State Greenhouse Gas Reduction Targets (House Bill 3543)	Arrest growth and start reducing greenhouse gas (GHG) emissions by 2010	Project-level and scenario-level	Yes	Yes	I
State Greenhouse Gas Reduction Targets (House Bill 3543)	Achieve GHG levels 10% below 1990 levels by 2020 and 75% below 1990 levels by 2050	No	Yes	Yes	--
Oregon Statewide Transportation Strategy (Senate Bill 1059)	50 percent of vehicle fleet converted to hybrid or electric	No	Yes	Yes	I

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
Oregon Public Transportation Plan	Public transportation revenue hours per capita	No	Yes	Yes	I
Oregon Public Transportation Plan	Cost per boarding for fixed-route service (adjusted for inflation)	No	Yes	Yes	I
Oregon Public Transportation Plan	Percent of public transportation vehicle fleet that is low- or zero-emission	No	Yes	Yes	I
Oregon Public Transportation Plan	Transit vehicle condition – percent of public transit buses exceeding useful life	No	Yes	Yes	I
Federal MAP-21 and FAST Act	Rolling Stock Age	No	Yes	Yes	I
Federal MAP-21 and FAST Act	Facilities Condition	No	Yes	Yes	I
Federal MAP-21 and FAST Act	Injuries — total number of reportable injuries and rate per total vehicle revenue miles by mode	Scenario-level	Yes	Yes	II
Federal MAP-21 and FAST Act	Safety events — total number of reportable events and rate per total vehicle revenue miles by mode	No	Yes	Yes	II
Federal MAP-21 and FAST Act	System reliability — mean distance between major mechanical failures by mode.	No	Yes	Yes	II
Cedar Rapids Transit	Total transit ridership	Project-level and scenario-level	Yes	Yes	I
Cedar Rapids Transit	Passengers per transit revenue mile	No	Yes	Yes	II
Cedar Rapids Transit	Total vehicle miles traveled (VMT) and total vehicle hours traveled (VHT)	No	Yes	No	I
Cedar Rapids Transit	Farebox recovery ratio	Project-level	Yes	Yes	II
Cedar Rapids Transit	Transit revenue miles	Scenario-level	Yes	No	II
Cedar Rapids Transit	% transit commuters	Scenario-level	Yes	No	--
Cedar Rapids Transit	Mode shift	Scenario-level	Yes	No	I
Cedar Rapids Transit	Greenhouse gas emissions	Project-level and scenario-level	Yes	Yes	I
Transit Joint Powers Authority for Merced County, CA	Passengers per revenue mile	No	Yes	Yes	II
Transit Joint Powers Authority for Merced County, CA	Cost per revenue hour	No	Yes	Yes	II
Transit Joint Powers Authority for Merced County, CA	Cost per revenue mile	No	Yes	Yes	II
Transit Joint Powers Authority for Merced County, CA	Farebox recovery	Project-level	Yes	Yes	II

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
Erie Metropolitan Transit Authority, PA	Operating cost per revenue vehicle hour	Project-level and scenario-level	Yes	Yes	II
Erie Metropolitan Transit Authority, PA	Operating debt and annual operating cost	Project-level and scenario-level	Yes	No	--
TM2 New Measure	Percentage of all dwelling units within ¼ mile of transit service	Project-level and scenario-level	Yes	Yes	II
TM2 New Measure	Person-carrying capacity of transit route/project	Project-level	Yes	No	I
TM2 New Measure	Number of regional essential destinations within ¼ mile of a transit route or stop	Project-level and scenario-level	Yes	Yes	II
TM2 New Measure	Percentage of current and future mixed-use/multi-family zoned land within ¼ mile of a transit route or stop	Project-level and scenario-level	Yes	No	II
TM2 New Measure	Low-income population within ¼ mile of transit route or stop	Project-level	Yes	No	I
TM2 New Measure	Minority population within ¼ mile of transit route or stop	Project-level	Yes	No	I
TM2 New Measure	Number of employees within ¼ mile of transit route or service	Project-level	Yes	Yes	II
TM2 New Measure	Natural, built, and cultural resources at risk	Project-level	Yes	No	II
TM2 New Measure	Estimated capital costs	Project-level and scenario-level	Yes	No	II
TM2 New Measure	Opportunity to leverage other capital projects	Project-level	Yes	No	II
TM2 New Measure	Relative degree of stakeholder/public support	Project-level and scenario-level	Yes	Yes	II
TM2 New Measure	Percentage of transit service area (or region) accessible within a 30-minute transit trip from Front Street Station and other future transit centers	Scenario-level	Yes	Yes	II
TM2 New Measure	Share of regional employment within ¼ mile of transit service	Scenario-level	Yes	No	II
TM2 New Measure	Total annualized operations costs as a percentage of current annual operations costs	Scenario-level	Yes	No	II
TM5 New Measure	Integration with other modes	No	Yes	No	II
TM5 New Measure	Integration with land use plans	No	Yes	No	II
TM5 New Measure	Type of funding sources available	No	Yes	No	II
TM5 New Measure	Percentage of major employers (100 employees, 20 employees/acre) within 1/4-mile of a transit stop	No	Yes	Yes	II
TM5 New Measure	Effects on regional congestion (total hours of delay)	No	Yes	No	I
TM5 New Measure	Service span	No	Yes	Yes	I
RVTD LRP	Establish feeder service (Valley Vanpool) that would provide access to 25% of the trunk route system using linear miles analysis.	No	No	No	--
RVTD LRP	Maintain on-time performance above 95% for all non-peak hour routes; 90% for peak hour routes.	No	No	No	--

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
RVTD LRP	When enhancing transit system, limit the need for passengers to transfer to no more than two times, each one-way trip, to reach their destination.	No	No	No	--
RVTD LRP	Revitalize Front St. Transfer Station in Medford to provide more comfortable passenger waiting areas, additional amenities such as eateries and automatic fare purchasing vendor, and additional bus bays.	No	No	No	--
RVTD LRP	Conduct community survey before starting new service, or utilize similar data, to ensure new service will be productive after no more than five years. Productivity is linked to farebox ratio and passengers per mile.	No	No	Yes	--
RVTD LRP	Expand service hours to include earlier mornings and later evenings on appropriate routes by 2012. Preferred service hours have first bus leaving transfer station at 4 AM and last bus leaving at 10 PM.	No	No	No	--
RVTD LRP	New routes and circulators will be considered only when an existing route's on-time performance would exceed 95% and/or passenger trip would exceed 1.5 times that of an average car trip.	No	No	No	--
RVTD LRP	Establish a vanpool traveling from Grants Pass to Medford by 2010 and one new vanpool throughout region each year thereafter.	No	No	No	--
RVTD LRP	Provide service within 0.15 mile of all densely populated employer sites of 1,000 employees or more. Sites not currently within 1 mile of service route will be required to adopt a bus pass program or provide alternative financial contribution that will offset the non-productive service costs to receive service.	No	No	No	--
RVTD LRP	Provide service within 0.25 mile of all major shopping destinations with 15 or more congruent commercial businesses to support consumer activity.	No	No	No	--
RVTD Title VI	Service availability	No	No	No	--
RVMPO Alternative Measures Update	% collectors/arterials with bike facilities	No	No	No	--
RVMPO Alternative Measures Update	% collectors/arterials in Activity Centers with sidewalks	No	No	No	--
RVMPO Alternative Measures Update	% of new DUs in Activity Centers	No	No	No	--

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
RVMPO Alternative Measures Update	% of new employment in Activity Centers	No	No	No	--
RVMPO Alternative Measures Update	Alternative transportation funding	No	No	No	--
RVMPO Regional Transportation Plan 2017–2042	Increase the proportion of regional corridors serving no less than three modes.	No	No	No	--
RVMPO Regional Transportation Plan 2017–2042	Measure changes in mixed-use and downtown development.	No	No	No	--
RVMPO Regional Transportation Plan 2017–2042	Measure population living within ¼ mile of transit service.	Project-level and scenario-level	No	No	--
RVMPO Regional Transportation Plan 2017–2042	Measure employment change in vicinity of projects.	No	No	No	--
Oregon Statewide Transportation Strategy (Senate Bill 1059)	Carbon intensity of fuels reduced by 20 percent	No	No	No	--
Oregon Statewide Transportation Strategy (Senate Bill 1059)	Number of people choosing to travel by rail rather than air shifted by 30 percent	No	No	No	--
Oregon Statewide Transportation Strategy (Senate Bill 1059)	Transit service levels in metropolitan areas and along major corridors increased	No	No	No	--
Oregon Public Transportation Plan	Statewide public transportation ridership per capita	No	No	No	--
Federal MAP-21 and FAST Act	Equipment Age	No	No	No	--
Federal MAP-21 and FAST Act	fatalities and rate per total vehicle revenue miles by mode	Scenario-level	No	No	II
Cedar Rapids Transit	Average age of transit fleet	No	No	No	I
Cedar Rapids Transit	Populated area not within ½ mile of transit facility	No	No	No	--
Cedar Rapids Transit	Population living within ¼ mile of transit stop	Project-level and scenario-level	No	No	--
Cedar Rapids Transit	Population density within ¼ mile of new or expanded transit facilities	No	No	No	--
Cedar Rapids Transit	Employment density within ¼ mile of new or expanded transit facilities	Project-level and scenario-level	No	No	II
Cedar Rapids Transit	Number and rate of fatalities	Scenario-level	No	No	II
Authority for Merced County, CA	Passengers per revenue hour	No	No	Yes	--
Authority for Merced County, CA	Cost per passenger	No	No	No	--
Authority for Merced County, CA	Subsidy per passenger	No	No	No	--

Memo 2 Source Document	Performance Measure	Recommended Evaluation Criteria in TM2	Advanced to TM5	Potential Performance Monitoring	Tier
Authority for Merced County, CA	Average fare	No	No	No	--
Erie Metropolitan Transit Authority, PA	Passengers per revenue vehicle hour	No	No	Yes	--
Erie Metropolitan Transit Authority, PA	Operating revenue per revenue vehicle hour	No	No	No	--
Erie Metropolitan Transit Authority, PA	Cost per passenger trip	No	No	No	--
Erie Metropolitan Transit Authority, PA	Non-capital cash reserves	No	No	No	--
Erie Metropolitan Transit Authority, PA	State carryover subsidies	No	No	No	--
Erie Metropolitan Transit Authority, PA	Credit available / annual payroll	No	No	No	--
Erie Metropolitan Transit Authority, PA	Actual local match / required match	No	No	No	--
Erie Metropolitan Transit Authority, PA	Accounts payable / receivable	No	No	No	--
TM2 New Measure	Number of funding sources available	Project-level	No	No	--
TM2 New Measure	Percentage of low-income households within ¼ mile of transit service	Scenario-level	No	Yes	--
TM2 New Measure	Estimated reduction in mortality/morbidity due to increased transit usage (and associated walking/cycling)	Scenario-level	No	No	II
RVTD LRP	Cost of overhead	No			--
RVTD Title VI	Vehicle load	No			I