

# 5.8 PERFORMANCE MEASURES AND TARGETS

## INTRODUCTION

When Congress passed the transportation bill called Moving Ahead with Progress in the 21<sup>st</sup> Century (MAP-21) in 2012 they included the requirement that all State DOTs and MPOs include performance based planning practices in their ongoing planning efforts. This approach was reiterated with the signing into law of the Fix America’s Surface Transportation (FAST Act). Performance-based planning was to be incorporated into addressing eight critical areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System, and
- Transit

It should be noted that the vast majority of the performance measures and their respective targets involve the utilization of data that is collected and monitored by the state. Additionally, since the RVMPO is not designated a Transportation Management Area (TMA) the performance measures for congestion and on-road mobile sources are also tracked by the state. The Oregon Department of Transportation worked with Oregon’s MPOs to develop performance-based targets for the state to adopt and the MPOs to refer to or use as their own.

The following tables indicate the state’s, and by RVMPO Policy Committee decision, the RVMPO’s targets for the aforementioned Performance Measures:

**Table 5.8.1 – Pavement Condition**

Pavement Condition	
Performance Measure	2022 Performance Target
1. Percentage of pavements of Interstate System in Good condition	35%
2. Percentage of pavements of the Interstate System in Poor condition	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition	<u>2-Year</u>
	50%
	<u>4-Year</u>
4. Percentage of pavements of the non-Interstate NHS in Poor condition	50%
	<u>2-Year</u>
	10%
	<u>4-Year</u>
	10%

**Table 5.8.2 – Bridge Condition**

Bridge Condition	
Performance Measure	2022 Performance Target
5. Percentage of NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%

**Table 5.8.3 – National Highway System Performance**

National Highway System Performance	
Performance Measure	2022 Performance Target
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%

**Table 5.8.4 – Freight Movement**

Freight Movement on Interstate System	
Performance Measure	2022 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

**Table 5.8.5 – On-road Mobile Source Emissions**

	HC (VOC) Emission Reduction (kg/day)	CO Emission Reduction (kg/day)	NOx Emission Reduction (kg/day)	PM-10 Emission Reduction (kg/day)	PM 2.5 Emission Reduction (kg/day) <sup>2</sup>
Metro	226.51	3438.62	313.25	-	-
Rogue Valley	-	179.82	-	105.269	-
Middle Rogue	-	0	-	0	-
Rural Cities	-	0	0	415.2	0.45
<b>TOTAL (BASELINE)</b>	<b>226.51</b>	<b>3618.44</b>	<b>313.25</b>	<b>520.469</b>	<b>0.45</b>
<b>2020 2-Year Targets</b>	<b>29.49</b>	<b>584</b>	<b>71.45</b>	<b>363</b>	<b>0.12</b>
<b>2022 4-Year Targets</b>	<b>58.97</b>	<b>1168</b>	<b>142.9</b>	<b>726.4</b>	<b>0.23</b>

**Table 5.8.6 – Fatalities and Serious Injuries\***

Base Period	Fatalities (People 2011-2015)	Statewide Targets			Nonmotorized Fatalities and Serious Injuries (People 2010-2014)
		Fatality Rate (People per 100 million VMT 2011 - 2015)	Serious Injury (People 2010-2014)	Serious Injury Rate (People per 100 million VMT 2010-2014)	
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

\*From the Oregon Transportation Safety Action Plan, 2016. Note this plan is currently being updated with the new TSAP expected to be adopted in the summer of 2021.

The Rogue Valley Transportation Authority is the transit agency in the RVMPO area. As such they are responsible for developing performance measure targets and the MPO is required to integrate, either directly or by reference the transit providers "...goals, objectives, performance measures, and targets ..." into the planning process. Table 5.8.7 below are the targets as set by RVTD.

**Table 5.8.7 – Public Transportation Agency Safety Action Plan**

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE TARGETS					
Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability	Mileage Increment
Fixed Route Bus	0.00	0.528	0.528	7,200	100,000
Demand Response	0.00	0.00	0.00	63,000	50,000

The RVMPO considers the development and support of a balanced multi-modal transportation system that addresses both current and anticipated future needs a critical goal. The MPOs project selection process incorporates the goals and objectives of its RTP into the criteria for selecting projects. These goals and objectives are consistent with the performance-based targets as set by the State.