

Performance Measures

As part of the 2011-2035 Regional Transportation Systems Plan (RTSP), a number of performance indicators were identified to track progress in meeting the goals and objectives specified in the long-range plan. These indicators were further refined in the update of the RTSP for years 2015-2035 and 2019-2043, in part due to issues with data availability. A number of the indicators were modified to align with the performance measures that were proposed to be introduced as part of MAP-21 (Moving Ahead for Progress in the 21st Century – the federal surface transportation legislation passed in 2012). In May 2017 the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the final rules on the federal performance measures to be tracked by the State Department of Transportation, the Transit Districts and the Metropolitan Planning Organizations in the country.

The federal performance measures are shown below and will be reported in updates to the SKATS long-range plan. Included in the long-range plan is the required Performance Report (Appendix P, available in *Supporting Documents* below) that provides a discussion of each of the performance measures, the targets for the current performance reporting period, and the results from the past performance reporting periods. The Performance Report is updated every four years to align with the federal performance reporting periods (2022-2026, 2026-2030 ...).

Performance Indicators from the 2023-2050 MTP

1. Preserve the Existing System
2. Minimize the Number of Fatalities, Injuries and Collisions on the Regional System
3. Provide a Multi-Modal System
4. Maximize the Efficient Use of the Existing System
5. Reduce the Impact to the Environment and Natural Systems
6. Limit the Increase in Congestion during the Peak Hours along the Regional Corridors

Federal Performance Measures

Roadway Safety

There are five Federal Performance Measures for Roadway Safety:

1. Number of Roadway Fatalities
2. Number of Roadway Serious Injuries
3. Roadway Fatalities per Vehicle Miles Traveled (i.e., fatality rate)
4. Roadway Serious Injuries per Vehicle Miles Traveled (i.e., serious injury rate)
5. Combined Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

SKATS is supporting the state-wide targets set by ODOT. ODOT has set targets for the next five years, but will be updated as necessary.

Safety Performance Targets

Report Year	Base Period	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injury (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)
Baseline	2016-2020	488.0	1.37	1,783	4.99	259
2023 Target	2016-2020	488	1.37	1,783	4.99	259

Bridge and Pavement

There are four federal performance measures for pavement condition and two for bridge condition.

Pavement Condition on the Interstate and Non-Interstate National Highway System

1. Percentage of Pavements of the Interstate System in Good Condition
2. Percentage of Pavements of the Interstate System in Poor Condition
3. Percentage of Pavements of the non-Interstate System in Good Condition
4. Percentage of Pavements of the non-Interstate System in Poor Condition

ODOT has a webpage that shows the condition of the Interstates and non-Interstate National Highway System roads in Oregon.

Performance Measure	2022 Baseline	2024 Target	2026 Target
Percentage of pavements of Interstate System in Good condition	57.7%	50.0%	50.0%

Performance Measure	2022 Baseline	2024 Target	2026 Target
Percentage of pavements of the Interstate System in Poor condition	0.2%	0.5%	0.5%
Percent of Pavement 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%

Bridge Condition on the National Highway System

1. Percentage of NHS Bridges Classified as in Good Condition
2. Percentage of NHS Bridges Classified as in Poor Condition

ODOT has a webpage that shows the conditions of the bridges on the National Highway System in Oregon.

Performance Measure	2022 Baseline	2024 Target	2026 Target
Percentage of NHS bridges classified as in Good condition	13.5%	11.4%	10%
Percentage of NHS bridges classified as in Poor condition	1.8%	2.4%	3.0%

System Performance Measures

The performance measures for the first three groups (Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality,) are set by ODOT and supported by SKATS. Value for the first two are statewide, and for the third, SKATS-specific.

Performance of the National Highway System

1. Percent of the Person-Miles Traveled on the Interstate that are Reliable
2. Percent of the Person-Miles Traveled on the non-Interstate NHS that are Reliable. The NHS is composed of roads with a functional classification of Principal Arterial. Principal Arterials are the major roads carrying the highest volume of traffic.

Performance Measures	2022 Baseline	2024 Target	2026 Target
Percent of the person-miles traveled on the Interstate that are reliable	78%	78%	78%
Percent of person-miles traveled on the non-interstate NHS that are reliable	78%	78%	78%

Freight Movement on the Interstate System

1. Truck Travel Time Reliability

Performance Measure	2022 Baseline	2024 Target	2026 Target
Truck Travel Time Reliability Index	1.45	1.45	1.45

Congestion Mitigation and Air Quality - On-Road Mobile Source Emissions

1. Total Emissions Reductions from CMAQ funded projects within SKATS. These projects are part of the TIP and STIP and use CMAQ funds (in part or whole). Thus the target represents the estimated reduction in carbon monoxide emissions from the CMAQ funded projects that are planned to be built by 2024 and 2026 respectively.

Performance Measure	2022 Baseline	2024 Target	2026 Target
Total Emissions Reduction for CO (4 year cumulative)	92.25 kg/day	46.13 kg/day	92.25 kg/day

Congestion Mitigation and Air Quality - Traffic Congestion

In 2022, two additional performance measures now apply to SKATS. The targets were set by the SKATS Policy Committee for SKATS, as they are specific to a metropolitan area, and submitted to ODOT. The Annual Hours of Peak Excessive Delay per Capita applies to travel on the NHS only. The Percent of Non-Single Occupant Vehicle travel is for the MPO as a whole.

Performance Measure	2022 Baseline	2024 Target	2026 Target
Annual Hours of Peak Excessive Delay per Capita	7.0 hrs	7.0 hrs	7.0 hrs
Percent of Non-Single Occupant Vehicle Travel	24.0%	23.2%	22.7%

Transit State of Good Repair

Transit State of Good Repair performance measures cover three categories:

- 1. Rolling Stock
- 2. Equipment
- 3. Facilities (above \$50,000 in value)

SKATS is supporting SAMTD’s targets for transit State of Good Repair. Targets are for 2023.

Reporting Category	Asset Inventory	Detail	Type	Target
Rolling Stock / Urban	Fixed Route Bus	35 ft	Diesel	No more than 10% above CPC ULB
Rolling Stock / Urban	Fixed Route Bus	40 ft	Diesel	No more than 10% above CPC ULB
Rolling Stock / Urban	Fixed Route Bus	35 ft	CNG	No more than 10% above CPC ULB
Rolling Stock / Urban	Fixed Route Bus	40 ft	CNG	No more than 10% above CPC ULB
Rolling Stock / Rural	Fixed Route Bus	32 ft	Diesel / Hybrid	No more than 10% above CPC ULB
Rolling Stock / Rural	Fixed Route Bus	33 ft	Diesel	No more than 10% above CPC ULB
Rolling Stock / Urban	Paratransit Service	22-24 ft	Gas	No more than 10% above CPC ULB
Rolling Stock / Urban	Paratransit Service	15 ft	Gas	No more than 10% above CPC ULB
Equipment	Non-Revenue Service Veh.	Utility Non-Rev. Serv. Veh.	Maintenance Pickups	No more than 10% above CPC ULB
Equipment	Non-Revenue Service Veh.	Staff Non-Rev. Serv. Veh.	Supervisor vehicles and Pool cars	No more than 10% above CPC ULB

Reporting Category	Asset Inventory	Detail	Type	Target
Facilities	Del Webb Maintenance Ops Facilities	All systems and components	SAMTD-owned facilities	100% at 3.0 or above on TERM scale
Facilities	Del Webb Operations Facilities	All systems and components	SAMTD-owned facilities	100% at 3.0 or above on TERM scale
Facilities	Keizer Transit Center / Layover	All systems and components	SAMTD-owned facilities	100% at 3.0 or above on TERM scale
Facilities	Downtown Transit Center / Layover	All systems and components	SAMTD-owned facilities	100% at 3.0 or above on TERM scale

Transit Safety

SAMTD developed targets for the transit safety performance measures which were adopted by their Board for 2023. SKATS is supporting these targets.

SAMTD Public Transportation Agency Safety Plan Targets

Mode of Transit Service Fatalities Injuries Safety Events System Reliability

Fixed Route Bus	0	3	1.0 / 100,000	9,000 miles
Demand Response	0	2	1.0 / 100,000	3,000 miles

Supporting Documents

Appendix P - Performance (2023-2050 MTP) 415.72 KB