

## ***Oregon Highway Plan Appendix I: Oregon Compliance with FHWA Performance Management Requirements***

Purpose of this appendix is to demonstrate that the Oregon Department of Transportation (ODOT) is carrying out a continuing, cooperative, and comprehensive performance-based statewide transportation planning process in compliance with the Federal Highway Administration (FHWA) legislation. This statewide planning process provides for consideration and implementation of projects, strategies, and services in coordination with local jurisdictions and other stakeholders. The appendix describes how the Oregon Highway Plan (OHP) complies with the FAST Act requirements regarding Performance Measure tracking for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement.

### **Background**

The Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012 requires state transportation agencies to demonstrate the use of asset management principles and strategies in the statewide transportation planning process. The FAST Act was passed in 2015 to provide long term funding certainty for surface transportation infrastructure planning and investment. This federal legislation amends provisions for state transportation agencies to incorporate performance goals, measures, and targets into the process of statewide transportation planning, identification of transportation improvements, and project selection. Public involvement remains a primary component of the planning process.

The legislation sets the framework for transportation investment in order to;

- Improve mobility on America's highways
- Create jobs and support economic growth
- Accelerate project delivery and promote innovation

The federal legislation continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. The statewide long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. The long-range plans must also address the National Goals and the ten FHWA planning factors in order to carry out a continuing, cooperative, and comprehensive statewide transportation planning process. Additionally, the legislation requires the planning process to consider projects and strategies that: improve the resilience and reliability of the transportation system, provide stormwater mitigation, and enhance travel and tourism.

### **Federal Legislation & Oregon's Statewide Transportation Planning Process**

ODOT's statewide transportation planning efforts consist of the development of the Oregon Transportation Plan (OTP) and associated mode and topic plans, including the OHP. These state policy plans establish a long-range vision and policy framework that direct the work of ODOT and

transportation decision-making across Oregon, and constitute the state's transportation system plan. The OTP establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing Oregon. The plan provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but does not identify specific projects for development.

## **Performance-Based Approach for Statewide Planning Processes**

ODOT is committed to the continued enhancement of performance-based planning processes that supports transportation decision making in Oregon, the FHWA national transportation planning goals, and the public transportation system. Since the passage of ISTEA in 1991 and MAP-21 in 2012, ODOT has kept management systems in place for data gathering and analytics on the conditions of bridges, pavement preservation, and transportation safety. ODOT has active relationships with MPOs, local jurisdictions, and public transportation providers for data and information sharing regarding policy development and system investments. ODOT will continue to work with MPO's, local jurisdictions, public transportation providers where applicable, and other relevant stakeholders to collaboratively implement performance-based planning approaches that at a minimum address the FHWA performance areas and associated performance measures.<sup>1</sup>

To fulfill these requirements ODOT will continue to utilize performance-based transportation planning processes that include:

- ODOT's responsibilities regarding necessary data to calculate and monitor target for reporting
- ODOT's responsibilities regarding analysis to calculate performance results
- ODOT's responsibilities to coordinate with relevant stakeholders in monitoring measures
- ODOT's responsibilities for reporting progress towards achieving performance targets
- ODOT's responsibilities for coordination with stakeholders and FHWA for revising measures

ODOT is committed to continue regular reporting activities on these measures and associated targets that include:

- the condition and performance of the National Highway System in the State;
- the effectiveness of the investment strategy document in the State asset management plan for the National Highway System;
- progress in achieving performance targets identified, and
- the ways in which the State is addressing congestion at freight bottlenecks, including those identified in the national freight strategic plan.

## **Oregon Highway Plan Performance Management Process**

The OHP defines policies and investment strategies for Oregon's state highway system over 20 years. It further refines the goals and policies of the OTP and is part of Oregon's Statewide Transportation Plan.

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<sup>1</sup> Electronic Code of Federal Regulations. 23 USC 150; National goals and performance management measures. Retrieved 2017. [http://uscode.house.gov/view.xhtml?req=\(title:23%20section:150%20edition:prelim\)](http://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim))

The OHP gives policy and investment direction to the facility plans and transportation system plans that are being prepared around the state, but does not identify specific projects or modal alternatives. The OHP contains performance measures as a means of monitoring the implementation of the plan and the performance of the transportation system in Oregon. These performance measures are used to track progress in meeting Oregon's transportation planning goals and are intended to guide implementation actions and the refinement of programs. In addition to addressing Oregon's transportation system planning goals, the performance measures contained in the OHP comply with federal legislation performance measure and target tracking requirements for State Departments of Transportation.

## **FHWA Performance Areas and Measures contained in the Oregon Highway Plan**

The OHP addresses the FHWA performance management requirements for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement. The performance based planning process and performance targets contained in this amendment are for ODOT's federal reporting requirements only. The requirements and targets addressed in this amendment are not applicable to the Transportation Planning Rule for consistency in regional and local transportation system plans. The federal performance areas and targets regarding public transportation are contained in the Oregon Transit Asset Management Plan, and will be referenced in the Oregon Public Transportation Plan. The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan. The following statewide targets were developed in coordination with the MPOs in Oregon.

Table 1: FHWA Performance Management Areas, Measures, and Targets.

<b>Pavement Condition</b>	
<b>Performance Measure</b>	<b>2025 Performance Target</b>
1. Percentage of pavements of Interstate System in Good condition	50%
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> 30%
	<u>4-Year</u> 30%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	<u>2-Year</u> 5%
	<u>4-Year</u> 5%

Table 1: FHWA Performance Management Areas, Measures, and Targets.

Bridge Condition	
Performance Measure	2025 Performance Target
5. Percentage of NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%

  

National Highway System Performance	
Performance Measure	2025 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%

  

Freight Movement on Interstate System	
Performance Measure	2025 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

  

Congestion Mitigation and Air Quality- Traffic Congestion	
Performance Measure	2025 Performance Target
10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure) (ODOT and CLMPO)	<u>2-Year</u> 8.5
	<u>4-Year</u> 9
10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure) (ODOT and SKATS)	<u>2-Year</u> 7
	<u>4-Year</u> 7
11. Percent of Non-SOV Travel (ODOT and CLMPO)	<u>2-Year</u> 33.0%
	<u>4-Year</u> 35.0%
11. Percent of Non-SOV Travel (ODOT and SKATS)	<u>2-Year</u> 23.2%
	<u>4-Year</u> 22.7%