

FHWA Performance Management Areas, Measures, and Targets for Oregon DOT (As of Feb 15, 2024)

Safety							
Base Period	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injuries (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)		
2021 Baseline reported Crashes (2014-2018)	448	1.48	1,739	5.03	257		
2022 First Year Reported Crashes (2015-2019)	444	1.46	1,722	4.98	254		
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .							
FAST ACT (FHWA) Performance Measures				2022 Performance Baseline	2023 (2 Year) Performance Target	2025 (4 Year) Performance Target	
Pavement Condition							
1. Percentage of pavements of Interstate System in Good condition				57.7%	50.0%	50.0%	
2. Percentage of pavements of the Interstate System in Poor condition				0.2%	0.5%	0.5%	
3. Percentage of pavements of the non-Interstate NHS in Good condition				33.5%	30.0%	30.0%	
4. Percentage of pavements of the non-Interstate NHS in Poor condition				2.9%	5.0%	5.0%	
Bridge Condition							
5. Percentage of NHS bridges classified as in Good condition				13.9%	11.4%	10.0%	
6. Percentage of NHS bridges classified as in Poor condition				1.8%	2.4%	3.0%	
National Highway System Performance							
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)				78%	78%	78%	
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)				78%	78%	78%	
Freight Movement on Interstate System							
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)				1.45	1.45	1.45	
Congestion Mitigation and Air Quality - Traffic Congestion							
ODOT and CLMPO	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita			3.6 hours	8.5 hours	9 hours	
	11. Percent of Non-SOV Travel			30.2%	33.0%	35.0%	
ODOT and SKATS	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita			7 hours	7 hours	7 hours	
	11. Percent of Non-SOV Travel			24%	23.2%	22.7%	
Congestion Mitigation and Air Quality - On-Road Mobile Source Emissions							
12. Total Emissions Reduction; 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance				Baseline	2 Year Kg/Day:	4 Year Kg/Day:	
				VOC	N/A	N/A	N/A
				CO	92.25	46.13	92.25
				NOx	0	0	0
				PM10	1115.03	557.51	1115.03
PM2.5	0	0	0				
Greenhouse Gas (GHG) Emissions							
13. Total Emission Reduction; 2-year and 4-year cumulative reported emissions reductions for On-road tailpipe CO2 emissions on NHS facilities				Metric	10.15	TBD	TBD
				Target	0.0%	N/R	-5.8%

*FHWA Performance Areas and Measures are contained in the [Oregon Highway Plan \(OHP\) Appendix D](#)

~ Adopted May 17, 2018 (Original 2006 OTP is currently under Revision)

The [Oregon Highway Plan](#) 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](#).