Transportation Performance Management

State Biennial Performance Report for Performance Period 2022-2025 (PROGRESS)

2024

MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT

Oregon

Report Due: 10/1/2024
Report Status: Recommend Acceptance
Report Updated On:
Report Exported on 11/4/2024

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition	57.8%	38.7%	30.0%	30.0%	
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	2.5%	2.5%	2.5%	
Percentage of Pavements of the Non- Interstate NHS in Good Condition	33.4%	28.1%	20.0%	20.0%	
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	2.9%	6.1%	10.0%	10.0%	
Percentage of NHS Bridges Classified as in Good Condition	12.4%	13.2%	11.0%	9.0%	
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.9%	1.8%	3.0%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	87.4%	84.6%	78.0%	78.0%	
Percent of the Person-Miles Traveled on the Non- Interstate NHS That Are Reliable	91.2%	91.4%	78.0%	78.0%	
Truck Travel Time Reliability (TTTR) Index	1.31	1.33	1.45	1.45	
Annual Hours of Peak Hour Excessive Delay Per Capita: Eugene, OR	4.6	4.4	8.5	9.0	
Annual Hours of Peak Hour Excessive Delay Per Capita: Salem, OR	7.9	7.0	7.0	7.0	
Percent of Non-Single Occupancy Vehicle Travel: Eugene, OR	31.8%	32.7%	33.0%	35.0%	
Percent of Non-Single Occupancy Vehicle Travel: Salem, OR	25.2%	26.8%	23.2%	22.7%	
Total Emission Reductions (kg/day): PM2.5	0.016	0.000	0.000	0.000	
Total Emission Reductions (kg/day): NOx	0.488	0.000	0.000	0.000	
Total Emission Reductions (kg/day): VOC					
Total Emission Reductions (kg/day): PM10	679.444	0.925	557.510	1115.030	
Total Emission Reductions (kg/day): CO	102.368	0.201	46.130	92.250	

Overview

Overview Section 1

Question No	Description	Field Type
O1	Overview General Comments: Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	In Oregon, gas tax receipts are combined with fees on vehicles and freight haulers to form the State Highway Fund. That fund distributes money to transportation agencies across the state, including ODOT. The State Highway Fund has a revenue problem with three main causes Declining Gas Tax Revenue - Consumers are purchasing increasingly fuel-efficient vehicles; High Inflation With every year that passes, the same dollar purchases less materials and less service; Restrictions on Available Funding - Only a small share of the funding that comes into the state can be used to maintain the state's transportation system and operate the agency. We've been dealing with the consequences of this revenue issue for years. We started cutting in the 2019-2021 budget cycle, and over multiple rounds of cuts we've cut 10% from our operations and maintenance budgets. DMV was spared a second round of cuts by passage of a fee increase bill in 2023. However, a structural revenue issue doesn't get better on its own. With each year that passes, the costs of goods and services go up while our revenue sources stay flat or decline. That means we're forced to make cuts. The cuts we've already made haven't been easy, and any further cuts will be even more difficult. These cuts would be devastating to our ability to maintain and operate Oregon's transportation system safely and reliably. Because the consequences of these potential cuts would be so drastic, we are hopeful that Governor Kotek and the Oregon Legislature will identify funding in the 2025 legislative session to prevent us from having to make them. Agency leaders are doing everything they can to achieve this outcome. Over the winter, the Governor and Legislature

			provided an additional $19 million for winter maintenance and $20 million to tackle graffiti, litter, and camps in Portland. This summer the Joint Committee on Transportation has toured the state to learn more about transportation needs. They've also heard from folks from all walks of life about what they value and need in our transportation system. Fortunately, Oregon's legislative leadership and Governor Kotek have identified transportation maintenance, operations, and safety as a top priority for the 2025 session. Our agency leadership and ODOT staff across the state are helping state legislators engage with our work and the communities we serve to better understand these complex issues and develop solutions that work for all of Oregon. The goal is the passage of a transportation funding package in 2025 to, at least, slow the decline and sufficiently fund the state transportation system into the near future.
O2	Metropolitan Planning Organization (MPO) Coordination: If a 4-year target(s) is adjusted in any of the measure areas, please provide a description of how the State DOT is coordinated with relevant MPOs in target selection. [23 CFR 490.105(e)(6), 23 CFR 490.105(f)(7), and 23 CFR 490.105(f)(8)] (Optional)	N/A	
O3	Investment Strategy Discussion: Please assess the effectiveness of implementing the investment strategies for the National Highway System (NHS) documented in your State's Asset Management Plan (AMP). Discuss the factors that contributed to the effectiveness. [23 CFR 490.107(b)(2)(ii)(C)]	The Oregon Transportation Plan (OTP) is the state's long range transportation plan. The OTP established clear funding priorities related to available funding. Oregon has been in a reduced funding scenario for many years and has focused the vast majority of federal and state funding to preserving and maintaining the existing transportation system. However, even with this focus on maintaining system assets, Oregon has been projecting a steady decline in asset conditions. This is also reflected in our Federal Transportation Asset Management Plan. The Oregon Legislature passed a significant state transportation funding increase in 2017. This increase in funding is focused primarily on improving safety and preserving the transportation system assets.	

		With the focus of funding centered on preserving system assets, there is very little funding targeted to improving system performance and reliability for freight and non-freight users.
O4	Significant Progress Additional Reporting: If the Question No. column displays *O4, then FHWA has not received the required 2022 significant progress additional reporting information, and it must be included in the PMF. Otherwise, the State does not need to respond to this question. [23 CFR 490.109(f)] <Did you upload the additional reporting for target(s) achievement to the PMF on the "attachment" tab?	No
O4a	Please explain why additional reporting for target(s) achievement was not uploaded to the PMF as required. [23 CFR 490.109(f)(2)]	N/A

Overview Section 2

Question No	Description	Field Type
O5	Who should FHWA contact with questions?	Philip Kase
O6	What is the phone number for this contact? *Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)*	5039100288
O7	What is the email address for this contact?	philip.j.kase@odot.oregon.gov

Pavement

Pavement Performance Overview

Question No	Description	Field Type
P1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	57.8
P3	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	38.7
P4	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	30.0
P5	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Good Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Pavement condition is a function of pavement deterioration rates, weather and environmental effects, programmed pavement projects and their schedules, and data collection variances. Due to insufficient funding, pavement conditions on Oregon's Interstate and NHS highways are declining. Added to this, a change in data collection vendors between the Baseline and 2-year data also resulted in an apparent drop in pavement condition. The actual 2-year condition for Interstate pavement in good condition of 38.7% exceeds the 2-year condition target (30%) by 8%. The 2-year and 4-year targets were set to account for the expected decline in conditions and the change in data collection

		vendors.
P6	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	30.0
P7	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.105(e)(6)]	No
P7a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]*	
P7b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P8	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of Pavements on the Interstate System in Good Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	While the actual 2-year good Interstate pavement condition is lower than baseline, it exceeds the 2-year target, therefore according to CFR 490.109(e)(2), significant progress was made. Over the period between the baseline measures and the midterm measures, approximately 247 lane miles were paved on the interstate system which was approximately 28% of all paving done on Oregon state highways during that timeframe. Another approximately 180 lane miles are planned or under construction before the next report update, which will help to slow the decline in pavement conditions.
P9	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period? [23 CFR	No

	490.107(b)(2)(ii)(G)]	
P9a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
P9b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition

Question No	Description	Field Type
P10	Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	0.1
P11	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	2.5
P12	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.5
P13	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Pavement condition is a function of pavement deterioration rates, weather and environmental effects, programmed pavement projects and their schedules, and data collection variances. Due to insufficient funding, pavement conditions on Oregon's Interstate and NHS highways are declining. Added to this, a change in data collection vendors between the Baseline and 2-year data also resulted in an apparent drop in pavement condition. The actual 2-year condition for Interstate pavement in poor condition of 2.5% is equal to the 2-year condition target (2.5%). The 2-

		year and 4-year targets were set to account for the expected decline in conditions and the change in data collection vendors.
P14	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.5
P15	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.105(e)(6)]	No
P15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]*	
P15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P16	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Interstate System in Poor Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	While the actual 2-year poor Interstate pavement condition is greater than baseline, it is equal to the 2-year target, therefore according to CFR 490.109(e)(2), significant progress was made. Over the period between the baseline measures and the midterm measures, approximately 247 lane miles were paved on the interstate system which was approximately 28% of all paving done on Oregon state highways during that timeframe. Another approximately 180 lane miles are planned or under construction before the next report update, which will help to slow the decline in pavement conditions.
P17	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for	No

	the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	
P17a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
P17b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition

Question No	Description	Field Type
P18	Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	33.4
P19	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	28.1
P20	The 2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	20.0
P21	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Pavement condition is a function of pavement deterioration rates, weather and environmental effects, programmed pavement projects and their schedules, and data collection variances. Due to insufficient funding, pavement conditions on Oregon's Interstate and NHS highways are declining. Added to this, a change in data collection vendors between the Baseline and 2-year data also resulted in an apparent drop in pavement condition. The actual 2-year condition for Non-Interstate NHS pavement in good condition of 28.1% exceeds the 2-year

		condition target (20%) by 8%. The 2-year and 4-year targets were set to account for the expected decline in conditions and the change in data collection vendors.
P22	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	20.0
P23	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.105(e)(6)]	No
P23a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]*	
P23b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P24	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Good Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	While the actual 2-year good Non-Interstate NHS pavement condition is lower than baseline, it exceeds the 2-year target, therefore according to CFR 490.109(e)(2), significant progress was made. Over the period between baseline and midterm measures, approximately 490 Non-Interstate NHS state highway lane miles per year were paved and another 290 lane miles per year were chip sealed. Another approximately 385 lane miles of paving and 325 lane miles of chip seal are planned or under construction before the next report update, which will help to slow the decline in pavement conditions.
P25	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent	No

	the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	
P25a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
P25b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition

Question No	Description	Field Type
P26	Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	2.9
P27	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	6.1
P28	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	10.0
P29	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Pavement condition is a function of pavement deterioration rates, weather and environmental effects, programmed pavement projects and their schedules, and data collection variances. Due to insufficient funding, pavement conditions on Oregon's Interstate and NHS highways are declining. Added to this, a change in data collection vendors between the Baseline and 2-year data also resulted in an apparent drop in pavement condition. The actual

		2-year condition for Non-Interstate NHS pavement in poor condition of 6.1% is less than the 2-year condition target (10.0%). The 2-year and 4-year targets were set to account for the expected decline in conditions and the change in data collection vendors.
P30	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	10.0
P31	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.105(e)(6)]	No
P31a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]*	
P31b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P32	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Poor Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	While the actual 2-year poor Non-Interstate NHS pavement condition is greater than baseline, it is less than the 2-year target, therefore according to CFR 490.109(e)(2), significant progress was made. Over the period between baseline and midterm measures, approximately 490 Non-Interstate NHS state highway lane miles per year were paved and another 290 lane miles per year were chip sealed. Another approximately 385 lane miles of paving and 325 lane miles of chip seal are planned or under construction before the next report update, which will help to slow the decline in pavement conditions.

P33	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
P33a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
P33b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Bridge

Bridge Performance Overview

Question No	Description	Field Type
B1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C

Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	12.4
B3	2-year Actual Condition: The statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	13.2
B4	2-year Target: The 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	11.0
B5	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	ODOT has more Good bridges than the percentage set in the 2 year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition and has therefore exceeded the target. This increase is not due to investments, as ODOT typically replaces three state highway bridges each year. The increase is due to the implementation of the Specifications for the National Bridge Inventory. There were structures that were Fair, but just barely under the Good-Fair border, and the reevaluation placed several of them into the Good classification. This caused a net increase in the quantity (by

		deck area) of Good structures. This could not have been anticipated.
B6	4-year Target: The 4-year target statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	9.0
B7	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.105(e)(6)]	No
B7a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The adjusted target should reflect the expected condition by the end of calendar cear 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]

The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)] | |
| B7b | Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)] | |
| B8 | Significant Progress Discussion: The State DOT shall:

1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition.

2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.

3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.

[23 CFR 490.107(b)(2)(ii)(F)] | The increase in the percentage of deck area of Bridges on the NHS Classified as in Good Condition is a result of the efforts to implement the Specifications for the National Bridge Inventory. Although ODOT was able to exceed the 2-year target and is expected to meet or exceed the 4-year target, we will eventually lose ground as ODOT replaces only 3 aging structures annually changing fair or poor condition bridges to good. |
| B9 | Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of | No |

Question No	Description	Field Type
	deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	
B9a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
B9b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

Question No	Description	Field Type
B10	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.1
B11	2-year Actual Condition: The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	1.9
B12	2-year Target: The 2-year target for statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.8
B13	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This discussion shall at a minimum: 1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	ODOT has slightly more Poor bridges than the percentage set in the 2 year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and has therefore not met the target. The primary reason that the target was not met is that the bridge inventory is deteriorating at a rate that is greater than the capacity of the STIP and the Major Bridge Maintenance program to match. The Major Bridge Maintenance program funding has been increased from $12M to $15M

		each year. The Major Bridge Maintenance program can address individual bridge elements that are heavily deteriorated. While the overall bridge condition continues to deteriorate, replacement of the most heavily deteriorated elements through the Major Bridge Maintenance program allows more bridges to remain in service in Fair condition. An increase in STIP funding is also needed to slow the rate of increase of bridges in Poor Condition.
B14	4-year Target: The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	3.0
B15	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor condition? [23 CFR 490.105(e)(6)]	No
B15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]*	
B15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
B16	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.	The 2-year and 4-year targets show an increase in the statewide Percentage of deck area of Bridges on the NHS Classified in Poor Condition. This reflects a system that is in decline despite a limited number of bridge replacements and the efforts of the Major Bridge Maintenance program to address critical maintenance needs. The actual 2-year condition was only .1%

	3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	greater than the 2-year target, so the decline of the system was accurately predicted. The Major Bridge Maintenance program was recently increased from $12M to $15M per year. This should help to slow the future increase in the Percent of deck area of Bridges on the NHS Classified in Poor Condition.
B17	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
B17a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
B17b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Reliability

Travel Time Reliability Performance Overview

Question No	Description	Field Type
R1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	87.4
R3	2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	84.6
R4	2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	78.0
R5	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The 2-year performance for "the person-miles traveled on the Interstate that are reliable" has declined (worsened) from baseline but performance continues to remain within the the 2-year target. The declined (worsened) performance from baseline is due to a couple reasons (1) In 2022, two major projects started construction in Portland Metro causing additional delays on the interstate system; (2) Through the unwinding from the Covid-19 pandemic, a number of employers have reversed their telecommute policy and workers have returned to the office either at a hybrid or

| | | full-time schedule.

The 2-year performance continues to remain within target is due to (1) Investments made on the system; (2) Despite a number of employers reversing their telecommute policy, overall many employers still allow employees whose duties are applicable to work from home at a hybrid to full time schedule, thus allowing for an overall net reduction in commuting trips as compared to pre-pandemic conditions (the target was set with the assumption that traffic might return to pre-pandemic levels). |
|---|---|---|
| R6 | 4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] | 78.0 |
| R7 | Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable? [23 CFR 490.105(e)(6)] | No |
| R7a | Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]<br/&gtThis adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]

This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)] | |
| R7b | Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)] | |
| R8 | Significant Progress Discussion: The State DOT shall:

1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. | In the first half of the cycle (2022-2023) as we unwind out of the Covid-19 pandemic with telecommute policy reversing and people resuming all levels of activities, we had anticipated travel to increase and reliability |

2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	(congestion) to worsen towards the target level. However, reliability only worsened slightly and did not reach the pre-pandemic level we anticipated. As such, significant progress has been made toward the 2-year target for statewide percent of person-miles traveled on the interstate that are reliable. ODOT continues to invest in Intelligent Transportation Systems (ITS) / Transportation Systems Management & Operations (TSMO) projects to relieve congestion and improve operations and safety. ODOT expanded our Active Traffic Management (ATM) system, including vehicle message signs, variable advisory speed signs and traveler information. We also completed the construction of a short auxiliary lane on I-5N between OR551 and Wilsonville. These Mobility and Congestion Relief projects are intended to relieve existing bottlenecks on freeway corridors. Other strategies, such as expanded and enhanced public transportation, facilities to move more freight by rail and policies that support moving freight during non-rush hours, measures that shift travel out of cars, move trips to other times of the day and eliminate some auto trips altogether and support a multimodal approach are implemented as appropriate. Bus on shoulder (BOS) pilots have been implemented on both I-205 and I-5 and the agency is working towards a Concept of Operations for BOS on I-205 that is expected to be adopted by late 2025. The planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure are • Construction completion of the following projects OR217 auxiliary lane, I-5 Aurora-Donald Interchange phase 1A, and Bend North Corridor.

		• Ramp meter installation at Elligsen entrance ramps to I-5. • Expanding ATM onto an additional section of I-5 from Marquam to Terwilliger. However, there will be three major construction projects starting up in 2024 and 2025 timeframe that will cause reliability on the interstate system to worsen due to construction delays. During the duration of construction, delays may negate some of the reliability benefits from the projects listed above.
R9	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
R9a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
R9b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Question No	Description	Field Type
R10	Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	91.2
R11	2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	91.4

R12	2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	78.0
R13	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The 2-year performance for "the person-miles traveled on the Non-Interstate NHS that are reliable" has improved over the baseline and also performing within the 2-year target. The 2-year performance improvement over baseline and within the target is due to (1) Investments made on the system; (2) Despite a number of employers reversing their telecommute policy, overall many employers still allow employees whose duties are applicable to work from home at a hybrid to full time schedule, thus allowing for an overall net reduction in commuting trips as compared to pre-pandemic conditions.
R14	4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	78.0
R15	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable? [23 CFR 490.105(e)(6)]	No
R15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. The adjusted target should reflect the expected performance by the end of the calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]*	
R15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	

R16	Significant Progress Discussion: The State DOT shall:	In the first half of the cycle (2022-2023) as we unwind out of the Covid-19 pandemic with telecommute policy reversing and people resuming all levels of activities, we had anticipated travel to increase and reliability (congestion) to decline (worsen) towards the target level. However, reliability has performed above (better) than Baseline and within the target. As such, significant progress has been made toward the 2-year target for statewide percent of person-miles traveled on the Non-Interstate NHS that are reliable.
	1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable.	
	2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.	
	3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.	
	[23 CFR 490.107(b)(2)(ii)(F)]	Strategies, such as telework policies among public and private companies, expanded and enhanced public transportation, facilities to move more freight by rail and policies that support moving freight during non-rush hours, measures that shift travel out of cars, move trips to other times of the day and eliminate some auto trips altogether and support a multimodal approach have been implemented as appropriate. These strategies will continue to be implemented during the remainder of the performance period.
R17	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
R17a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
R17b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Freight

Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
F1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
F2	Progress on truck freight bottlenecks: Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System. If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be included via this field or as an attachment. [23 CFR 490.107(b)(2)(ii)(D)] Please upload related document(s) in the Attachment tab.	ODOT completed a truck freight bottleneck study in 2016 and updated the Oregon Freight Plan in 2023. Both efforts include analysis related to delay areas and freight corridors. ODOT continues to strategically address freight bottlenecks thru a combination of TSMO, passenger Demand Management, and some larger scale initiatives. The following ODOT projects are under way to address bottleneck locations in Oregon OR217 auxiliary lane project (construction), I-205 widening project (phase 1 in construction), I-5 Kuebler to Delaney (construction), Bend North Corridor (construction), I-5 Rose Quarter (design), the Interstate Bridge Replacement (NEPA), and I-5 Boone Bridge replacement project (planning). The Oregon Freight Plan is located here https//www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf

Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	Baseline: The baseline for the statewide Truck Travel Time Reliability Index. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.31
F4	2-year Actual Performance: The 2-year statewide Truck Travel Time Reliability Index. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	1.33

F5	2-year Target: The 2-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.45
F6	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Truck Travel Time Reliability Index. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The 2-year performance for the "Truck Travel Time Reliability (TTTR) Index" has increased (worsened) from baseline but is performing within the 2-year target. The worsened performance from baseline is due to a couple reasons (1) In 2022, two major projects started construction in Portland Metro causing additional delays on the interstate system; (2) Through the unwinding from the Covid-19 pandemic, a number of employers have reversed their telecommute policy and workers have returned to the office either at a hybrid or full-time schedule. Commuters share the same roadway with trucks, therefore impacting truck travel time reliability. The 2-year performance within the target is due to (1) Investments made on the system; (2) Despite a number of employers reversing their telecommute policy, overall many employers still allow employees whose duties are applicable to work from home at a hybrid to full time schedule, thus providing for an overall net reduction in commuting trips as compared to pre-pandemic conditions (the target was set with the assumption that traffic might return to pre-pandemic levels). Commuters share the same roadway with trucks, therefore impacting truck travel time reliability.
F7	4-year Target: The 4-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.45
F8	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]	No

F8a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)] *This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]*	
F8b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
F9	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for the statewide Truck Travel Time Reliability Index measure. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	In the first half of the cycle (2022-2023) as we unwind out of the Covid-19 pandemic with telecommute policy reversing and people resuming all levels of activities, we had anticipated travel to increase and reliability (congestion) to worsen towards the target level. However, reliability only worsened slightly and did not reach the pre-pandemic level we anticipated. As such, significant progress has been made toward the 2-year target for statewide percent of person-miles traveled on the interstate that are reliable. ODOT continues to invest in Intelligent Transportation Systems (ITS) / Transportation Systems Management & Operations (TSMO) projects to relieve congestion and improve operations and safety. ODOT expanded our Active Traffic Management (ATM) system, including vehicle message signs, variable advisory speed signs and traveler information. We also completed the construction of a short auxiliary lane on I-5N between OR551 and Wilsonville. These Mobility and Congestion Relief projects are intended to relieve existing bottlenecks on freeway corridors. Other strategies, such as expanded and enhanced public transportation, facilities to move more freight by rail and policies that support moving freight during non-rush hours, measures that shift travel

		out of cars, move trips to other times of the day and eliminate some auto trips altogether and support a multimodal approach are implemented as appropriate. Bus on shoulder (BOS) pilots have been implemented on both I-205 and I-5 and the agency is working towards a Concept of Operations for BOS on I-205 that is expected to be adopted by late 2025. The planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure are • Construction completion of the following projects OR217 auxiliary lane, I-5 Aurora-Donald Interchange phase 1A, and Bend North Corridor. • Ramp meter installation at Elligsen entrance ramps to I-5. • Expanding ATM onto an additional section of I-5 from Marquam to Terwilliger. However, there will be three major construction projects starting up in 2024 and 2025 timeframe that will cause reliability on the interstate system to worsen due to construction delays. During the duration of construction, delays may negate some of the reliability benefits from the projects listed above.
F10	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
F10a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
F10b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
D1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2

Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D3	Urbanized Area:	Eugene, OR
D4	Baseline: The baseline for Annual Hours of Peak Hour Excessive Delay Per Capita. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	4.6
D5	2-year Actual Performance: The 2-year Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	4.4
D6	2-year Target: The 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	8.5
D7	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Annual Hours of Peak Hour Excessive Delay Per Capita. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The actual performance of the annual hours of peak hour excessive delay per capita went slightly down (0.2) from the baseline and is within the 2-year target. Investments have worked towards maintaining the NHS have contributed towards holding the PHED relatively consistent.

Question No	Description	Field Type
D8	4-year Target: The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	9.0
D9	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA? [23 CFR 490.105(e)(6)]	No
D9a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. *The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]*	
D9b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
D10	If the State DOT adjusted the unified 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area, please report the applicable MPOs that also adjusted the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) *Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]*	N/A

Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D11	Urbanized Area:	Salem, OR
D12	Baseline: The baseline for Annual Hours of Peak Hour Excessive Delay Per Capita. This value is from the 2022 Baseline Performance Period Report and is the	7.9

	performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
D13	2-year Actual Performance: The 2-year Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	7.0
D14	2-year Target: The 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	7.0
D15	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Annual Hours of Peak Hour Excessive Delay Per Capita. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The 2-year target was met by actual performance. The likely reason is the continued use of telework by State employees and others within Salem-Keizer reducing travel at the peak periods.
D16	4-year Target: The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	7.0
D17	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA? [23 CFR 490.105(e)(6)]	No
D17a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. *The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]*	
D17b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this	

	UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
D18	If the State DOT adjusted the unified 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area, please report the applicable MPOs that also adjusted the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) *Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]*	

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
T1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2

Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T3	Urbanized Area:	Eugene, OR
T4	Baseline: The baseline for Percent of Non-SOV Travel. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	31.8
T5	2-year Actual performance: The 2-year Percent of Non-SOV Travel. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. 23 CFR 490.107(b)(2)(ii)(A) Since the baseline performance submitted in the 2022 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	32.7
T6	2-year Target: The 2-year target for the Percent of Non-SOV Travel for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	33.0
T7	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the Percent of Non-SOV Travel. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met.	The actual performance was higher than the baseline value and close (within 0.3%) to achieving the 2-year target. Investments in transportation options programing, and a regional shift for many employees to telecommute contribute towards this increase in non-SOV travel.

Question No	Description	Field Type
	[23 CFR 490.107(b)(2)(ii)(B)]	
T8	4-year Target: The 4-year target for the Percent of Non-SOV travel established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	35.0
T9	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	No
T9a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the Percent of Non-SOV Travel. *The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]*	
T9b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Percent of Non-SOV Travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
T10	If the State DOT adjusted the unified 4-year target for the Percent of Non-SOV Travel target for this urbanized area, please report the applicable MPOs that also adjusted the unified Percent of Non-SOV Travel target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]	N/A

Urbanized Area Target #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T11	Urbanized Area:	Salem, OR
T12	Baseline: The baseline for Percent of Non-SOV Travel. This value is from the 2022 Baseline Performance Period	25.2

	Report and is the performance derived from the latest data collected through the beginning of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
T13	2-year Actual performance: The 2-year Percent of Non-SOV Travel. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. 23 CFR 490.107(b)(2)(ii)(A) Since the baseline performance submitted in the 2022 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	26.8
T14	2-year Target: The 2-year target for the Percent of Non-SOV Travel for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	23.2
T15	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the Percent of Non-SOV Travel. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	The Actual performance was higher (better) than the 2-year target. The likely reason is the continued use of telework by State employees and others within Salem-Keizer.
T16	4-year Target: The 4-year target for the Percent of Non-SOV travel established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	22.7
T17	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	No
T17a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the Percent of Non-SOV Travel. *The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]* *This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]*	

T17b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Percent of Non-SOV Travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
T18	If the State DOT adjusted the unified 4-year target for the Percent of Non-SOV Travel target for this urbanized area, please report the applicable MPOs that also adjusted the unified Percent of Non-SOV Travel target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]	N/A

Emissions

Emissions Reduction Performance Overview

Question No	Description	Field Type
E1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Yes
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]	Yes - NOx ONLY
E4	Does the State include any areas designated as nonattainment or maintenance for PM10?	Yes
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors
E6	Does the State include any areas designated as nonattainment or maintenance for CO?	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	No

Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	Baseline: The baseline for the emissions reductions (total daily kilograms) of PM2.5. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the	0.016

	previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E12	2-year Actual performance: Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023. The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)] The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.	0.000
E13	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000

E14	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of PM2.5. This discussion shall at a minimum:
	
	   1) Compare the actual 2-year performance to the 2-year target and
	
	   2) document the reasons the target was or was not met.
	
	 [23 CFR 490.107(b)(2)(ii)(B)]
		In Oregon, there are two PM2.5 Maintenance/ Nonattainment areas located in rural areas. There was no baseline data available for PM2.5 areas which are rural areas. The two areas infrequently use CMAQ funds to fund projects. Both Klamath Falls and Oakridge are reviewing their local projects to determine if they can utilize CMAQ funds which would provide emissions benefits.

E15	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E16	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions	No

Question No	Description	Field Type
	reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]	
E16a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E16b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]	

Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	Baseline: The baseline for the emissions reductions (total daily kilograms) of NOx. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	0.488
E18	2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023. The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)] The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.	0.000

E19	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E20	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of NOx. This discussion shall at a minimum: 　1) Compare the actual 2-year performance to the 2-year target and 　2) document the reasons the target was or was not met. 　[23 CFR 490.107(b)(2)(ii)(B)]	In Oregon, there is one NOx areas located in Klamath Falls where NOx is a precursor for PM2.5. There was no baseline data available for NOx areas which are rural areas. The area infrequently uses CMAQ funds to fund projects. Klamath Falls is reviewing their local projects to determine if they can utilize CMAQ funds which would provide emissions benefits.
E21	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	0.000
E22	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]	No
E22a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E22b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E23	Baseline: The baseline for the emissions reductions (total daily kilograms) of VOC. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E24	2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023. The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)] The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.	
E25	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	

E26	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative reductions in emissions (total daily kilograms) of VOC. This discussion shall at a minimum:
	
	   1) Compare the actual 2-year performance to the 2-year target and
	
	   2) document the reasons the target was or was not met.
	
	 [23 CFR 490.107(b)(2)(ii)(B)]	

E27	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E28	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]	
E28a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E28b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	Baseline: The baseline for the emissions reductions (total daily kilograms) of PM10. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	679.444
E30	2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023. The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]	0.925

	The data must be reported to the nearest one thousandth. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.	
E31	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	557.510
E32	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of PM10. This discussion shall at a minimum: 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	Oregon had several projects that were canceled and slipped to future years due to funding issues which contributed to not meeting our 2 yr target.
E33	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	1115.030
E34	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10? [23 CFR 490.105(e)(6)]	No
E34a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	

Question No	Description	Field Type
E34b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	Baseline: The baseline for the emissions reductions (total daily kilograms) of CO. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	102.368
E36	2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023. The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)] The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.	0.201
E37	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	46.130
E38	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of CO. This discussion shall at a minimum:	Oregon had several projects that were canceled and slipped to future years due to funding issues which contributed to not meeting our 2 yr target.

	1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. [23 CFR 490.107(b)(2)(ii)(B)]	
E39	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	92.250
E40	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]	No
E40a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E40b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Attachments

S.No	Section	Attachment Detail
1	Freight	**Filename:** MPP_2024_OR_Freight_Oregon_Freight_Plan_2023.pdf **Notes:** Freight - **Attachment Url:** https://www.oregon.gov/odot/Planning/Documents/Oregon_Freight_Plan_2023.pdf
2	Other	**Filename:** MPP_2024_OR_2024-10-15_0833-TPM-comments-from-ORDIV-to-ODOT-v2.docx **Notes:** **Attachment Url:**