Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021 (PROGRESS)

2022

FULL PERFORMANCE PERIOD PROGRESS REPORT (FPP)

Oregon

Report Due: 12/16/2022
Report Status: Recommend Acceptance
Report Updated On:
Report Exported on 2/1/2023

This document is exported from the Federal Highway Administration's (FHWA) web-based Performance Management Form (PMF) of the Policy Information Data Portal (PIDP).

The web-based PMF is the State's official report to FHWA.

State Contact:

Name : Philip Kase
Phone number : 5039100288
Email : philip.j.kase@odot.oregon.gov

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Condition/ Performance	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	64.4%			57.8%	35.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%			0.1%	0.5%
Percentage of Pavements of the Non- Interstate NHS in Good Condition (IRI Only)	63.9%	65.9%	50.0%	64.8%	50.0%
Percentage of Pavements of the Non- Interstate NHS in Good Condition (Full Distress + IRI)					
Percentage of Pavements of the Non- Interstate NHS in Poor Condition (IRI Only)	6.6%	6.6%	10.0%	7.2%	10.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition (Full Distress + IRI)					
Percentage of NHS Bridges Classified as in Good Condition	12.4%	13.2%	11.4%	12.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.9%	1.9%	2.4%	1.1%	3.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	80.9%	83.8%	78.0%	87.4%	78.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	87.9%			91.2%	78.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.37	1.45	1.31	1.45
Total Emission Reductions: PM2.5	0.450	0.000	0.120	0.016	0.230
Total Emission Reductions: NOx		0.000		0.488	
Total Emission Reductions: VOC					
Total Emission Reductions: PM10	520.470	98.330	363.000	679.444	726.400
Total Emission Reductions: CO	3618.440	95.830	584.000	102.368	1168.000

Overview

OVERVIEW SECTION 1

Question No	Description	Field Type
O1	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. This text may be shared verbatim online. (Optional)	N/C
O2	As of July 31, 2022, FHWA has not received the required significant progress additional reporting information, and it must be included in the PMF. Did you upload the additional reporting for target(s) achievement to the PMF on the “attachment” tab?	No
O2a	Please explain why the additional reporting for target(s) achievement was not uploaded to the PMF as required.	

OVERVIEW SECTION 2

Question No	Description	Field Type
O3	Who should FHWA contact with questions?	Philip Kase
O4	What is the phone number for this contact? *Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)*	5039100288
O5	What is the email address for this contact?	philip.j.kase@odot.oregon.gov

Pavement

Pavement Performance Overview

Question No	Description	Field Type
P1	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)	The Pavement Program's overall goal is to keep highways in the best condition possible with available funding, by taking a lifecycle cost approach to preservation and maintenance. Rather than following a "worst first" philosophy, the Program applies a "mix of fixes" including preventive maintenance seal coats, resurfacing preservation projects, pavement rehabilitation, and reconstruction. Due to the funding gap between needs and current funding, the Program follows an asset management strategy to reduce the slope of declining pavement conditions across the system. The strategy for state highways follows a tiered approach to prioritize highway routes and also prioritizes projects where the most cost-effective maintenance treatments can be employed. State highway pavement preservation investments prioritize pavement conditions by state highway classification into four levels 1) Interstate Highways (highest priority, condition goal, and level of investment) 2) Fix-It Priority Routes (e.g., US-97, OR-58, or US-26) 3) Remaining State Level NHS Routes (e.g., US-101) 4) Region and District Level Non-NHS Routes. This strategy prioritizes the Interstate above all other systems as well as projects with good cost effectiveness.

Interstate System Performance Overview

Question No	Description	Field Type
P2	Discuss how the actual condition achieved for the statewide Interstate System [23 CFR 490.105(c)(1)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset*	Projected funding resulted in a mild decline in the pavement condition measure over the period. The measured conditions met the established two and four year goals which also satisfy the national infrastructure goal of less than 5% of interstate pavement in poor condition. The pavement condition is used for finding cost effective projects and to select pavement sections in poor condition for treatment. The

	management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]	amount allocated to interstate pavement system is dependent on the pavement condition to ensure we are well within compliance of the National infrastructure goal. The investment strategy outlined in our TAMP prioritizes the interstate system at the highest level and has the highest level of investment which has been effective at keeping Interstate pavement conditions in a state of good repair.

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

Question No	Description	Field Type
P3	The baseline statewide Percentage of Pavements on the Interstate System in Good Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	64.4
P4	The 4-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	57.8
P5	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	35.0
P6	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	The measured 4 year condition for Interstate pavement in good condition of 58% exceeded the 4 year condition target (50%) by 8%. Over the period between the midterm measures and the final measures, approximately 225 lane miles were paved on the interstate system which was nearly 1/3 of all paving done within Oregon during that timeframe. This falls short of the long-term steady state goal of 180 lane miles of interstate paving per year (360 miles for two years) and the interstate Good measure is expected to decline towards the 50% target in the future.
P7	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for	No

	the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	
P7a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P7b	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 4-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)(3)(ii)(F)	

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

Question No	Description	Field Type
P8	The baseline statewide Percentage of Pavements on the Interstate System in Poor Condition. For the 2018-2021 performance period only, the baseline value is the 2-year actual condition per the phase-in of new requirements for this measure. The actual 2-year condition is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	0.2
P9	The 4-year statewide Percentage of Pavements on the Interstate System in Poor condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	0.1
P10	The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	0.5
P11	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant	The 4 year condition for the percent of Interstate pavement poor condition was measured at 0.1% which exceeded our 4 year target of 0.5%. Of the interstate system in poor condition at the time of initial goal setting, approximately 80% was treated by the end of the 4 year period. This data supports our focus of maintaining interstate pavement conditions to satisfy the National infrastructure goal for the interstate.

	progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	
P12	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P12a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P12b	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 4-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)(3)(ii)(F)	

Pavement Performance on the Non-Interstate NHS Overview

Question No	Description	Field Type
P13	Discuss how the actual pavement condition achieved for the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to pavement condition on the statewide Non-Interstate NHS measure area. [23 CFR 490.107(b)(3)(ii)(C)]*	Projected funding resulted in a mild decline in the pavement condition measure over the period. The measured conditions met the established two and four year targets for the non-interstate system. The pavement condition is one of the main factors used for finding cost effective projects and to select pavement sections in poor condition for treatment. With the limited funds available and the interstate system taking priority in our strategic funding plan outlined in our TAMP, the non-interstate system receives any remaining funding after the interstate system is appropriately funded. For perspective, the interstate roads receives more truck traffic in one year than most non-interstate roads receive in 20 years which highlights the importance of the interstate system to Oregon.

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

Question No	Description	Field Type
P14	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the	63.9

	beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	
P15	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	65.9
P16	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data that was provided in the 2018 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	
P17	The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	50.0
P18	The 4-year statewide Percentage of Pavements on the Non-Interstate in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] For the 2018-2021 performance period only, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	64.8
P19	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]*	
P20	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	50.0

P21	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	The Non-Interstate pavement in good condition was measured at 64.8% which exceeded our 4 year target at 50%. This was accomplished by applying our "mix of fixes" strategy to the Non-Interstate pavement which kept our percent good of Non-Interstate pavement above the 4 year target. Between 2018 and 2020, approximately 480 lane miles were paved and 350 lane miles were chip sealed on the non-interstate system. The paving miles fell short of the long term steady state goal of 390 miles per year (780 miles over 2 years) but our chip seal miles were closer to on par with the steady state goal of 210 miles per year (420 over 2 years).
P22	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P22a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P22b	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 4-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)(3)(ii)(F)]	

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

Question No	Description	Field Type
P23	The baseline statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph).*	6.6
P24	The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance	6.6

	Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	
P25	The State DOT reported its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition based on "Full Distress + IRI" data in the 2018 Baseline Performance Period Report. Thus, FHWA also calculated an actual condition using "Full Distress + IRI" data that was provided in the 2020 Mid Performance Period Progress Report. [23 CFR 490.313 (c) and (d)]	
P26	The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	10.0
P27	The 4-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)] *For the 2018-2021 performance period only, FHWA calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]*	7.2
P28	The State DOT reported that its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition was based on "Full Distress + IRI" data for the 2018-2021 performance period. Thus, FHWA also calculated the actual condition using "Full Distress + IRI" data. [23 CFR 490.313 (c) and (d)] *FHWA will use this value to determine whether the actual condition level is equal to or better than the established 4-year target as part of the 4-year significant progress determination. [23 CFR 490.109(e)(2)(ii)]*	
P29	The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	10.0
P30	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved	The percent of Non-Interstate pavement in poor condition was measured at 7.2% which is well ahead of our 4 year target of 10%. As mentioned earlier, the reduced funding strategy combined with our "mix of fixes" approach we expect the condition of the non-interstate pavement to worsen slightly over time. Of the non-interstate system in poor condition at the time of initial goal setting, approximately one-third was

	during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	treated by the end of the 4 year period. The selection of non-interstate paving projects is driven by pavement condition, cost effectiveness of the project (cost per lane mile year of service), total vehicle and truck volume, risk of treatment delay to maintenance and repair costs, and other factors.
P31	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
P31a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
P31b	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 4-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)(3)(ii)(F)]	

Bridge

Bridge Performance Overview

Question No	Description	Field Type
B1	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
B2	Discuss how the actual condition achieved for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *Include an assessment of the effectiveness of the investment strategies documented in the State asset management plan required under 23 U.S.C. 119(e) related to the bridge condition measure area. [23 CFR 490.107(b)(3)(ii)(C)]*	The measured inspection conditions demonstrate meeting the established two and four year goals, which also satisfy the national infrastructure goals. The condition of all bridges on national highway system is evaluated and used for finding cost effective projects from a list of poor and fair condition bridges. After careful review funding is allocated for preservation, maintenance and replacement to maximize results and to meet established performance measures. The funding mechanism also takes into consideration the needs of bridges not on the national highway system. The investment strategy outlined in our TAMP prioritizes the National Highway System at the highest level and has the highest level of investment which has been effective at keeping National Highway System bridge conditions in a state of good repair.

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

Question No	Description	Field Type
B3	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	12.4
B4	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The actual 2-year condition is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	13.2

B5	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	11.4
B6	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	12.4
B7	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	10.0
B8	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	ODOT has more Good bridges than the percentage set in the 2 and 4 year targets for the statewide percentage of deck area of bridges on the NHS classified as in Good condition, and has therefore exceeded the target. When considering the structures leaving Good condition and new and replacement structures entering the population as Good structures, there would be a net decrease (due to aging bridge inventory) in bridges in Good condition from the baseline percentage. However, inspectors reevaluate structures every year. Maintenance work and bridge replacement moved percent deck area from poor/fair condition to good condition. There were structures that were Fair, but just barely over the Good-Fair border, and the reevaluation placed many of them into the Good classification. This caused a net increase in the quantity (by deck area) of Good.
B9	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
B9a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	

B9b	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 4-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)(3)(ii)(F)]	

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

Question No	Description	Field Type
B10	The baseline statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2018 Baseline Performance Period Report, and is the condition derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.9
B11	The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The actual 2-year condition derived from the latest data collected through the midpoint of the 2018-2021 performance period that was reported in the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	1.9
B12	The 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.4
B13	The 4-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 4-year condition derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	1.1
B14	The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	3.0
B15	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: 1) Shall compare the actual 4-year condition to the 4-year target and document the reasons the target was or was not met, and [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target,	ODOT has less Poor bridges than the established 2 and 4 year targets for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition and has therefore met the targets. The total deck area of bridges in the inventory was increased with the addition of several new bridges added as part of a modernization project. These new bridges are all

	and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	in Good condition. The result of this increase, while not changing the deck area of Poor bridges, did result in the reduction of the percent of the total deck area the Poor bridges represent. This added increase of Good bridges on the NHS resulted in exceeding the target for Poor bridges. With the addition of some Poor bridges being replaced, the offset of the amount of bridges deteriorating from Fair to Poor lead to a net decrease in the amount of Poor structures even compared to the baseline.
B16	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2018-2021 Performance? [23 CFR 490.107(b)(3)(ii)(F)]	No
B16a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
B16b	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 4-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)(3)(ii)(F)]	

Reliability

Travel Time Reliability Performance Overview

Question No	Description	Field Type
R1	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)	The performance of the Oregon State Highway System is well above the PM3 target.
R2	Discuss how the actual performance achieved for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)] during the performance period, which indicates the near-term direction or trend, supports both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)]	The performance of the Oregon State Highway System has been trending towards improvement from the baseline over the past four years. In 2020, the Covid-19 pandemic with reduced passenger travel demand resulted in substantial improvement in reliability on the overall system. In 2021, post-pandemic recovery resulted in travel demand shifting back toward pre-pandemic patterns with congestion and unreliability rising.

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

Question No	Description	Field Type
R3	The baseline statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	80.9
R4	The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	83.8
R5	The 2-year target for the statewide percent of the person-miles traveled on the Interstate that are reliable for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	78.0
R6	The 4-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	87.4

R7	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	78.0
R8	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: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	With the addition of several auxiliary lanes built within the Metro area and improved TSMO technology, the State of Oregon has successfully performed above the target level for "the person-miles traveled on the Interstate that are reliable". In addition, the Interstate system has made significant progress in the improving direction from baseline over the past four years. In 2020, the Covid-19 pandemic with reduced passenger travel demand resulted in substantial improvement in reliability on the overall system. In 2021, post-pandemic recovery resulted in travel demand shifting back toward pre-pandemic patterns with congestion and unreliability rising.
R9	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R9a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R9b	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 4-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, and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

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	The baseline Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. For the 2018-2021 performance period only, the baseline value is the 2-year	87.9

	actual performance per the phase-in of new requirements for this measure. The actual 2-year performance is derived from the latest data collected through the midpoint of the performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.105(e)(7)(iii) and 23 CFR 490.107(b)(2)(ii)(A)]	
R11	The 4-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	91.2
R12	The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	78.0
R13	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: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2) Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	With strategic investments in auxiliary lanes, multi-modal improvements, and TSMO technology, the State of Oregon has successfully performed above the target level for "the person-miles traveled on the Non-Interstate NHS that are reliable". In addition, the Non-Interstate NHS has made significant progress in the improving direction from baseline over the past four years. In 2020, the Covid-19 pandemic with reduced passenger travel demand resulted in substantial improvement in reliability on the overall system. In 2021, post-pandemic recovery resulted in travel demand shifting back toward pre-pandemic patterns with congestion and unreliability rising.
R14	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
R14a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
R14b	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 4-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)(3)(ii)(F)]	

Freight

Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
F1	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)	The performance of the Oregon State Highway System is below the current PM3 target, indicating acceptable performance.
F2	Discuss how the actual performance achieved for statewide freight movement on the Interstate System [23 CFR 490.105(c)(6) during the performance period, which indicates the near-term direction or trend, supports both the long-term national freight movement performance goal of improving the National Highway Freight Network, strengthening access to trade markets, and supporting economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)]	The performance of the Oregon State Highway System has been trending towards improvement from the baseline over the past four years. In 2020, the Covid-19 pandemic with reduced passenger travel demand resulted in substantial improvement in reliability on the overall system. In 2021, post-pandemic recovery resulted in travel demand shifting back toward pre-pandemic patterns with congestion and unreliability rising.
F3	Discuss the State DOT's efforts to address congestion at truck freight bottlenecks through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program (STIP) and MPO Transportation Improvement Programs (TIP); regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System, and the progress that these efforts have made towards addressing freight bottlenecks. [23 CFR 490.107(b)(3)(ii)(E)) 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 discussion of efforts to address congestion at truck freight bottlenecks is needed. [23 CFR 490.107(b)(3)(ii)(D) and 23 CFR 490.107(b)(3)(ii)(E)] Please upload related document(s) in the "Attachment" tab.	ODOT completed a truck freight bottleneck study in 2016 and the next Oregon Freight Plan is expected to be adopted early 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. Several ODOT projects are under development to address several bottleneck locations in Oregon, primarily in the Portland Metro area, for example the I-5 Rose Quarter, I-205 widening project, I-5 and I-205 Tolling project, as well as starting a new bi-state effort with Washington State for the Interstate Bridge replacement over the Columbia River.

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

Question No	Description	Field Type
F4	The baseline statewide Truck Travel Time Reliability Index. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.39

F5	The 2-year statewide Truck Travel Time Reliability Index. The actual 2-year performance is derived from the latest data collected through the midpoint of the 2018-2021 performance period, and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)]	1.37
F6	The 2-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	1.45
F7	The 4-year statewide Truck Travel Time Reliability Index. This value is the actual 4-year performance derived from the latest data collected through the end of the 2018-2021 performance period. [23 CFR 490.107(b)(3)(ii)(A)]	1.31
F8	The 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	1.45
F9	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: 1.Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)] 2.Shall document if the State DOT expects that significant progress was or was not made toward the 4-year target, and summarize the accomplishments achieved during the performance period that demonstrate whether significant progress is expected or not. [23 CFR 490.107(b)(3)(ii)(E)]	The State of Oregon has added improved TSMO strategies within the Metro area to maintain and improve the freight traffic flow on the Interstate system. The interstate system in Oregon achieved improved operations resulting in levels below the target, progress was made in system performance relative to the baseline over the past four years. Short-term improvement in performance was seen in 2020 due to the drop in passenger vehicle travel demand during the pandemic. However, current performance is trending back toward the pre-pandemic range.
F10	Did any of the extenuating circumstance(s) identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 4-year target for the statewide Truck Travel Time Reliability Index for the 2018-2021 Performance Period? [23 CFR 490.107(b)(3)(ii)(F)]	No
F10a	Select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 4-year target. [23 CFR 490.109(e)(5)]	
F10b	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 4-year target for the statewide Truck Travel Time Reliability Index, and quantify the impacts that resulted from these	

	circumstances. [23 CFR 490.107(b)(3)(ii)(F)]	

Emissions

Emissions Reduction Performance Overview

Question No	Description	Field Type
E1	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)	Oregon's CMAQ program is managed by ODOT using a formula distribution of CMAQ funds to non-attainment and maintenance areas. ODOT develops statewide policy, and projects are selected by the non-attainment/maintenace areas and ODOT checks for eligibility and approves/rejects. Oregon currently has no non-attainment/maintenance areas (MPOs > 1,000,000) responsible for reporting on PHED or NON-SOV. In 2022 Oregon has two MPOs > 200,000 that ODOT worked with to develop targets for the second cycle of TPM. --- *(E21) ODOT would like NOx target reevaluated. Only Klamath Falls is required to quantify NOx as part of its State Implementation Plan (SIP), all other nonattainment and maintenance areas do not. ODOT has been reporting NOx emission for other nonattainment and maintenance areas just as they were provided by project sponsors. This unfortunately means that when emissions are extracted from the CMAQ Public Access System, NOx emissions are present for project locations in nonattainment and maintenances where they are not required. For the 2018-2021 baseline period, Klamath Falls did not use CMAQ funds and therefore the baseline target for NOx should be zero. ODOT would like the NOX target to be reevaluated.
E2	Discuss how the actual performance achieved for the Statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) during the performance period, which indicates the near-term direction or trend, supports both the long-term national environmental sustainability performance goal to enhance the performance of the transportation system while protecting and enhancing the natural environment identified in 23 U.S.C. §150(b), and the goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] *If all applicable	Targets were based on some larger projects in period 1 baseline that do not occur in any frequency. The majority of the projects other than street sweeping or paving are related to mode shift away for single occupancy vehicles. There emission reductions have been small. The mode shift (bicycle and pedestrian facitlities), align with the ODOT Transportation plan goals for social equity,

	pollutants and precursors are trending in a similar fashion you may generalize the response.	sustainability and safety and community vitality.
E3	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Yes
E4	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
E5	Does the State include any areas designated as nonattainment or maintenance for PM10?	Yes
E6	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
E7	Does the State include any areas designated as nonattainment or maintenance for CO?	Yes
E8	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
E12	The baseline cumulative emissions reductions (total daily kilograms) of PM2.5. This value is from the 2018 Baseline Performance Period Report and is the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	0.450
E13	The 2-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period	0.000

	Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] To calculate the measure, data for Federal Fiscal Years 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E14	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	0.120
E15	The 4-year cumulative emissions reductions (total daily kilograms) of PM2.5. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Years 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	0.016
E16	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM2.5 for the Federal Fiscal Years 2018-2021Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	0.230

E17	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM2.5, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Oregon did not meet the four year target. Oregon has had difficulty finding vendors that meet FHWA "Buy America" requirements. Rural cities in non-attainment/maintenance areas have requested street sweepers and school buses to help reduce emissions with their limited allocations. In response, they have changed projects to paving gravel roads to reduce particulate matter, or developing traffic improvements but these are more expensive and require them to wait several years to "pool" their annual allocations before construction. Second, projects have slipped from one funding year to the next due to limited resources. Projects that are advancing to construction have been smaller projects that are easier to implement, such as bikeways, which are less complex but provide little to no PM2.5 emissions benefit.

Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E18	The baseline cumulative emissions reductions (total daily kilograms) of NOx. This value is from the 2018 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the 2017-2020 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E19	The 2-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality	0.000

	Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E20	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of NOx for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E21	The 4-year cumulative emissions reductions (total daily kilograms) of NOx. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	0.488
E22	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of NOx for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E23	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the NOx, this discussion: 1)Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	ODOT would like NOx target reevaluated. Only Klamath Falls is required to quantify NOx as part of its State Implementation Plan (SIP), all other nonattainment and maintenance areas do not. ODOT has been reporting NOx emission for other nonattainment and maintenance areas just as they were provided

		by project sponsors. This unfortunately means that when emissions are extracted from the CMAQ Public Access System, NOx emissions are present for project locations in nonattainment and maintenances where they are not required. For the 2018-2021 baseline period, Klamath Falls did not use CMAQ funds and therefore the baseline target for NOx should be zero. ODOT would like the NOX target to be reevaluated.

Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E24	The baseline cumulative emissions reductions (total daily kilograms) of VOC. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E25	The 2-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E26	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the 2018-2021 Performance Period that was reported in the	

	2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
E27	The 4-year cumulative emissions reductions (total daily kilograms) of VOC. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E28	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of VOC for the Federal Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E29	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E30	The baseline cumulative emissions reductions (total daily kilograms) of PM10. This value is from the 2018 Baseline Performance Period Report and is cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	520.470

E31	The 2-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	98.330
E32	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	363.000
E33	The 4-year cumulative emissions reductions (total daily kilograms) of PM10. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure:	679.444

	https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E34	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of PM10 for the Federal Fiscal Year Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	726.400
E35	Discuss the decisions and/or investments that contributed to the actual performance, and if they were effective in achieving the intended performance. For the PM10, this discussion: 1) Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Oregon did not meet the four year target. Oregon has had difficulty finding vendors that meet FHWA "Buy America" requirements. Rural cities in non-attainment/maintenance areas have requested street sweepers and school buses to help reduce emissions with their limited allocations. In response, they have changed projects to paving gravel roads to reduce particulate matter, or developing traffic improvements but these are more expensive and require them to wait several years to "pool" their annual allocations before construction. Second, projects have slipped from one funding year to the next due to limited resources. Projects that are advancing to construction have been smaller projects that are easier to implement, such as bikeways, which are less complex but provide little to no PM10 emissions benefit. In FY2020, the majority of projects that moved were Bicycle & Pedestrian facilities.

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E36	The baseline cumulative emissions reductions (total daily kilograms) of CO. This value is from the 2018 Baseline Performance Period Report and is the cumulative statewide estimated emissions reductions (total daily kilograms) as reported to the CMAQ Public Access System for the 4 Federal Fiscal Years before the start of the Federal Fiscal Year 2018-2021 performance period. [23 CFR 490.107(b)(1)(ii)(B)]	3618.440
E37	The 2-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the Federal Fiscal Year 2018-2021 performance period and is the same value	95.830

	provided for the 2020 Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2019 was extracted from the CMAQ Public Access System on or after July 1 of 2020. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	
E38	The 2-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the 2018-2021 Performance Period that was reported in the 2018 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A]	584.000
E39	The 4-year cumulative emissions reductions (total daily kilograms) of CO. This value is the actual 4-year performance derived from the latest data collected through the end of the performance period. [23 CFR 490.107(b)(3)(ii)(A)] FHWA provided the prepopulated value. If the State DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State. To calculate the measure, data for Federal Fiscal Year 2018-2021 was extracted from the CMAQ Public Access System on or after July 1 of 2022. [23 CFR 490.105(e)(4)(i)(B), 23 CFR 490.809(a) and 23 CFR 490.809(b)(2)] For additional information on calculating the measure, see FHWA's Computation Guidance for Congestion Mitigation and Air Quality Improvement (CMAQ) Program Total Emissions Reduction Measure: https://www.fhwa.dot.gov/tpm/guidance/emission_reduction_guide.pdf	102.368
E40	The 4-year target for statewide Total Emissions Reduction (total daily kilograms) of CO for the Federal	1168.000

	Fiscal Year 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(b)(2)(ii)(E)]	
E41	Discuss the decisions and/or investments that contributed to the actual perforance, and if they were effective in achieving the intended performance. For the VOC, this discussion: 1)Shall compare the actual 4-year performance to the 4-year target and document the reasons the target was or was not met. [23 CFR 490.107(b)(3)(ii)(B)]	Oregon did not meet the four year target. Oregon has had difficulty finding vendors that meet FHWA "Buy America" requirements. Rural cities in non-attainment/maintenance areas have requested street sweepers and school buses to help reduce emissions with their limited allocations. In response, they have changed projects to paving gravel roads to reduce particulate matter, or developing traffic improvements but these are more expensive and require them to wait several years to "pool" their annual allocations before construction. Second, projects have slipped from one funding year to the next due to limited resources. Projects that are advancing to construction have been smaller projects that are easier to implement, such as bikeways, which are less complex but provide little to no CO emissions benefit. In FY2020, the majority of projects that moved were Bicycle & Pedestrian facilities.

Attachments

S.No	Section	Attachment Detail
		Filename: **Notes:** **Attachment Url:**

There are no attachments.