Transportation Performance Management

State Biennial Performance Report for Performance Period 2022-2025 (NEW TARGETS)

2022

Baseline Performance Period Report

Oregon

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Summary of Performance Measures and Targets

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

Overview

OVERVIEW SECTION 1		
O1	Metropolitan Planning Organization (MPO) Coordination: Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)]	Oregon DOT has established a Federal Performance Measure Coordination Protocol document that outlines the roles and responsibilities, along with the coordination processes for how Oregon DOT will establish the statewide targets in coordination with the MPOs. This document also discusses how ODOT will coordinate with the MPOs in setting MPO specific targets – if they choose to do so.
O2	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 baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	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. As such, Oregon has used a methodology of declining performance for the measures. (Of note the current OTP is under revision) Of note Oregon has estimated greenhouse gas (GHG) emissions on the National Highway System using the proposed Greenhouse Gas Emissions Measure that is in federal rulemaking (Docket FHWA-2021-0004). Oregon's baseline GHG emissions on the National Highway System are 11.215 MMT (18.611 MMT on all facilities) for the baseline year

		2021. In future reporting cycles we anticipate also using Oregon Clean Fuels Program reporting data (direct and indirect emissions) as well as including other fuels.
OVERVIEW SECTION 2		
O3	Who should FHWA contact with questions?	Philip Kase
O4	What is the phone number for this contact?	5039100288
O5	What is the email address for this contact?	philip.j.kase@odot.oregon.gov

Pavement

Pavement Performance Overview		
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 baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The Oregon Department of Transportation has used performance measures for more than 25 years to track the agency's performance at meeting a series of transportation-related benchmarks, including pavement condition. The National Goals and Performance Measures established under MAP-21 are consistent with Oregon's performance measures, although differences exist between the state and national performance measures in terms of the scope of assets considered and condition metrics. ODOT recently changed pavement data collection vendors. The baseline measures are with the previous vendor and the 2-year and 4-year measures will be with the new vendor data. The new vendor's equipment is more modern and has a higher camera resolution than the previous vendor. Although both vendors meet all HPMS data standards and ODOT standards, preliminary findings indicate that there are differences, particularly with regard to the rut depth metric, that may significantly affect the overall measures compared to the historic range. Spot checks with a manual rut bar and side-by-side testing with the Agency's profiler found that the new vendor rut depths are valid. Rutting from studded tire and chain wear is common in Oregon. Preliminary data indicate rut depths approximately 0.1" to 0.2" higher than previous values. Since the rut depth threshold for determining whether an asphalt pavement is good or fair is 0.2" and the threshold between fair or poor is 0.4", this difference could impact overall pavement condition measures. A seemingly insignificant difference in rut depth changing from 0.35" to 0.45" across many highways can have change many formerly good sections to fair and formerly fair sections to poor. Given the

		uncertainty that the change in data collection vendor will bring, extra conservatism was built into the target estimates.
Interstate System Pavement Performance Overview		
P2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Interstate System [23 CFR 490.105(c)(1)], which indicates the anticipated near-term direction or trend, support the achievement of 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 how the established targets for the pavements on the statewide Interstate System for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The goal of the ODOT pavement preservation program is to keep highways in the best condition possible with available funding, by taking a life-cycle cost approach to preservation and maintenance. The program follows an asset management strategy to reduce the impacts of declining pavement conditions across the system. 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 2 and 4 year targets are aligned with the 10 year projections outlined in our Transportation Asset Management Plan. 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 of Interstate pavement conditions in a state of good repair.
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Good Condition		
P3	Baseline: Statewide Percentage of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	57.8
P4	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	30.0
P5	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	30.0
P6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance	The overall pavement program, including the interstate, is

	Period for the statewide Percentages of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	underfunded compared to needs, therefore the 2-year and 4-year targets were set below the baseline. The interstate system because of its significance and importance, is prioritized to ensure that pavement conditions will gradually deteriorate. The percent of pavement of the interstate system in good condition is a function of pavement deterioration rates, project paving schedules, weather and environmental effects, and data collection variances. As such, it is more volatile than the percent poor condition and is difficult to precisely predict due to its volatility. Looking at the historical data from 2014 to 2019 the percent good increased from 38% to a peak of 64% (an average 5% increase per year). Since 2019, the percent in good condition has decreased to 58% in 2021 (an average 3% decrease per year). The decline is expected to continue in the next few years. It is understood that the interstate is currently in an underfunded scenario and is expected to decline therefore the investment level for the interstate program was increased for the 24-27 STIP compared to prior STIP cycles. Given the expected decline in conditions along with the uncertain effect the change in data collection vendors will have on the final numbers, a conservative target estimate slightly below the historic range was set. For simplicity, the same value was selected for both the 2-year and 4-year target.
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Poor Condition		
P7	Baseline: Statewide Percentage of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]	0.1
P8	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	2.5
P9	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	2.5
P10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the	From the historical data, the percent of the interstate system in poor condition has not exceeded

	Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	0.5% since 2014. However, the pavement condition is expected decline is expected over the next several years and there is uncertainty how the change in pavement data collection vendor will affect results. Basing the targets on the historical trends with respect to our limited funding and following our asset management strategy, we expect the percent poor to increase over the next few years. Given the expected decline in condition and uncertain effects from the data collection vendor change, a conservative target estimate above the upper end of the historic range was set. For simplicity, the same value was selected for both the 2-year and 4-year target. These targets are well below the maximum allowable level of 5% poor established under MAP-21.
Non-Interstate NHS Pavement Performance Overview		
P11	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)], which indicates the anticipated near-term direction or trend, support the achievement of 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 how the established targets for the pavements on the statewide Non-Interstate NHS for the performance period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	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 follows a tiered approach to prioritize by highway classification and cost-effectiveness. Compared to the relatively shallow decline of interstate pavement conditions, the non-interstate pavement condition decline will be steeper and more noticeable. Given current funding levels, our Transportation Asset Management Plan (TAMP) predicts steep declines for the non-interstate NHS. The selected 2 and 4 year targets are consistent with this projection.

Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Good Condition		
P12	Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	33.4
P13	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	20.0
P14	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	20.0
P15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	As mentioned earlier under the interstate discussion, the percent of pavement in good condition is more volatile year over year compared to the percent poor condition. We expect the percent of non-interstate pavement in good condition to decline based on historical trends and the limited funding of the agency. The percent of non-interstate pavement in good condition peaked at 37% in 2018 and decreased to 34% by 2020. Without an influx of new funding, this downward trend is expected to continue. Given the expected decline in condition along with the uncertain effect from the change in data collection vendor, a conservative target estimate below the historic range was set. For simplicity, the same value was selected for both the 2-year and 4-year target.
Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition		
P16	Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]	2.9
P17	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	10.0
P18	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	10.0
P19	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The 2 and 4 year targets for the percent of non-interstate pavement in poor condition are based on the historical trends of the pavement condition data and our reduced funding level. The percent poor is less volatile and easier to predict when compared to pavement in good condition,

		however the effect of the change in pavement data collection vendor is uncertain. The percent of the non-interstate system in poor condition increased from 0.5% in 2014 to 2.9% by 2020. This upward trend is expected to continue beyond what has ever been recorded historically because of recent program funding reductions and rising project costs. Factoring in uncertainty from the change in data collection vendor, a conservative target estimate above historic range was set. For simplicity, the same value was selected for both the 2-year and 4-year target.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]		
P20	Additional Target: Which measure are you establishing an optional additional target? Percentage of Pavements on the: (Optional)	
P21	Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).	
P22	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).	
P23	Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]	
P24	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
P25	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
P26	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Bridge

Bridge Performance Overview		
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 baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
B2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)], which indicates the anticipated near-term direction or trend, support the achievement of 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)]	The goal of the ODOT bridge program is to keep bridges in the best condition possible with available funding, by taking bridge conditions and life-cycle cost approach to preserve, maintain and replace bridges. The program follows an asset management strategy to reduce the impacts of declining bridge conditions across the system. 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 2 and 4 year targets are aligned with the 10 year projections outlined in our Transportation Asset Management Plan. 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 bridges in a state of good repair.
Statewide Performance Targets for Bridges on the NHS Classified as in Good Condition		
B3	Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	12.4
B4	2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	11.0
B5	4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition that the State DOT has established for the 2022-	9.0

	2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	
B6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The majority of NHS bridges in good condition have NBI values of 7 (11.2%). Bridges with deck NBIs of 7 are most at risk of moving to fair condition. Recently constructed bridges (within the last 30 years) that currently have deck NBI values of 7 were analyzed and found to move from good to fair in about 24 years. Typically bridges less than 30 years old are not prioritized for rehab, so there is little chance these bridges will get work. We also considered trends for bridges that are older than 30 years that are in fair condition and expected to remain fair or degrade to poor based on current program funding. The analysis considered which bridges would move from poor or fair to good, based on projected rehab or replacement. Bridges can only move from poor to good condition if it is replaced. The deck area of possible replacement in the next 10 years was calculated. Based on projections of our Program Funding and using the above assumptions, the deck area of the resulting good bridges was calculated for less than 30 year old bridges and greater than 30 year old bridges and added together to set the target.
Statewide Performance Targets for Bridges on the NHS Classified as in Poor Condition		
B7	Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)	1.1
B8	2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	1.8
B9	4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	3.0
B10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The majority of NHS bridges in poor condition have an NBI value of 4 (1.1%). Within the last 15 years, ODOT has targeted the reduction in poor bridges through the OTIA III Program using bonded funding for strengthening

		and limited replacements, and using Major Bridge Maintenance for strengthening and repair. The percent poor has been reduced from 7.7% in 2009 to the current 1.1%. A bridge can only move from poor to good condition if it is replaced. The majority of bridges that were poor are now fair and could move back to poor in the next few years. Based on projections of the number of bridges moving to poor condition needing replacement, rather than continually repairing, the deck area of the resulting poor is projected to increase slightly rather than decrease.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]		
B11	Additional Target: Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B12	Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).	
B13	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).	
B14	Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]	
B15	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	
B16	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	
B17	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	

Reliability

Travel Time Reliability Performance Overview		
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 baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
R2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)], which indicates the near-term direction or trend, support 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)] Include how the established targets for the statewide Travel Time Reliability for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Current goals and objectives are identified in the Oregon Transportation Plan (https//www.oregon.gov/odot//Planning/Pages/Plans.aspx) and the Oregon Transportation Commission's Strategic Action Plan (https//www.oregon.gov/odot/Pages/SAP-Dashboard.aspx). Obectives identified within these plans include optimizing system performance and efficiency, which specifically calls out congestion relief and improving reliability. ODOT implements performance-based planning and programming through the Agency modal plans. (see the OTP webpage above for more details)
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R3	Baseline: Statewide Percent of Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest tenth of a percent.	87.4
R4	2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023 Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.0
R5	4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.0
R6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percent of the Person-miles Traveled on	ODOT is a subscriber to the Regional Integration Information System (RITIS) and we use their

	the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	MAP-21 tool for PM3 monitoring and reporting. In reviewing the more current performance trend in the 2021 baseline year, we have observed congestion and unreliability returning closer to pre-pandemic levels. In addition, Oregon continues to grow in population and correspondingly the demand for travel. Looking ahead in the 2022-2025 reporting cycle, Oregon has a higher than usual number of major construction projects which is anticipated to increase delays on the urban interstates and adjacent non-interstate NHS. In reviewing all these factors, ODOT determined that it would be most appropriate to keep the same targets as those established in the previous reporting cycle.
Statewide Performance Targets for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R7	Baseline: Statewide Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest tenth of a percent.	91.2
R8	2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.0
R9	4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(c)] Enter 86.5% as 86.5.	78.0
R10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percent of the Person-miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	ODOT is a subscriber to the Regional Integration Information System (RITIS) and we use their MAP-21 tool for PM3 monitoring and reporting. In reviewing the more current performance trend in the 2021 baseline year, we have observed congestion and unreliability returning closer to pre-pandemic levels. In addition, Oregon continues to grow in population and correspondingly

		the demand for travel. Looking ahead in the 2022-2025 reporting cycle, Oregon has a higher than usual number of major construction projects which is anticipated to increase delays on the urban interstates and adjacent non-interstate NHS. In reviewing all these factors, ODOT determined that it would be most appropriate to keep the same targets as those established in the previous reporting cycle.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]		
R11	Additional Target: Which measure are you establishing optional additional targets? Percentage of Person-miles Traveled on the: (Optional)	
R12	Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
R13	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
R14	Baseline: Provide the baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
R15	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
R16	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025.	

	Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
R17	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Freight

Freight Reliability (Movement) Performance Overview		
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 baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	N/C
F2	Truck Freight Bottlenecks: Attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then it may serve as the basis for identifying truck freight bottlenecks. [23 CFR 490.107(b)(1)(ii)(E)] Note: Please upload the document meeting the truck freight bottleneck PDF requirements in the "Attachment" tab.	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain.	
F4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Freight Reliability (movement) on the Interstate System [23 CFR 490.105(c)(6), which indicates the near-term direction or trend, support both the long-term national freight movement and economic vitality performance goal of improving the National Highway Freight Network, strengthening the ability of rural communities to access national and international trade markets, and supporting regional 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)] Include how the established targets for the statewide freight movement on the Interstate System for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The economic vitality of Oregon is strongly linked to the transportation system performance, especially in the Portland Metropolitan region. Portland serves as an economic hub for the state and the interstate system plays a key role in current and future economic vitality. This region experiences the majority of challenges related to reliability, which impacts freight movement coming in, going out and through the state. Regional performance is monitored in detail in the ODOT Portland Region Traffic Performance Report, which includes using emerging data sources and tracking metrics in the area of congestion, commodity flows, bottlenecks, reliability, and safety. (https//www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf).
Statewide Performance Targets for the Truck Travel Time Reliability (TTTR) Index		
F5	Baseline: Statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest hundredth of a percent.	1.31
F6	2-Year Target: Provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.	1.45

	Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)] For example, enter 2.54.	
F7	4-Year Target: Provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	1.45
F8	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	ODOT is a subscriber to the Regional Integration Information System (RITIS) and we use their MAP-21 tool for PM3 monitoring and reporting. In reviewing the more current performance trend in the 2021 baseline year, we have observed congestion and unreliability returning closer to pre-pandemic levels. In addition, Oregon continues to grow in population and correspondingly the demand for travel. Looking ahead in the 2022-2025 reporting cycle, Oregon has a higher than usual number of major construction projects which is anticipated to increase delays on the urban interstates and adjacent non-interstate NHS. In reviewing all these factors, ODOT determined that it would be most appropriate to keep the same targets as those established in the previous reporting cycle.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]**		
F9	Additional Target: Are you establishing optional targets for Freight Reliability Performance?	No
F10	Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
F11	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	

F12	Baseline: Provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.	
F13	2-year Target: Provide the 2-year target for the measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2023. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.	
F14	4-year Target: Provide the 4-year target for the measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2025. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview		
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 baseline 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		
D3	Urbanized Area:	Eugene, OR
D4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS 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 how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	ODOT is a subscriber to the Regional Integration Information System (RITIS) and we use their MAP-21 tool for PM3 monitoring and reporting. The Central Lane MPO (CLMPO) adopted its 2045 Regional Transportation Plan and Congestion Management Process in January 2022. The PHED targets support the RTP "Reliability and Efficiency" goal which states The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion to people and goods can reliably and efficiently reach their destinations. This goal applies to the NHS. Objectives supporting this goal include increased active transportation modes, leveraging technology (including ITS) to increase efficiency for all travel modes, reduced impact of roadway incidents. This goal and its objectives directly support the long-term national congestion reduction performance goal and are tied to CLMPO's project and decision making framework. As such all the projects in the CLMPO RTP support positive outcomes for this goal.
D5	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	Central Lane MPO set the target and the adopting resolution was approved on 10/6/2022 at the MPO committee meeting. ODOT is a CLMPO partner and was consulted during the process and after the target had been set.
D6	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]	7.9

	FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
D7	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	8.5
D8	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	9.0
D9	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The RITIS platform was used to examine the PHED data available for 2017 to mid-2022. CLMPO staff presented the data to its Technical Advisory Committee and then Policy board and discussed the past data and likely trends over the next four years (considering the projects in and not in the pipeline, and goals to increase bike/ped/transit mode share) the targets were adopted (October 2022).
Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D10	Urbanized Area:	Salem, OR
D11	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS 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 how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Goals and objectives identifed in the SKATS Metropolitan Transportation Plan (adoption in May 2023 for the update from the 2019 Plan) support minimizing increase in congestion on the regional road system (which includes the NHS). The project evaulation process uses crieria based on the goals to determine whether it is addressed by each project. (See Appendix C for discussion of the process). The projects in the long-range plan support the use of all modes and the efficient movement of vehicular traffic.
D12	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure.	SKATS The Salem-Keizer Area Transportation Study (the MPO which includes a representative from ODOT) set the target. SKATS Policy Committee voted to support the targets and to set the SKATS specific ones on August 23, 2022. No resolution was

	[23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	associated with these motions, but the minutes are part of the Sept 27, 2022 meeting. ODOT was consulted during the process and after the target had been set.
D13	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	4.6
D14	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	7.0
D15	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	7.0
D16	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The RITIS platform was used to examine the PHED data available for 2017 to mid-2022. Discussion with MPO's Technical and Policy Committees on the past data and likely trends over the next four years (considering the projects in the pipeline and possible transit ridership rebound) the targets were adopted (August 2022).

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview		
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 baseline 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 Targets #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T3	Urbanized Area:	Eugene, OR
T4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS 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 how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The Central Lane MPO (CLMPO) adopted its 2045 Regional Transportation Plan and Congestion Management Process in January 2022. The PHED targets support the RTP "Reliability and Efficiency" goal which states The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion to people and goods can reliably and efficiently reach their destinations. This goal applies to the NHS. Objectives supporting this goal include increased active transportation modes, leveraging technology (including ITS) to increase efficiency for all travel modes, reduced impact of roadway incidents. This goal and its objectives directly support the long-term national congestion reduction performance goal and are tied to CLMPO's project and decision making framework. As such all the projects in the CLMPO RTP support positive outcomes for this goal.
T5	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	Central Lane MPO set the target and the adopting resolution was approved on 10/6/2022 at the MPO committee meeting. ODOT is a CLMPO partner and was consulted during the process and after the target had been set.
T6	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T6a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T7	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]	25.2

	The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	
T8	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	33.0
T9	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	35.0
T10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	Data from the five-year ACS for the years 2010 through the 2020 for the Eugene (OR) urbanized area (table S0801) were examined to understand the trend. CLMPO staff presented the data to its Technical Advisory Committee and then Policy board and discussed the past data and likely trends over the next four years (considering strong regional support and focus on increasing non-SOV travel and the projects in and not in the pipeline). The targets were adopted (October 2022).
Urbanized Area Targets #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T11	Urbanized Area:	Salem, OR
T12	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS 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 how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range	Goals and objectives identifed in the SKATS Metropolitan Transportation Plan (adoption in May 2023 for the update from the 2019 Plan) support minimizing the increase in congestion on the regional road system (which includes the NHS). The project evaulation process uses crieria based on the goals to determine whether it is addressed by each project. (See Appendix C for discussion of the process).The projects in the long-range plan

	statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	support the use of all modes and the efficient movement of vehicular traffic.
T13	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	SKATS The Salem-Keizer Area Transportation Study (the MPO which includes a representative from ODOT) set the target. SKATS Policy Committee voted to support the targets and to set the SKATS specific ones on August 23, 2022. No resolution was associated with these motions, but the minutes are part of the Sept 27, 2022 meeting. ODOT was consulted during the process and after the target had been set.
T14	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T14a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T15	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	31.8
T16	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	23.2
T17	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	22.7
T18	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	Data from the five-year ACS for the years 2010 through the 2020 for the Salem (OR) urbanized area (table S0801) were examined to understand the trend. Consideration was given to the near-term projects and likelihood of transit ridership increase in the next four years. After discussion

		with the SKATS Technical and Policy Committees, the targets were adopted (August 2022).

Emissions

Emissions Reduction Performance Overview		
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 baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	*(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	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors), which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS 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 how the established targets for Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The targets are based on the projects that ODOT anticipates occuring in the 4 year period, the 2 year target is half of the 4 year target. Projects reduce emissions and support mode shift and align with ODOT Transportation Plan goals. The emission reductions targets support OTP Goal 4 for Sustainability Policy 4.1 Environmentally Responsible Transportation System where stewardship of air quality is considered for the entire transportation system.
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?	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		
E12	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.016
E13	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 establish for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E14	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	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. The method used to set a target was to use both baseline data and the future projects emissions from the future Statewide Implementation Program to estimate the 4 year target and the 2 year target which is half of the 4 year target. Neither Klamath Falls or Oakridge have projects in the 2024-2027 STIP so we have no projects to create a target from.
Statewide Total Emission Reductions NOx Target #2		
E16	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.	0.488

	The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E17	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E18	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E19	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	In Oregon, there are NOx areas located in rural areas. There was no baseline data available for NOx areas which are rural areas. The two areas infrequently use CMAQ funds to fund projects. The method used to set a target was to use both baseline data and the future projects emissions from the future Statewide Implementation Program to estimate the 4 year target and the 2 year target which is half of the 4 year target. Neither Klamath Falls or Oakridge have projects in the 2024-2027 STIP so we have no projects to create a target from.
Statewide Total Emission Reductions VOC Target #3		
E20	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E21	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.	

	The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E22	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E23	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	N/R
Statewide Total Emission Reductions PM10 Target #4		
E24	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	679.444
E25	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	557.510
E26	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	1115.030
E27	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	Total emissions reduction baseline is calculated as the sum of emssions reductions from all projects funded with CMAQ dollars over the period of 2017 through 2024. 4-year target values reflect estimated

		emissions benefits for projects that are currently programmed in the STIP for 2021-2024. 2-year target values are set as one-half of the 4-year target. Please see attached spreadsheet that provides the projects used to determine the targets.
Statewide Total Emission Reductions CO Target #5		
E28	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	102.368
E29	2-year Target: Provide the 2-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	46.130
E30	4-year Target: Provide the 4-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	92.250
E31	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	Total emissions reduction baseline is calculated as the sum of emssions reductions from all projects funded with CMAQ dollars over the period of 2017 through 2024. 4-year target values reflect estimated emissions benefits for projects that are currently programmed in the STIP for 2021-2024. 2-year target values are set as one-half of the 4-year target.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]		
E32	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 baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The baseline calculations do not include projects with qualitative methodology, that continued from prior years, or that had CMAQ funds de-obligated, per federal CMAQ database parameters. Due to ODOT shifting much of the selection

		process to the MPOs, some of the changes that may impact target setting include 1. ODOT provides a narrow list of eligible project types, MPOs and local agencies are ultimately responsible for identifying CMAQ projects for funding, rather than ODOT. Forecasting accurately what projects MPOs and local agencies might bring to ODOT for approval in addition to those already programmed is uncertain at best. Other limitations for estimating air quality targets include the following 2. Certain projects provide high air quality benefits but are highly infrequent, such as street sweepers. The infrequent nature of these projects makes it difficult to accurately forecast future targets. 3. Emission rates for pollutants used for baseline emissions are higher - particualarly for CO - than for projects programmed for future years because of EPA regulations for vehicle engines and fuels have significantly reduced vehicle emissions. Estimated emissions benefits therefore are declining from one STIP cycle to the next for the same project types.
E33	What pollutant does this optional additional target apply?	N/A
E34	Area(s) for Target: Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	N/A
E35	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E36	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023.	

	The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E37	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E38	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	

Attachments

S.No	Section	Attachment Name
1	Freight	2022_OR_Freight_Oregon_Truck_Freight_Bottlenecks.pdf