

BACKGROUND INFORMATION ON TARGETS FOR BENCHMARKS #68, #71 AND #72

Travel Delay per Capita, Benchmark 68: The data series and targets for the Eugene and Salem areas are included along with the numbers for the Portland area. The data for 2001 is not available until this spring because it is issued by the Texas Transportation Institute and the nationwide study is released in about May. Among the potential optimistic influences that may help to realize the 2010 target and keep Travel Delays lower than they would otherwise in the Portland area is: extension of light rail that is under development, community centers in the 2040 plan that are linked with transit will help to reduce trip length, and added capacity of state highways from projects funded by the \$450,000 Oregon Transportation Investment Act.

VMT Metro, Benchmark 71: The value for 2001 will not be available until about the middle of the Session. The target for 2010 is ambitious. The forecaster told me: "The targeted small drop in metro VMT is based on further inroads by Tri Met, greater impact of metro growth planning already in place, and the continuation of long-term VMT reduction plans by ODOT. Portland already has shorter trip lengths than comparable communities because of these influences, and we expect this trend to continue."

Road Condition, Benchmark 72: The data point for 2001 of 81 percent has been added to the worksheet. Because of budget reductions the ratings are only completed every two years beginning in 1999, so information is not available for 2000. The value for 2001 needs a little explanation because it shows a sharp increase in short-term condition but the targets should not be revised.

The overall condition of the state highway system as measured by the percent of pavement in fair or better condition improved by 3 percent from 78 percent in 1999 to 81 percent in 2001. Of the 3 percent improvement in condition rating, 1 percent is a result of a changes in how the ruts in roads are rated. There is no way to calculate the past year numbers using the revised definition and it is estimated that the change might not even change prior year numbers. Since the impact of the new mythology is relatively small and the data series cannot be adjusted, you are requested to use the existing data series along with the 81 percent value for 2001 and include a footnote in the report.

The condition rating in 2001 of 81 percent is higher than the 2005 target of 78 percent and the 2010 target of 80 percent. Although the condition rating for 2001 is above the target levels, the targets should not be revised. On average about 550 miles of road need to be rehabilitated each year to keep pace with normal pavement deterioration. In 2000, 655 miles of road were treated and over half were low volume highways that were chip sealed and will last only about 5 years. In 2001 only 380 miles were treated. The target level for 2010 of 80 percent meets the Progress Board criteria of "ambitious yet realistic" because it is dependent on some increases in funding.