Agenda
Albany Area Metropolitan Planning Organization
Technical Advisory Committee (TAC)

Date: Thursday, November 8, 2018
Time: 1:30 to 3:30 pm
Location: OCWCOG Albany Office, Upstairs Conference Room
1400 Queen Ave SE, Albany OR
Contact: Tarah Campi, Planner II
Teleconference Number: 541-467-7311, pin #841

1. **1:30 Call to Order and Agenda Review** **Georgia Edwards**

2. **1:35 Public Comment** **Georgia Edwards**

3. **1:40 Minutes from Sept. 13th Meeting** (Attachment A) **Georgia Edwards**
   Action Requested: Approve Minutes

4. **1:45 Performance Measures** (Attachment B) **Tarah Campi**
   Action Requested: Approve Bridge / Pavement and System Performance Targets
   MPOs are required to adopt performance measures and gauge their performance relative to the state's established targets. This is a discussion of Bridge / Pavement Condition targets for surface transportation projects, which must be approved by November 16th.

5. **2:05 Alternative Mobility Targets** (Attachment C) **Chris Maciejewski, DKS**
   Action Requested: Discussion
   The transportation system analysis undertaken during development of the AAMPO *Regional Transportation Plan (RTP)* has revealed that portions of US 20, OR 99E, and OR 164 are not expected to be able to meet mobility targets developed by the Oregon Department of Transportation (ODOT), by the end of the RTP's 20-year planning horizon. This analysis is based on the transportation impact associated with population and employment growth, and assuming implementation of projects that are likely to be funded. Attachment C proposes alternative mobility targets on these highway sections.

6. **2:25 Title VI Annual Accomplishments Report** (Attachment D) **Tarah Campi**
   Action Requested: Information Only
   A review of AAMPO's annual report to ODOT regarding the status of the MPO's non-discrimination program.

7. **2:35 Passenger Rail Workshop** (Attachment E) **Mark Bernard, ODOT**
   ODOT has released a Draft Environmental Impact Statement (DEIS) addressing ways to improve the frequency, convenience, speed, and reliability of intercity passenger rail service between Eugene-Springfield and the Portland urban area. A public open house will take place in Albany on December 4th.

8. **3:00 Discussion of Upcoming Work Items** **Tarah Campi**

Action Requested: Discussion

Discuss joint AAMPO / CAMPO TAC meeting, to take place in early 2018; Scenario Planning project with the Department of Land Conservation and Development (DLCD); and initial discussion of TAC membership status, including Chair, for 2019.

9. **3:15 Jurisdictional Updates** **All**

Action Requested: Discussion

10. **3:30 Adjourn**

Attachment A

ALBANY AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
MINUTES
Thursday, September 13, 2018

Members Present: Chris Bailey, Darrin Lane, Georgia Edwards, and Lissa Davis, James Feldmann
Members Absent: Janelle Booth, Gary Stockhoff, and Chuck Knoll
Guests Present: Nick Meltzer with OCWCOG/CAMPO
Staff Present: Phil Warnock, Tarah Campi, and Emma Chavez

1. **Call to Order and Agenda Review**
   The Chair, Georgia Edwards called the meeting to order at 1:31 pm.

   Agenda Item 3.5 added: Transportation Programs Manager Update

2. **Public Comment**
   There were no public comments.

3. **Review Minutes from August 9, 2018 Meeting**
   Chris Bailey moved to approve the August 9, 2018 meeting minutes. Lissa Davis seconded. Consensus to approve the August 9, 2018 meeting minutes as written.

   3.5 Transportation Program Manager Update
   Staff, Tarah Campi advised that interviews for a Transportation Program Manager were conducted. One of the three candidates withdrew his application. The other two applicants are still going through the vetting process.

4. **AAMPO Carryover**
   The AAMPO carryover of $226,980 was discussed at the last TAC and Policy Board meetings. Campi has updated the UPWP language; including the unfunded project list, and financial table. The language is kept vague so that AAMPO is not tied into any project commitments at this point. The Transportation Improvement Program (TIP) has also been amended for the funds to be carried over three biennia. The funds may only be forwarded for three biennia therefore the TIP indicates the funds have been transferred to current fiscal year for now. Additionally, the Intergovernmental Agreement (IGA) for the funds will be signed by the Policy Board this month.

   Campi advised that the Linn County Transportation and Growth Management (TGM) application for ADA Transit Planning was not approved. AAMPO can continue to discuss whether a Plan should be covered with carryover funds.

   Darrin Lane suggested that before AAMPO decides to start spending the funds on the ADA Plan, it is important to refine the Scope of Work. He noted there needs to be a better understanding of how the Plan would meet certain requirements, the cost, and the value of the jurisdictions working collaboratively as opposed to individually. He advised that if the jurisdictions don't all require the same level of effort, then a collaborative approach may not be the most beneficial.

Chris Bailey suggested a hybrid of the project where all jurisdictions hire a consultant but each has its own deliverable. Bailey noted that the City of Albany is updating their ADA plan and it's very difficult. There are a lot of questions within the city, therefore she imagines there would be more questions on a Regional type of plan.

Lane suggested for AAMPO to invite a consultant to provide a presentation on how a Regional Plan would work. He gave the example the TSP process and how AAMPO, Linn County and the Millersburg began the work at the same time. However; the processes were all different and took different timeframes because the needs were all different. He noted how it would not have made sense to put roll the deliverables together.

Georgia Edwards noted that Lane made a good point. She advised that when the City of Tangent hired a large firm to do work for them in the past, they did not understand the needs of a smaller city. She advised that it was her understanding that the City needed to have an ADA Transition Plan but that she is unsure of what that means.

Lane advised that, that is a good reason to have a presentation from a consultant.

Campi noted that there is a non-infrastructure policy side of things. Her understanding of what FHWA was advising is that those non-infrastructure elements would be easier to do on a combined Regional basis than the infrastructure components
Bailey disagreed that non-infrastructure Regional efforts are efficient because each entity has to have its own structure, policies, and grievance procedures. She doesn't see how everyone's process could be the same.

Campi clarified that what she meant is that, non-infrastructure on a Regional level would only provide "best practices" with the caveat that there would need to be local adoption and local chains of command.

Lane stated that it would also be good to know exactly what the MPO funds can be used for.

Campi advised that this same conversation has been taking place at the MPO Managers meeting, and Oregon MPO Consortium for over a year. It is unclear who is doing what and who is going first.

CONCLUSION: Staff will reach out to FHWA for a presentation on what a Regional ADA Transition Plan would look like.

Members held a discussion on documents meeting ADA accessibility.

OCWCOG and CAMPO staff, Nick Metzler advised that CAMPO doesn't have as much carryover as AAMPO, but he wonders if the two MPO's would potentially be interested in combining funds to hire a consultant to develop a non-infrastructure guide for ADA accessibility, or other regionally-focused projects.

Members thought this would be a good idea for all jurisdictions to use as a reference.

Campi noted that, Staff Phil Warnock has brought up to the COG's Human Resources level the desire to appoint an ADA Point of contact. This point of contact could serve as a Regional contact.

Members agreed that this is also a good idea.

Bailey questioned if Surface Transportation Block Grant Projects will need to be submitted soon and whether these are the same as the carryover funds. Campi advised that the projects will need to be submitted soon, but that it is not the same pot of funds.

Carryover Funds Discussion Continue:

Going back to the carryover funds; Feldmann questioned what the process would be for picking projects. Campi clarified that the last conversation with the Policy Board indicated that they wanted to wait and see what would happen with the TGM application, and were in agreement with not needing to define the projects in the current UPWP.

Lane suggested that AAMPO members ask their transit experts what type of projects the funds could be used for, especially in preparation for the Special Transportation Improvement Funds (STIF).

Bailey noted that it would be helpful to have a brainstorming sessions on what the funds could be used for.

Lane asked what the results were on the Scenario Planning. Campi advised that DLCD is making its final decision. It does look like it should be proceeding. An update will be provided next month.

Lane advised that it would be best not to hold the carryover funds for the entire three biennium's, otherwise it impairs the conversation with the other MPO's on the funding allocations.

Bailey questioned being strategic on the corridor between Albany and Corvallis. She questioned if AAMPO should something that otherwise may not get funded. Also, she noted that the Albany City Manager is still interested in another bridge over the Willamette.

Lane advised that he continues to support that concept. He has hoped to keep the project on the aspirational project list. He noted that he understand that it is difficult to get people to agree on building a new bridge.

Feldmann stated that it is sometimes a decision of whether you construct many projects, or one project. Bailey advised that, that is where the RTP landed in that there were many projects that could be done over the bridge project.

Lane noted that it would be good to define how to get between the MPO's, and what are the options to solving the problems. He noted that he is not suggesting that the MPO's be combined; however it would be helpful to have a strategic analysis of what a combined MPO would look like, what the process would be, and what the pros and cons are.

Meltzer noted that there is more alignment now between the two MPO's and staff has been having conversations on how to leverage that opportunity. There are discussions of how the MPOs can discuss Regional connectivity and efforts without being a joint MPO.

Members agreed that there is a lot of duplication of work although there are different political leadership and goals. However; there are things that happen outside of the boundaries of the MPO's that greatly affect both MPO's.

Lane reminded members that a while back; AAMPO had discussed both MPOs extending their boundaries so that they would meet.

Members went on to discuss a Regional transit system. Campi advised that at the Loop Service Analysis Project Kick-off meeting, the City of Corvallis brought up that the Loop could serve as a Regional service.

Members requested a joint Loop and MPOs TAC meeting to discuss transit needs.

CONCLUSION: Staff will work on scheduling a joint meeting for late 2018.

5. FHWA Multimodal Connectivity Program

Meltzer advised that COG staff submitted a joint $100,000 CAMPO/AAMPO proposal to FHWA that has been approved. The project will be led by CAMPO and will operationalize multimodal network connectivity measures and develop best practices for related performance-based planning and project development. The project focuses on population and job density. A project list will be created that will also be cross referenced with current TSP's. A kick-off meeting is scheduled for next Monday.

Feldmann questioned if FHWA has indicated how they will us the results. Meltzer noted that there has been no indication; that this is a pilot project from a new guide that is being tested. However; the project benefits the MPOs in that, it's a joint effort.

6. Jurisdictional Updates

Linn County – Truax Creek project is almost complete. Sidewalk infill project is still being worked on. It has a signed IGA from ODOT and will start design work soon. TIGER grant in Mill City, and two Federal Lands Access Program (FLAP) projects; one at Sweet Home, and one at North River Drive. The Transload Facility applications are due this month to ODOT who will evaluate them. A third party will also evaluate the applications before they go to the OTC for final decision.

City of Albany – Lochner Road Bridge is now off the cities list. CORE Grant Aviation funding is now available. The first section of Hill Street is complete and the City is moving on to the

second section next summer. The Downtown work continues. ODOT should have paving done soon. Transit stop improvements taking place with pedestrian activation lights, and reused shelters around town. Design of Crocker and Gibson at North Albany will start soon. Scenic and Gibson Hill alignment work will also be taking place.

City of Tangent – Out for bid for the median project on Hwy 99E, between Tangent Drive and North Lake Creek. Linn County is assisting with a Safe Routes to School (SRTS) grant for Tangent Drive and Hwy 99E. Also have sidewalk improvement on East side of the highway. Engineer will do a study of parking on McFarland.

City of Jefferson – Did not get a TGM grant this year. The City Council will vote tonight on an LID for Hazel Street to reline and improve it. The elementary school is rebuilding and putting in some dedicated bus stops and drops offs. The library moving day is October 20th.

ODOT – Is working on local bridge scoping. SRTS Letter of Intent (LOI) closed on August 31st. Region 2 had 40% of the applications. Campi questioned what the projected amount of LOI to full applications will be, or are they all expected to proceed to full applications. Feldman is unsure if some will be weeded out if they do not meet the requirements.

7. Adjournment

Meeting adjourned at 3:02 pm.

Attachment B

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

November 1, 2018

TO: AAMPO Technical Advisory Committee

FROM: Tarah Campi, AAMPO Coordinator

SUBJECT: Bridge / Pavement and System Performance Measures: State Targets

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Action Requested:

Adoption of ODOT Targets for Bridge and Pavement Condition.
Discuss System Performance Measures (including Congestion Mitigation).

The Oregon Department of Transportation (ODOT) and Federal Highway Administration (FHWA) require Metropolitan Planning Organizations (MPOs) to establish Performance Measures in several key areas. Targets for Bridge and Pavement Conditions and System Performance Measures on the Interstate and non-Interstate National Highway System must be adopted by **November 16, 2018.**

MPOs have the option of adopting measures established by ODOT, or developing their own, including reporting on percentages of State and County bridges evaluated to be in Good or Poor condition per National Bridge Inspection Standards. Ratings are applied for decks, superstructures, substructures, and culverts.

After conferring with other small MPOs in Oregon, AAMPO Staff recommends supporting the Bridge and Pavement targets set by ODOT because sufficient local data is not available. Alternative Mobility Targets are addressed in a separate memo in more detail, per development of the AAMPO Regional Transportation Plan (RTP).

While there are penalties that apply to ODOT if they fail to show progress toward meeting the goals they set, these penalties do not apply to MPOs.

Staff recommends that AAMPO will track performance measure progress in upcoming updates to the Regional Transportation Plan (RTP) and in the Transportation Improvement Program (TIP), including a discussion of how the projects included in these documents will assist in making progress toward the target for each performance measure.

Background

The federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) signed into law in 2012, introduced national goals for the transportation system. FHWA and the Federal Transit Administration (FTA) were tasked with developing performance measures that would allow the state Department of Transportations (DOTs), transit districts, and Metropolitan Planning Organizations (MPOs) to track the progress their investments are making toward meeting the national goals. Targets are set first by the DOTs and with MPOs required to either support these targets or develop their own quantitative targets within 180 days.

ODOT has established targets for four sets of road-related performance measures with the approval of the Oregon Transportation Commission (OTC) at their May 2018 meeting. These cover the condition of pavement and bridges on the Interstate and National Highway System (NHS), the effectiveness of projects funded by the Congestion Mitigation and Air Quality (CMAQ) program, and the reliability of travel on the Interstate and non-Interstate highway system.

Included: State Biennial Performance Report for Performance Period 2018-2021

Transportation Performance Management

Attachment B

State Biennial Performance Report for Performance Period 2018-2021

2018

Baseline Performance Period Report

Oregon

Report Due: 10/1/2018
Report Submitted: 10/29/2018 3:19:56 PM
Report Exported on 10/29/2018

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 : 5039863248
Email : philip.j.kase@odot.state.or.us

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			35.0%
Percentage of Pavements of the Interstate System in Poor Condition			0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	63.9%	50.0%	50.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	6.6%	10.0%	10.0%
Percentage of NHS Bridges Classified as in Good Condition	12.4%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.9%	2.4%	3.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	80.9%	78.0%	78.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable			78.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.45	1.45
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1			24.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	30.7%	33.1%	33.5%
Total Emission Reductions: PM2.5	0.450	0.120	0.230
Total Emission Reductions: NOx			
Total Emission Reductions: VOC			
Total Emission Reductions: PM10	520.470	363.000	726.400
Total Emission Reductions: CO	3618.440	584.000	1168.000

Overview

OVERVIEW SECTION 1		
O1	Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)] (Optional)	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 discuss how the established targets provided in this performance report supports 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 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 system performance for the PM 3 measures.
O3	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. This text may be shared verbatim online. (Optional)	N/C
OVERVIEW SECTION 2		
O4	Who should FHWA contact with questions?	Philip Kase
O5	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	5039863248

O6	What is the email address for this contact?	philip.j.kase@odot.state.or.us

Pavement

Pavement Performance Overview		
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 baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	As stated in the Transportation Asset Management Plan, 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 public safety, asset condition, livability, and economic prosperity. The National Goals and Performance Measures established under MAP-21 are in many ways thoroughly consistent with Oregon's transportation performance measures, particularly in the areas of pavement and bridge infrastructure condition. Although discrepancies exist between these state and national performance measures in terms of the scope of assets considered and condition metrics, they are largely congruent with each other. Smart investments that rely upon asset management strategies to improve the condition of Oregon's pavement and bridges according to state performance measures will also have the direct impact of improving conditions according to national performance measures. To address the challenge of overlapping state and federal performance measures and targets and how they impact agency decision-making, ODOT's policy is to continue to emphasize the central role of state performance measures in shaping bridge and pavement investment decisions and project selection. ODOT's process for selecting investments is aimed at achieving a more complex set of performance measures that are intended to result in a balanced program across many competing needs rather than solely meeting the limited scope of the national performance measures pertaining to asset condition. This continued focus on, and prioritization of, state performance measures is anticipated to have the practical effect of meeting the more narrow scope of the national performance

		measures and targets for NHS bridges and pavements. The Oregon Department of Transportation has been collecting pavement distress and roughness data on Interstate and State jurisdiction NHS highways for over 20 years. This rich dataset provides a strong foundation for establishing pavement performance targets. However, there are considerable differences between ODOT's Overall Condition Index methodology and the National Pavement Measure established under MAP-21. This is because ODOT's methodology incorporates cracking severity as opposed to just cracking quantity in the National measure. In addition, ODOT's rating methodology includes other critical distresses such as potholes, patching, weathering and raveling while the National measure doesn't. Differing threshold values for determining good-fair-poor categories and differing data aggregation methodologies are also a factor. The end result is that there is no direct conversion between ODOT's Pavement Condition Measure and the new National Pavement Performance measures. Each system is unique and although each system captures similar relative trend versus time, the actual magnitude of the numbers between the two methodologies are not directly comparable.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P2	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	35.0
P3	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	In order to understand historic data trends and provide context for setting performance targets, Interstate pavement condition data from 2008 through 2016 were re-processed using the National

		methodology, analyzed, and results compared with the ODOT pavement condition methodology. The results show that the Percent Good measure for Interstate pavement ranged from a low of 25% in 2008 to a high of 46% in 2016. This trend was similar to that seen using ODOT's pavement condition methodology although the magnitude of the values was different. Both systems showed that condition levels were relatively flat between 2008 and 2010, jumped up then flattened for 2012 and 2014, and then jumped again in 2016. Current pavement conditions, as reflected by the 2016 data, are thought to be at or near their peak and a decline in pavement conditions towards historical values is expected over the next few years due to deteriorating conditions and reduced pavement funding levels. The 4-year target value of 35.0% is a conservative estimate that is slightly below the 38%-40% range seen in 2012 and 2014.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P4	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	0.5
P5	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	Analysis of condition data from 2008 through 2016 showed that the Percent Poor measure for Interstate pavement ranged from 0.1% to 0.4%. Again, the magnitude of these numbers is substantially different than ODOT's pavement condition methodology and the year to year trends are somewhat different as well. As noted in the discussion for Percent Good on Interstates, pavement conditions are expected to decline towards historical values and a 4-year target value of 0.5% is a conservative estimate that reflects the actual historic numbers over the analysis period. ODOT places

		a high value on keeping the Interstate pavement network in a state of good repair and this target is well below the maximum allowable level of 5% poor established under MAP-21.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P6	Baseline statewide percentage of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, 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)] The data submitted must cover the condition 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.	63.9
P7	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	50.0
P8	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	50.0
P9	Please provide a discussion, to the maximum extent practicable, on the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	For the Non-Interstate NHS Pavement Condition Measures, 23 CFR 490.313(e) provides a “transition” provision for the first performance period and the overall condition (i.e., Good, Fair or Poor) of pavement sections will be rated based only on the IRI values (or Present Serviceability Rating (PSR) values, where applicable. This transition provision applies only to the 2018-2021 performance period and for the second performance period onwards, overall condition for Non-Interstate Pavements will be based on full distress and IRI. Analysis of historical data showed that using IRI only yields substantially different results than the full set of metrics. For example, using IRI data only the Percent Good ranges from 50 to 65%

		whereas under the full distress and IRI the Percent Good ranges from only 25 to 40%. Therefore, the baseline values and targets for the second performance period will have to be changed accordingly to reflect the change in methodology. As mentioned previously under the Interstate target discussion, current pavement conditions, as reflected by the 2016 data, are thought to be at or near their peak and a decline in pavement conditions towards historical values is expected over the next few years due to deteriorating conditions and reduced pavement funding levels. 2-Year and 4-year target values of 50.0% were selected as conservative estimates that are slightly below the actual historic range since 2008. Because these targets are temporary for the first performance period only and will have to be changed substantially for future performance periods when the full pavement distress and IRI data becomes implemented, refinements or adjustments to the targets at the mid-reporting period are not planned.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P10	Baseline statewide percentage of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, 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)] The data submitted must cover the condition 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.	6.6
P11	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	10.0
P12	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021.	10.0

	Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	As discussed under the Non-Interstate NHS Percent Good section, the Percent Poor targets are subject to the "transition" provision under 23 CFR 490.313(e) and are based on IRI values only. For the 2018-2021 performance period. Analysis of historical data showed that Percent Good using IRI only ranged from approximately 6.5% to 8.5% whereas under the full distress and IRI the Percent Good ranged from only 0.5% to 2.5%. As with the Percent Good measure, the baseline values and targets for the second performance period will have to be changed accordingly to reflect the change in methodology. As noted in other discussion sections, pavement conditions are expected to decline towards historical values and 2-Year and 4-year target values of 10.0% were selected as conservative estimates that are slightly below the actual historic range since 2008. Because these targets are temporary for the first performance period only and will have to be changed substantially for future performance periods when the full pavement distress and IRI data becomes implemented, refinements or adjustments to the targets at the mid-reporting period are not planned.
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)]**		
P14	Which measure are you establishing an optional additional target? Percentage of Pavements on the:	
P15	Please 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.	
P16	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 then the 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).	
P17	Please provide the current baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition 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) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] For the first performance period only, baseline condition for the all pavements on the non-Interstate NHS should be based on an overall condition using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	
P18	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	
P19	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P20	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] 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	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. This text may be shared verbatim online. (Optional)	N/C
Statewide Performance Target for Bridges on the NHS Classified as in Good Condition		
B2	Baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition 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.	12.4
B3	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	11.4
B4	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	10.0
B5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 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)]	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 Target for Bridges on the NHS Classified as in Poor Condition		
B6	Baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition 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.	1.9
B7	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	2.4
B8	Please 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 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	3.0
B9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 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)]	The majority of NHS bridges in poor condition have an NBI value of 4 (1.4%). Within the last 14 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 1.9%. 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)]**		
B10	Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B11	Please 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.	
B12	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 then the 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).	
B13	Please provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition 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) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B14	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B15	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B16	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Reliability

Travel Time Reliability Performance Overview		
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 baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	N/C
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R2	Baseline percent of person-miles traveled on the Interstate that are reliable. [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.	80.9
R3	Please provide the 2-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.0
R4	Please provide the 4-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.0
R5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	ODOT calculated LOTTR (level of travel time reliability) for each TMC (traffic message channel) within the NHS network; each of the TMCs were tagged based on the individual LOTTR calculations Good (1.4 or less), Barely Good (between 1.4 and 1.5), Barely Bad (between 1.5 and 1.6), and Bad (1.6 and above). With the reliability cutoff point of 1.5, the segments valued as barely good and barely bad were thought of as the "shoulder categories"; these are the segments that would most likely influence future LOTTR ratings by either improvements or deterioration. Approximately 1.5% of the Interstate System was considered Barely Good, with about 1% categorized as Barely Bad (almost all miles within Metro).

		The future is extremely hard to predict, so a decision was made to consider a worst case scenario of limited or reduced modernization funding, we made the assessment that the Barely Good sections could very possibly shift into the Barely Bad category. This assessment predominately entered into consideration when setting our future targets.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R6	Please provide the 4-year target for the percent of the person-miles traveled on the non-Interstate NHS that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	78.0
R7	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the non-Interstate NHS that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	ODOT calculated LOTTR (level of travel time reliability) for each TMC (traffic message channel) within the NHS network; each of the TMCs were tagged based on the individual LOTTR calculations Good (1.4 or less), Barely Good (between 1.4 and 1.5), Barely Bad (between 1.5 and 1.6), and Bad (1.6 and above). With the reliability cutoff point of 1.5, the segments valued as barely good and barely bad were thought of as the "shoulder categories"; these are the segments that would most likely influence future LOTTR ratings by either improvements or deterioration. For the Non-Interstate NHS System, about 5.5% and 3% were deemed Barely Good and Barely Bad, respectively (with over half of the miles being located in Metro). The future is extremely hard to predict, so a decision was made to consider a worst case scenario of limited or reduced modernization funding, we made the assessment that the Barely Good sections could very possibly shift into the Barely Bad category. This assessment predominately entered into consideration when setting our future targets.
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)]		
R8	Which measure are you establishing optional additional targets? Percentage of person miles on the:	
R9	Please 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.	
R10	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 then the 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).	
R11	Please provide the current 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. [23 CFR 490.101 (Target definition) & 23 CFR 490.513] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R12	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R13	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	
R14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]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	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. This text may be shared verbatim online. (Optional)	N/C
F2	Please 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 the State Freight Plan may serve as the basis for identifying truck freight bottlenecks. 23 CFR 490.107(b)(1)(ii)(E)	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain. (Optional).	N/C
Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index		
F4	Baseline statewide Truck Travel Time Reliability Index. [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.	1.39
F5	Please provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. 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
F6	Please provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. 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
F7	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)]	ODOT calculated TTTR (truck travel time reliability) for each TMC within the Interstate network, in similar manner as described throughout various MAP-21 webinars; but because the TTTR is a summarized value across the entire Interstate system, it was not useful to tag and categorize the TMCs. With no available historical data to analyze, we know that about 8% of the LOTTR Interstate is categorized Barely Good/Bad (mostly within Metro) and we know that the state's TTTR is about half that of the Metro's TTTR. So, based on the worst case scenario of limited or reduced modernization funding, we made the assessment

		that the total system was more likely to decline than improve, so we added a little cushion to our calculated value as a proposed target. Without any historical reference, the target was simply an educated guestimation.
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)]**		
F8	Please 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.	
F9	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 then the 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).	
F10	Please 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) & 23 CFR 490.613(b)] For example, enter 2.54.	
F11	Please provide the 2-year target for the measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F12	Please provide the 4-year target for the measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [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	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. This text may be shared verbatim online. (Optional)	ODOT deferred to Portland Metro in the development of a state target for the Federal CMAQ performance measure of Peak Hour Excessive Delay (PHED), since the measure applies to Metro only. ODOT concurs with Metro's target and will defer to Metro's performance measure for congestion as it relates to project work in the Portland Metropolitan area while the federal measures remain in effect.
D2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D3	Urbanized Area:	Portland, OR--WA
D4	Please report the agencies that established the unified PHED 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)]	Portland Metro coordinated with Oregon DOT; Washington DOT; Southwest Washington DOT
D5	Please provide the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA that was established for the 2018-2021 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 2021. 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. Note: For the first performance period only, baseline performance and 2-year targets are not required for the PHED measure. [23 CFR 490.105(e)(8)(vi)]]	24.0
D6	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the annual hours of peak hour excessive delay per capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	Metro and ODOT agreed to utilize the National Performance Management Research Dataset (NPMRDS) to inform the baseline conditions of peak hour excessive delay. Based on the data and looking at congestion trends in the region as well as nationally, Metro proposed taking an approach to manage congestion and slightly increase the annual per capita peak hour excessive delay. This approach was in informed by the recent analysis of the long-range transportation plan showing worsening congestion on the regional transportation system. The source of the urbanized area boundaries is 2017 National Performance Management

		Research Dataset (NPMRDS). Population data comes from the most recent U.S. Census.

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview		
T1	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. This text may be shared verbatim online. (Optional)	ODOT deferred to Portland Metro in the development of a state target for the Federal CMAQ performance measure Non-Single Occupancy Vehicle Travel, since the measure applies to Metro only. ODOT concurs with Metro's baseline and targets and will defer to Metro's performance measure for Non-SOV travel as it relates to project work in the Portland Metropolitan area while the federal measures remain in effect.
T2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1
Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T3	Urbanized Area:	Portland, OR--WA
T4	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 target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	Portland Metro coordinated with Oregon DOT; Washington DOT; Southwest Washington DOT
T5	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
T5a	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)]	
T6	Baseline percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(B) & 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) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T5, the baseline data will be prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T5, please provide the baseline performance calculated by the State DOT here.	30.7
T7	Please provide the 2-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	33.1
T8	Please provide the 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR	33.5

	490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	
T9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	Utilizing the U.S. Census Bureau's American Community Survey Journey to Work dataset to determine baseline non single occupancy travel for the region, Metro was able to look back at datasets from the early part of the decade (2010) to uncover trends in commuting. The trend data combined with looking forward towards the multimodal profile of transportation investments set forth in the long-range transportation plan as well as the state transportation package providing significant new funding towards transit service informed an increasing non single occupancy vehicle mode split in the upcoming performance period. Metro staff recommended a growth rate of .2% in non single occupancy vehicle mode split per year for the region and as part of the statewide performance target. The source of urbanized area boundaries and population data is 2012-2016 5-Year Estimates U.S. Census (American Community Survey)

Emissions

Emissions Reduction Performance Overview		
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 baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	N/C
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? Note: Based on the response to E2, the State is not required to establish a statewide target for annual emissions reductions for PM2.5.	No
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	No significant contributors
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? Note: Based on the response to E4, the State is required to provide a statewide target for annual emissions reductions for PM10.	Yes
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors
E6	Does the State include any areas designated as nonattainment or maintenance for CO? Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	No
E8	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: [23 CFR 490.107(b)(1)(ii)(G)]	1
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Portland Area Comprehensive Transportation System (OR)
E10.1	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	
Statewide Total Emission Reductions PM2.5 Target #1		
E11	Please provide the baseline estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) & 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 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.450
E12	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM2.5 for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.	0.120

	The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E13	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM2.5 established for the 2018-2021 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 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	0.230
E14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)]	Total emissions reduction baseline is calculated as the sum of emissions reductions from all projects funded with CMAQ dollars over the period of 2014 through 2017. 4-year target values reflect estimated emissions benefits for projects that are currently programmed in the STIP for 2018-2021. 2-year target values are set as one-half of the 4-year target.
Statewide Total Emission Reductions NOx Target #2		
E15	Please provide the baseline estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) & 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 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E16	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E17	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E18	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)]	
Statewide Total Emission Reductions VOC Target #3		
E19	Please provide the baseline estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) & 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 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E20	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 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 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E21	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 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 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E22	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)]	
Statewide Total Emission Reductions PM10 Target #4		
E23	Please provide the baseline estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) & 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 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	520.470
E24	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	363.000
E25	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23	726.400

	CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E26	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) the PM10. [23 CFR 490.107(b)(1)(ii)(A)]	Total emissions reduction baseline is calculated as the sum of emissions reductions from all projects funded with CMAQ dollars over the period of 2014 through 2017. 4-year target values reflect estimated emissions benefits for projects that are currently programmed in the STIP for 2018-2021. 2-year target values are set as one-half of the 4-year target.
Statewide Total Emission Reductions CO Target #5		
E27	Please provide the baseline estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) & 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 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	3618.440
E28	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	584.000
E29	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	1168.000
E30	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)]	Total emissions reduction baseline is calculated as the sum of emissions reductions from all projects funded with CMAQ dollars over the period of 2014 through 2017. 4-year target values reflect estimated emissions benefits for projects that are currently programmed in the STIP for 2018-2021. 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)]**		
E31	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. (Optional)	The baseline calculations do not include projects with qualitative

	This item may be used to provide additional background detail or clarification on items included in this submission, note any complications, direct attention to areas of concern, ask questions, or for other similar purposes. (No text limit)	methodology, that continued from prior years, or that had CMAQ funds de-obligated, per federal CMAQ database parameters. Additionally, in 2016-17 ODOT changed how CMAQ funds and project selection is managed in Oregon, shifting much of the selection process to MPOs. Some of the changes that may impact target setting include 1. Salem and Eugene MPOs are now eligible for CMAQ funds and will be included in CMAQ performance going forward, but were not included in prior years baseline data 2. ODOT and FHWA are becoming more prescriptive on using quantitative over qualitative methods. This move will likely show a greater quantitative air quality benefit without necessarily adding more or changing projects. 3. While 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 4. 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. 5. Emission rates for pollutants used for baseline emissions are higher—particularly for CO—than for projects programmed for future year 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 some project types. Impacts to Target Setting The addition of two MPO recipients for CMAQ funds, a shift to more quantitative methods, and the

		variety of projects recipients could identify will impact ODOT's CMAQ data over the 2018-2021 period, although the extent is not clear. ODOT is therefore estimating the 4- and 2-year targets using the projects already identified by CMAQ recipients, as available. This should allow ODOT to gather clearer data from 2018-20 and revise the 4-Year target as needed in 2020.
E32	What pollutant does this optional additional target apply?	
E33	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.	
E34	Please provide the baseline 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 target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E35	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E36	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E37	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)]	

Attachments

S.No	Section	Attachment Name
1	Freight	2018_OR_Freight_Oregon Freight Bottlenecks Report.pdf
2	Other	2018_OR_Other_Portland (OR) Metro_CMAQ_PerformancePlan_2018.pdf

DRAFT MEMORANDUM #17

DATE: October 5, 2018

TO: Albany Area Metropolitan Planning Organization RTP Project Management Team

FROM: Chris Maciejewski, PE, PTOE – DKS Associates
Kayla Fleskes, EI – DKS Associates

SUBJECT: Albany Area Metropolitan Planning Organization Regional Transportation Plan
DRAFT Technical Memo #17: Alternate Mobility Targets P14180-008

Introduction

It is important for a Regional Transportation Plan (RTP) to identify a full range of transportation system projects and services that would address the needs and deficiencies that would exist during the 20-year planning horizon. However, it is also important (and required) for a RTP to realistically identify which transportation projects and services are reasonably likely to be implemented over the 20-year planning horizon, based on financial or other constraints. This exercise enables the community, local agencies, and the state to establish realistic expectations for how that transportation system will likely operate at the end of the 20-year planning horizon.

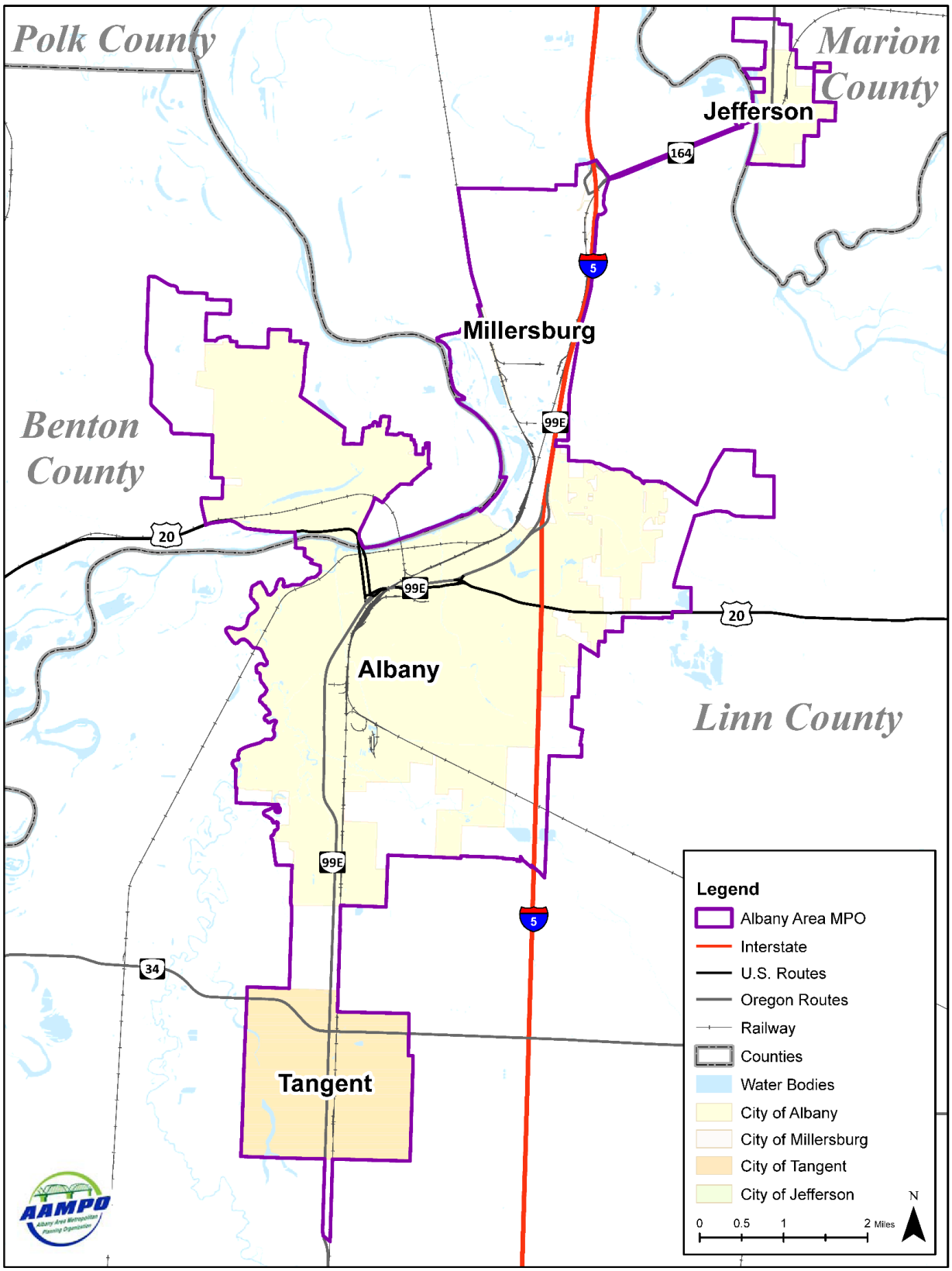
Because of the financial and other constraints that have been faced by state and local governments over the last 20 years, and which are expected to continue into the foreseeable future, it is often the case that the local and/or state roadways will not be improved to the extent that they will be able meet local level-of-service (LOS) standards or roadway volume-to-capacity (v/c) ratio based mobility targets at the end of the 20-year planning horizon. In some cases, a community may also choose to not add capacity to major roadways due to other urban design or livability priorities. This is particularly common in larger communities or in those with roadways that experience higher travel demands. In these cases, it is appropriate to adjust roadway performance expectations, as expressed through local LOS standards or state mobility targets, to match the performance that is forecasted to exist at the end of the 20-year planning horizon through the adoption of alternative standards or mobility targets.

In addition to establishing realistic expectations for future system performance, this process will help reduce the potential for state and local investment needs by not continuing to require compliance with standards or targets that both parties acknowledge cannot likely be achieved,

assuming that the community continues to grow in accordance with its existing, adopted land use plan.

In the Albany Area Metropolitan Planning Organization (AAMPO) study area (see Figure 1), the transportation system analysis has revealed that portions of US 20, OR 99E and OR 164 are not expected to be able to meet ODOT's existing adopted mobility targets at the end of the 20-year planning horizon, based on the transportation impact associated with the population and employment growth and assuming implementation of projects and services that have been identified as reasonably likely to be funded. This memorandum documents the need for developing alternative mobility targets along US 20, OR 99E and OR 164 in the AAMPO region and describes the proposed new targets. Included is a summary of the methodology and results, and the recommended alternative mobility targets for the highways.

Figure 1: AAMPO Area Map



The Need for Alternative Mobility Targets

Prior to exploring alternatives to the current mobility targets, evaluation of the disparity between the current targets and forecasted traffic operations confirmed the need for assessing the potential to mitigate conditions through other means. The findings of that evaluation are described below.

Current Mobility Targets

All ODOT intersections in the AAMPO study intersection must comply with the volume to capacity (v/c) ratio targets in the Oregon Highway Plan (OHP). Within an MPO, ODOT v/c ratio targets are based on highway classification and area type. **Error! Reference source not found.** lists the existing OHP Mobility Targets for routes through the AAMPO region.

Table 1: Current Mobility Targets for ODOT Intersections

Highway Segment	Highway Classification	Mobility Target
I-5	Interstate Highway, MPO	0.85
US 20	Regional Highway, MPO	0.95
US 20 (though downtown Albany)	Regional Highway, Special Transportation Area	1.0
OR 99E	Regional Highway, MPO	0.95
OR 164	District Highway, MPO	0.95

*v/c ratios are the maximum allowed

Source: Oregon Highway Plan (OHP), Policy 1F, Table 6, as amended May 2015

ODOT standard analysis procedure also requires intersection operating conditions to be compared to existing OHP Mobility Targets during the 30th highest annual hour of traffic (30 HV). Within AAMPO, the 30th highest annual hour typically occurs during the summer months, when traffic volumes increase due to an influx of vacationers and visitors.

Existing and Future Highway Operations

A comparison of existing (year 2015) and future (year 2040) traffic operations within AAMPO shows that most intersections operate well today under 30 HV, but traffic demand in the summer p.m. peak period at some intersections will exceed capacity by 2040. As shown in Table 2, most of the intersections would fail to comply with the targets by 2040 under no-build conditions.

A range of financially constrained projects are planned prior to the 20-year planning horizon, as documented in the recently adopted RTP. These projects affect the mobility of study intersections by shifting corridor traffic volumes or modifying geometrics/capacity of study intersections. These results are also shown in Table 2.

Table 2: Intersection Operations, 30 HV Conditions

Intersection	Jurisdiction	Mobility Target	2040 Baseline Conditions (No-Build)		2040 Financially Constrained (Build)	
			LOS [A]	V/C [B]	LOS [A]	V/C [B]
Unsignalized Intersections						
Jefferson Hwy (OR 164)/Scravel Hill Road	ODOT	0.95	F	0.14/0.74	F	**0.24/>1.0**
Jefferson Hwy (OR 164)/I-5 NB Ramps	ODOT	0.85	F	**0.08/>1.0**	F	**0.04/>1.0**
Jefferson Hwy (OR 164)/I-5 SB Ramps	ODOT	0.85	A	0.02/0.14	A	0.02/0.18
Century Drive/I-5 NB Ramps	ODOT	0.85	C	0.19/0.28	C	0.03/0.38
Old Salem Road/I-5 SB Ramps	ODOT	0.85	F	0.22/0.45	F	0.30/0.83
Knox Butte Road/Clover Ridge Road	Albany	0.85	F	**0.37/>1.0**	F	**0.50/>1.0**
Knox Butte Road/Scravel Hill Road	Linn County	D	B	0.04/0.25	B	0.05/0.47
Santiam Highway (US 20)/Scravel Hill Road	ODOT	0.95	C	0.14/0.22	C	0.30/0.36
Seven Mile Lane/Three Lakes Road	Linn County	D	B	0.03/0.12	B	0.14/0.35
Albany-Corvallis Highway (US 20)/Scenic Drive	ODOT	0.95	F	**0.24/>1.0**	F	**0.44/>1.0**
Scenic Drive/Gibson Hill Road	Albany	0.85	C	0.16/0.10	C	0.26/0.81
Signalized Intersections						
Jefferson Hwy (OR 164)/North Avenue*	ODOT	0.95	F	**0.05/>1.0**	F	0.54
Jefferson Hwy (OR 164)/Main Street	ODOT	0.95	E	**1.0**	E	**1.0**
Knox Butte Road/Century Drive & I-5 NB Off Ramp*	ODOT	0.85	F	**0.23/>1.0**	F	0.73
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	ODOT	0.95	F	**>1.0**	F	**>1.0**
Pacific Highway (OR 99E)/53rd Avenue[C]	ODOT	0.95	A	0.60	A	0.64
Waverly Drive/34th Avenue[C]	Albany	D	B	0.62	B	0.68
Fescue Street/Santiam Highway (US 20) [C]	ODOT	0.95	C	0.85	C	0.95
Airport Road/Santiam Highway (US 20) [C]	ODOT	0.95	D	0.78	D	**0.98**
Waverly Drive/Santiam Highway (US 20) [C]	ODOT	0.95	F	**>1.0**	F	**>1.0**
Queen Avenue/ Pacific Highway (OR 99E) [C]	ODOT	0.95	F	**>1.0**	F	0.92
Waverly Drive/ Pacific Highway (OR 99E) [C]	ODOT	0.95	D	0.90	D	**1.0**
Ellsworth Street (US 20)/1st Avenue[C]	ODOT	1.0	C	0.91	C	**>1.0**
Ellsworth Street (US 20)/2nd Avenue[C]	ODOT	1.0	D	0.92	D	0.99
Lyons Street (US 20)/1st Avenue[C]	ODOT	1.0	F	**>1.0**	F	**>1.0**
Lyons Street (US 20)/2nd Avenue[C]	ODOT	1.0	C	0.89	C	0.94

Intersection	Jurisdiction	Mobility Target	2040 Baseline Conditions (No-Build)		2040 Financially Constrained (Build)	
			LOS [A]	V/C [B]	LOS [A]	V/C [B]
Springhill Drive/ Albany-Corvallis Highway (US 20) [C]	ODOT	0.95	C	**0.98**	C	0.90
North Albany Road/ Albany-Corvallis Highway (US 20) [C]	ODOT	0.95	F	0.83	F	0.94

Notes: **Bolded Red and Shaded** indicates a v/c ratio greater than the standard.
[A] LOS = Level of Service
[B] Volume-to-capacity ratio for unsignalized intersections reported for the worst stop-controlled movement for the major and minor approach
[C] Albany TSP study intersection reported in local plan for 2030 conditions. The local TSP data collection was used to develop future 2040 conditions. [C] Albany TSP study intersection reported in local plan for 2030 conditions. The local TSP data collection was used to develop future 2040 conditions.
[*] Unsignalized under 2040 no-build

Factors Limiting the Ability to Meet Existing Mobility Targets

Several factors combine to make compliance with the current mobility targets within AAMPO difficult. They include:

- **Competition from Multiple Users:**
  The importance of US 20, OR 99E and OR 164 to statewide, regional, and local traffic creates significant demands for both short and long trips along the corridor. These competing users include:
  - Motorists making local trips to homes, work, and shopping
  - Motorists making regional trips between cities (including the connection between a larger regional area such as the I-5 Corridor, Corvallis, Lebanon, and Salem)
  - Freight traveling to and through AAMPO
  - Transit, including movement and access – most of the local transit routes are along US 20 and OR 99E
  - Bicyclists- bike routes along US 20, OR 99E and OR 164 are a means of transportation for locals and travelers
  - Pedestrians using the most direct route, in some places the only route, connecting their residences with community facilities, employment, and shopping
- **Financial Factors:**
  As is true for most agencies, funding for AAMPO and ODOT transportation improvements is limited. Even if all forecasted state and local transportation revenue for projects within AAMPO over the next 20 years were spent on highway capacity improvements, it would still likely fall short of enabling current mobility targets to be met.
- **Existing Development Patterns**

In many areas along US 20, OR 99E and OR 164, adjacent development constrains the ability to widen the highway right-of-way or provide parallel alternate routes. Obtaining needed right-of-way for highway widening would require acquisition and removal of such development, which would be very expensive and undesirable to the community.

Proposed Alternative Mobility Targets

The approach to developing alternative mobility targets through AAMPO included the following:

- The replacement of the 30th highest annual hour of traffic analysis time period with the average annual weekday peak hour.
- New maximum v/c ratio thresholds that reflect ODOT and AAMPO highway performance expectations based on the expected growth associated with implementation of existing adopted land use plans, regional highway traffic growth, and state and local transportation facility and service improvements that have been identified and reasonably likely to be implemented during the 20-year planning horizon with identified funding constraints.

This section describes the proposed alternative mobility targets in detail, including the process used to develop them and the associated analysis methodology.

Applying the Average Annual Weekday Peak Hour

One characteristic of the current mobility target that makes it difficult to comply with through AAMPO is the requirement to use the 30th highest annual hour of traffic as the design period. In many larger urbanized areas, this time period is somewhat equivalent to the average weekday p.m. peak hour at virtually any time during the year. However, the highways in AAMPO also serve seasonal demand from recreational and tourist trips. Therefore, the 30th highest annual hour of traffic typically occurs during the summer, when local commuting traffic peaks coincide with recreational traffic peaks. Because it will not be possible to meet, or even stay below actual facility one-hour capacity using ODOT's standard analysis methodology during the 30th highest hour, the approach to establish a new mobility target for highways in AAMPO begins with using a design period that is more representative of travel that does not take place during the peak summer tourist season.

Assigning New Maximum v/c Ratio Thresholds

The OHP v/c ratio thresholds for highways within AAMPO range from 0.85 to 1.0. Raising the v/c ratio threshold in order to match the forecasted roadway performance based on the implementation of the existing, adopted land use plans and implementation of the identified

financially constrained projects along the corridor is also needed along highways within AAMPO, in addition to changing the analysis time period as described above.

Alternative Mobility Target Evaluation

Figure 2 shows the ODOT Region 2 methodology for determining alternative mobility targets. Table 3 summarizes the assessment of each ODOT study intersection within AAMPO using the methodology. Refer to Technical Memorandum #8 (Future Transportation Conditions) for summer and average weekday 2040 p.m. peak hour motor vehicle volumes used for this methodology.

Figure 2: Alternate Mobility Target Methodology

Step 1: Five of the nine unsignalized ODOT intersections within AAMPO would be expected to meet existing OHP mobility targets during the summer of 2040, after accounting for the financially constrained projects improvements. Nine of the sixteen ODOT signalized intersections would be expected to meet existing OHP mobility targets in 2040. To be compliant, alternative mobility targets for would be needed for the remaining state study intersections within AAMPO.

Step 2: Of the four unsignalized ODOT study intersections that would not meet current mobility targets during the summer of 2040, none would be expected to operate with a v/c ratio less than 1.0. Of the seven signalized ODOT study intersections, one would be expected to operate with a v/c ratio less than 1.0.

Step 3: Of the four unsignalized ODOT study intersections that would not operate with a v/c ratio less than 1.0 during 2040 30th highest hour conditions, none would be expected to operate

with a v/c ratio less than 1.0 assuming a peak hour factor of 1.0.[1] Of the six signalized ODOT study intersections, four would be expected to operate with a v/c ratio less than 1.0 during the summer of 2040 after assuming a peak hour factor of 1.0.

Step 4: Under the average weekday peak hour in 2040, one unsignalized intersections would operate with a v/c ratio of less than 1.0 after assuming a peak hour factor of 1.0. The remaining three unsignalized intersections (Jefferson Hwy (OR 164)/I-5 NB Ramps, Knox Butte Road/Clover Ridge Road, and Albany-Corvallis Highway (US 20)/Scenic Drive) would not operate with a v/c ratio of less than 1.0 under the average weekday peak hour. Under the average weekday peak hour in 2040, two signalized intersections (Pacific Highway (OR 99E)/Albany Avenue & Airport Road and Lyons Street (US 20)/1st Avenue) would be unable to operate with a v/c ratio of less than 1.0. Therefore, this Step did not make a significant difference in the compliance findings for the study corridors.

Step 5: This step was not evaluated further per discussion from the Project Management Team. At the unsignalized study intersections not meeting mobility targets after Step 4, only the local side-street approaches fail to meet the target and the corridors could instead be managed by looking at mainline movements. The signalized intersections found to not meet mobility targets after Step 4 are located along the OR 99E and US 20 corridors that were flagged as a larger regional policy issue in the RTP to evaluate the need and options for improved mobility between I-5 and Corvallis (including capacity of Willamette River crossings).

Table 2: Alternate Mobility Process Results

Intersection	Existing OHP Mobility Target	2040 30th Highest Hour Intersection Operations			2040 Average Weekday Intersection Operations
		Step 1: With Recommended Improvements	Step 2: V/C less than 1.0	Step 3: 1.0 PHF	Step 4: With Recommended Improvements
*Unsignalized Intersection**					
Jefferson Hwy (OR 164)/Scravel Hill Road	0.95	**0.24/>2.0**	**0.24/>2.0**	**0.21/1.22**	0.19/0.95
Jefferson Hwy (OR 164)/I-5 NB Ramps	0.85	**0.04/>2.0**	**0.04/>2.0**	**0.04/>2.0**	**0.04/>2.0**
Jefferson Hwy (OR 164)/I-5 SB Ramps	0.85	0.02/0.18			
Century Drive/I-5 NB Ramps	0.85	0.03/0.38			
Old Salem Road/I-5 SB Ramps	0.85	0.30/0.83			

[1] Peak hour factors (PHF) are used to account for the non-uniformity of traffic flow within the peak hour by converting hourly volumes to peak flow rates associated with a selected interval of time within the peak hour. The most common interval of time selected for traffic analysis is the peak 15 minutes. A PHF of 1.0 assumes uniform traffic flow within the four 15-minutes periods of the peak hour.

Knox Butte Road/Clover Ridge Road	0.85	**0.50/>2.0**	**0.50/>2.0**	**0.46/>2.0**	**0.43/1.52**
Santiam Highway (US 20)/Scravel Hill Road	0.95	0.30/0.36			
Albany-Corvallis Highway (US 20)/Scenic Drive	0.95	**0.44/>2.0**	**0.44/>2.0**	**0.40/>2.0**	**0.30/1.03**
Scenic Drive/Gibson Hill Road	0.85	0.26/0.81			
Signalized Intersections					
Jefferson Hwy (OR 164)/North Avenue	0.95	0.54			
Jefferson Hwy (OR 164)/Main Street	0.95	**1.0**	**1.0**	0.90	
Knox Butte Road/Century Drive & I-5 NB Off Ramp	0.85	0.73			
Pacific Highway (OR 99E)/Albany Avenue & Airport Road	0.95	**1.42**	**1.42**	**1.33**	**1.24**
Pacific Highway (OR 99E)/53rd Avenue[C]	0.95	0.64			
Fescue Street/Santiam Highway (US 20) [C]	0.95	0.95			
Airport Road/Santiam Highway (US 20) [C]	0.95	**0.98**	0.98		
Waverly Drive/Santiam Highway (US 20) [C]	0.95	**1.03**	**1.03**	0.96	
Queen Avenue/ Pacific Highway (OR 99E) [C]	0.95	0.92			
Waverly Drive/ Pacific Highway (OR 99E) [C]	0.95	**1.0**	**1.0**	0.93	
Ellsworth Street (US 20)/1st Avenue[C]	1.0	**1.01**	**1.01**	0.91	
Ellsworth Street (US 20)/2nd Avenue[C]	1.0	0.99			
Lyons Street (US 20)/1st Avenue[C]	1.0	**1.28**	**1.28**	**1.18**	**1.09**
Lyons Street (US 20)/2nd Avenue[C]	1.0	0.94			
Springhill Drive/ Albany-Corvallis Highway (US 20) [C]	0.95	0.90			
North Albany Road/ Albany-Corvallis Highway (US 20) [C]	0.95	0.94			

*Worst mainline volume-to-capacity ratio/worst side street volume-to-capacity ratio

Bold, Red and Shaded indicates intersection fails to meet target

Recommended Alternative Mobility Targets

Under the ODOT Region 2 methodology for determining alternative mobility targets, the large majority of ODOT facilities within AAMPO are projected to operate with a v/c ratio less than 1.0. After following the methodology, there are four unsignalized intersections and two signalized intersections within AAMPO boundaries that will not meet mobility targets. As described previously, additional improvement evaluation and target adjustments are not recommended at these locations. Therefore, the recommendation for establishing alternate mobility targets within AAMPO RTP Study Area includes:

- US 20 – v/c ratio of 1.0 for 30th Highest Hour (with a PHF of 1.0)
- OR 99E – v/c ratio of 1.0 for 30th Highest Hour (with a PHF of 1.0)
- OR 164 - v/c ratio of 1.0 for 30th Highest Hour (with a PHF of 1.0)

After review and support by AAMPO, including the member local agencies, adoption of these alternate targets into the OHP would be requested of the Oregon Transportation Commission (OTC).

Albany Area Metropolitan Planning Organization

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Title VI Accomplishment Report
FY 2017-18
(July 1, 2017 – June 30, 2018)

This report illustrates the Title VI activities completed by the Albany Area Metropolitan Planning Organization (AAMPO) during the past year. This report shall be submitted to the ODOT Title VI Program Manager and Region Planning Staff each October following the end of the prior fiscal year. Findings from this report will be included in ODOT Region Title VI reporting and subsequent reporting to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Submitted By:
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Summary of Attachments:

- Attachment A: Demographic Profile of TAC and Policy Board Members, Page 5-6
- Attachment B: Demographic Profile of AAMPO Region, Page 7-15
- Attachment C: Sample of Public Notice, Page 16

About the Title VI Plan:

Active public involvement is a key component of an MPO's continuing, cooperative and continuous planning effort. AAMPO's public involvement is directed by a Title VI / Non-Discrimination Plan and a Public Participation Plan. Implementation of these plans allows for the provision of early, timely, and complete information via public notices, full public access to key decisions, and continuing involvement of the public in all MPO planning and program activities.

The AAMPO Title VI / Non-Discrimination Plan was adopted in 2014 by the AAMPO Policy Board and updated in 2015. It is available to the public at

www.ocwcog.org/transportation/aampo/aampo-title-vi-program. The AAMPO Public Participation Plan was adopted in 2014 and updated in 2016. It also is available on AAMPO's website. AAMPO's Discrimination Complaint Procedure documentation and accompanying complaint form also are published on the AAMPO website, in both English and Spanish. *No complaints were received during FY17-18.*

The Title VI / Non-Discrimination Plan reflects AAMPO's commitment to ensuring that no person shall – on the ground of race, color, national origin, age, or disability – be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any of the MPO's programs or activities. This Plan provides guidance for outreach and public involvement activities during all MPO planning and programming efforts.

An update to the Title VI Plan will be due to ODOT by November 2019.

Outreach, Programming, and Public Involvement:

- Development of FY18-19 Unified Planning Work Program (UPWP) and FY18-21 Transportation Improvement Program (TIP):
    - Discussed at meetings open to the public, with appropriate public notice in local newspapers, on AAMPO website, and listed on published agenda, including distribution via email to interested parties and regional stakeholders. All AAMPO meetings are accessible to people with disabilities. No public comments were received. *A sample Public Notice is included on Page 16.*
    - Full participation by AAMPO member jurisdictions as represented on AAMPO Policy Board and AAMPO Technical Advisory Committee
    - Hosted UPWP review by FHWA, FTA and ODOT staff with invitation to Interested Parties and the public
    - Full TIP amendments are reviewed and approved at Board meetings open to the public per TIP protocols adopted by the AAMPO Policy Board

- Facilitated project application and selection process for Surface Transportation Block Grant (STBG) funds:
    - In addition to the public involvement opportunities listed above, the application process included a public comment period with emailed notice to Interested Parties and Stakeholders. No public comments were received.

- A significant work product during this fiscal year was the adoption of the MPO's first Regional Transportation Plan and an associated Transit Development Plan for the Albany Area, adopted in May 2018.

  AAMPO works proactively to engage diverse and traditionally underrepresented populations, including coordinating with the region's Disability Services Advisory Council, Social Services Advisory Council, Albany Human Relations Commission, Linn Benton Health Equity Alliance (bilingual Spanish-English representation), Linn Benton Hispanic Advisory Committee, and Medicaid recipients.

  Outreach specific to the RTP, to share the project recommendations and collect opinions, focused on the North Albany, Albany, Millersburg, Tangent, Jefferson, and greater Linn and Benton County areas, and included direct outreach to Title VI populations, transit riders, and businesses. Outreach efforts included discussion of the RTP, the recommended 20-year infrastructure project list, as well as two aspirational scenarios (Congestion Management and Capacity Improvement) to address improvements to the transportation system that could be implemented if additional future funding becomes available.

  Groups that participated in presentations and/or stakeholder interviews included neighborhood associations in Jefferson, Tangent, and North Albany; the Millersburg and Albany City Councils; the City of Albany Bicycle and Pedestrian Advisory Committee; Linn Benton Community College student leadership group; Helping Hands Homeless Shelter; Casa Latinos Unidos; and the Linn Benton Health Equity Alliance. Also, an on-board survey of Albany Transit riders was conducted which found that 54% of riders are affiliated with Linn Benton Community College or Oregon State University.

- Regional transit planning: Linn Benton Loop

  - The AAMPO Coordinator serves as a member of the Linn Benton Loop Technical Advisory; the Linn Benton Loop Governing Board follows public meetings requirements and specific Public Involvement guidelines were developed for a forthcoming Linn Benton Loop Service Development Plan.

Title VI Audit: 2017

A routine audit by the ODOT Civil Rights Office of AAMPO's Title VI program in July 2017 found that AAMPO met or exceeded requirements in all areas, except for the need to gather demographic data about Board and TAC members. AAMPO staff conferred

with managers of other MPOs regarding their policies and procedures for gathering this demographic data, and implemented procedures to gather demographic data in 2018, including a response sheet to be distributed via email and at meetings. *The resultant demographic profile is included on Pages 5-6.*

Americans with Disabilities Act (ADA) Coordination and Planning:

This fiscal year, AAMPO supported a Linn County application for State Transportation and Growth Management (TGM) funds to develop ADA Transition Plans for participating jurisdictions within the AAMPO boundary. The application was denied.

ADA requires that public entities make public services and public transportation accessible to people with disabilities, including pedestrian facilities in the public right-of-way. This project would have helped AAMPO jurisdictions meet the requirements by identifying ADA needs in the AAMPO boundary, and developing associated plans. This topic will be discussed further at future TAC and Policy Board meetings, as well as a discussion of best practices related to policies and procedures for managing ADA complaints, and other non-infrastructure ADA policy elements for AAMPO jurisdictions to consider.

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

The **Albany Area Metropolitan Planning Organization (AAMPO) Policy Board** is made up of seven members. Members received the demographics form during regular Board meetings, and via email. Members who received the form via email, mailed original hard copies. All seven members of the AAMPO Policy Board submitted demographic forms.

Race/Ethnicity	
Asian or Pacific Islander: All persons having origins in any of the peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This area includes, for example, China, Japan, Korea, the Philippine Islands and Samoa.	0
Black and/or African American (not of Hispanic origin): All persons having origins in any of the Black racial groups of Africa.	0
Hispanic: All persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.	1
American Indian or Alaskan Native: All persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.	0
Caucasian (not of Hispanic origin): All persons having origins in any of the original peoples of Europe, North Africa or the Middle East.	5
Prefer not to say	1
Gender	
Female	1
Male	6
Non-binary/ third gender	0
Prefer to self-describe	0
Prefer not to say	0
Total Number of Responses	**7**

Albany Area Metropolitan Planning Organization

City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

The **Albany Area Metropolitan Planning Organization (AAMPO) Technical Advisory Committee (TAC)** is made up of seven members. Members received the demographics form during regular TAC meetings, and via email. Members who received the form via email, mailed original hard copies. All seven members of the AAMPO TAC submitted demographic forms.

Race/Ethnicity	
Asian or Pacific Islander: All persons having origins in any of the peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This area includes, for example, China, Japan, Korea, the Philippine Islands and Samoa.	0
Black and/or African American (not of Hispanic origin): All persons having origins in any of the Black racial groups of Africa.	0
Hispanic: All persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.	0
American Indian or Alaskan Native: All persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.	0
Caucasian (not of Hispanic origin): All persons having origins in any of the original peoples of Europe, North Africa or the Middle East.	7
Prefer not to say	0
Gender	
Female	4
Male	3
Non-binary/ third gender	0
Prefer to self-describe	0
Prefer not to say	0
Total Number of Responses	**7**

AAMPO Demographic Profile

The AAMPO Planning Area includes the cities of Albany, Jefferson, Millersburg, and Tangent as well as adjacent parts of Marion, Linn and Benton Counties. It is important to understand the demographic profile of this collective area in order to ensure that all persons have an equal opportunity to benefit from or have access to the activities of the MPO and to avoid any disproportionate impacts from those activities. The following demographic profile utilizes 2012-2016 American Community Survey (ACS) data for the Albany Urbanized to identify the general demographic characteristics of the AAMPO area.

Income

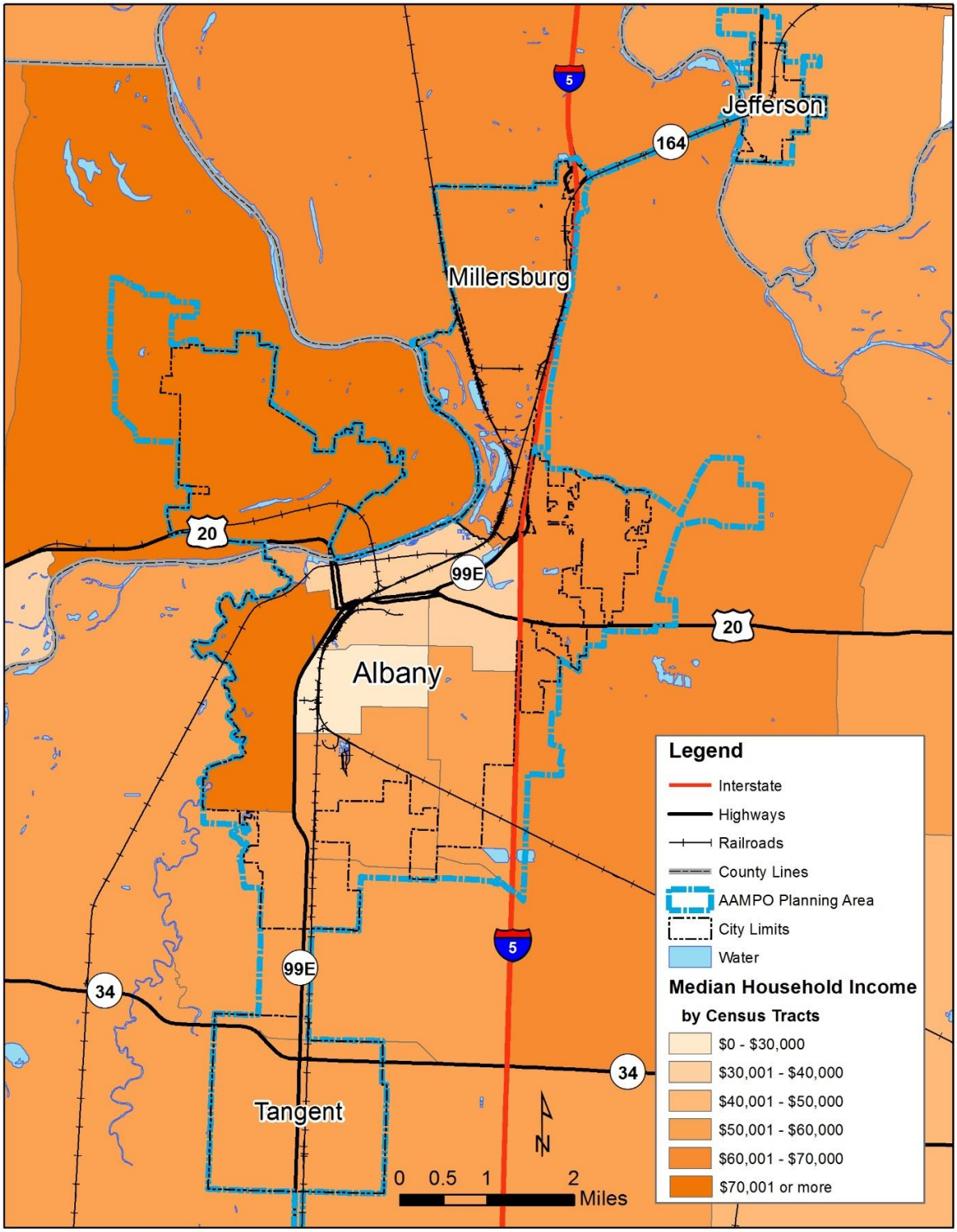
Approximately 17.0% of individuals and 13.0% of families have an income below the poverty level. More specifically, an estimated 37.2% of families with a female householder and no husband present have an income below the poverty level.

Table 1: Percentage of Families and People Below the Poverty Level

	Percent
All families	**13.0%**
With related children under 18 years	22.3%
With related children under 5 years only	25.7%
Married couple families	**5.2%**
With related children under 18 years	9.4%
With related children under 5 years only	4.8%
Families with female householder, no husband present	**37.2%**
With related children under 18 years	47.6%
With related children under 5 years only	66.6%
All people	**17.0%**
Under 18 years	**25.3%**
Related children under 18 years	24.8%
Related children under 5 years	27.3%
Related children 5 to 17 years	24.0%
18 years and over	**14.2%**
18 to 64 years	16.4%
65 years and over	4.7%
People in families	**14.0%**
Unrelated individuals 15 years and over	**29.1%**

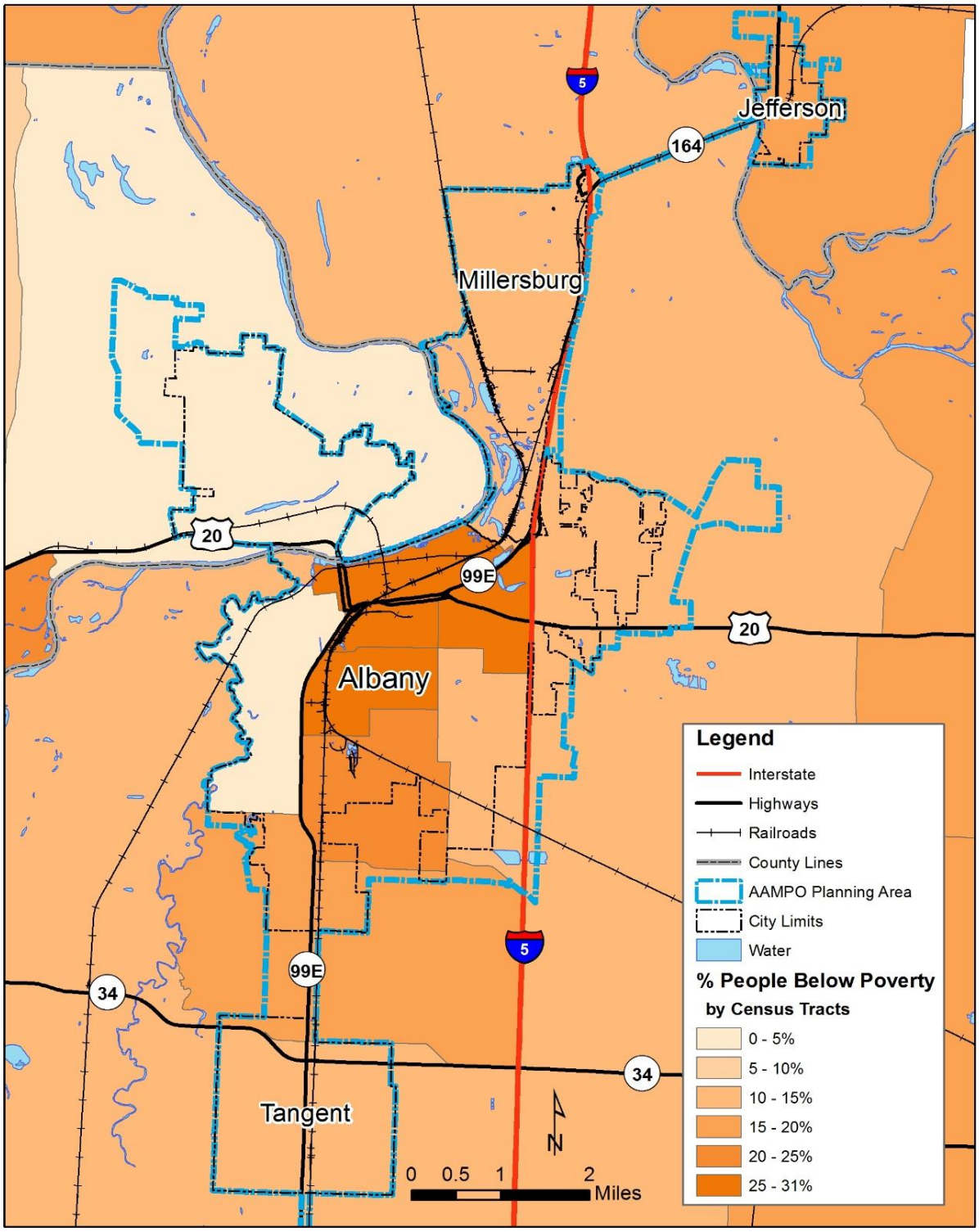
2012-2016 American Community Survey 5-Year Estimates, DP03. Describes poverty during a 12 month period.

Map 1: Median Income in the AAMPO Area by Census Tract



2012-2016 American Community Survey 5-Year Estimates

Map 2: Poverty Level in the AAMPO Area by Census Tract



2012-2016 American Community Survey 5-Year Estimates

Race and Ethnicity

Approximately 92.8% of residents of the Albany Urbanized Area are white, 2.9% are American Indian or Alaska Native and 2.5% are Asian. Residents of Hispanic or Latino descent (of any race) made up 13.5% of the population. The latest U.S. Census considered race and ethnicity as separate and distinct identities, with Hispanic or Latino origin asked as a separate question.

Table 2: Race of Residents in the Albany Urbanized Area

Race	Estimate	Percent
Total population	**59,440**	
One race	**57,468**	**96.7%**
White	53,292	89.7%
Black or African American	486	0.8%
American Indian and Alaska Native	817	1.4%
Cherokee tribal grouping	94	0.2%
Chippewa tribal grouping	16	0.0%
Navajo tribal grouping	8	0.0%
Sioux tribal grouping	14	0.0%
Asian	1,089	1.8%
Asian Indian	248	0.4%
Chinese	88	0.1%
Filipino	88	0.1%
Japanese	177	0.3%
Korean	88	0.1%
Vietnamese	149	0.3%
Other Asian	251	0.4%
Native Hawaiian and Other Pacific Islander	43	0.1%
Native Hawaiian	8	0.0%
Guamanian or Chamorro	35	0.1%
Samoan	0	0.0%
Other Pacific Islander	0	0.0%
Some other race	1,741	2.9%
Two or more races	**1,972**	**3.3%**
White and Black or African American	217	0.4%
White and American Indian and Alaska Native	842	1.4%
White and Asian	361	0.6%
Black or African American and American Indian and Alaska Native	39	0.1%

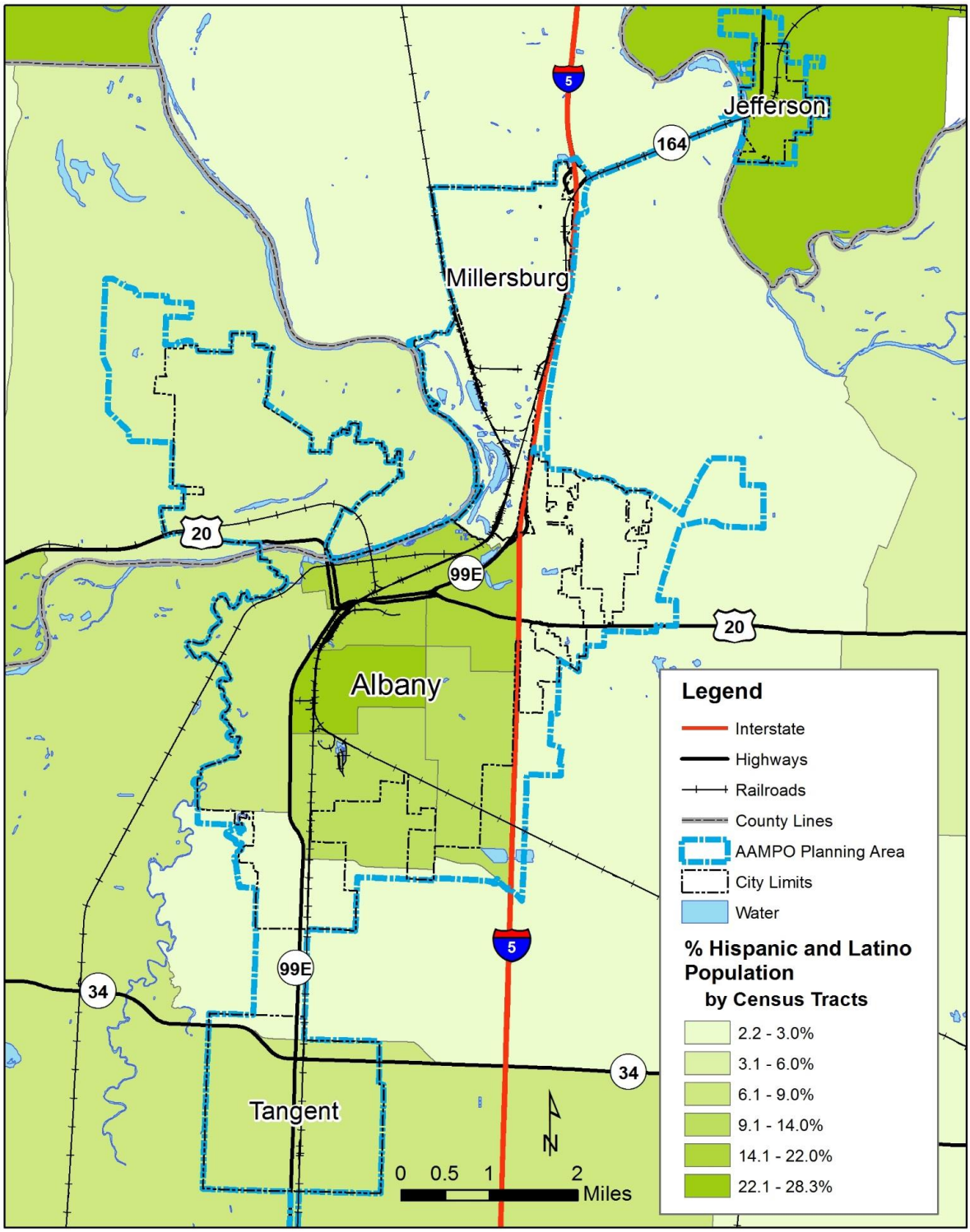
American Community Survey 5-Year Estimates, DP05

Race alone or in combination with one or more other races		
Total population	59,440	
White	55,138	92.8%
Black or African American	834	1.4%
American Indian and Alaska Native	1,735	2.9%
Asian	1,515	2.5%
Native Hawaiian and Other Pacific Islander	187	0.3%
Some other race	2,100	3.5%
Hispanic or Latino Race		
Total population	59,440	
Hispanic or Latino (of any race)	8,051	13.5%
Mexican	6,776	11.4%
Puerto Rican	443	0.7%
Cuban	79	0.1%
Other Hispanic or Latino	753	1.3%
Not Hispanic or Latino	51,389	86.5%
White alone	47,682	80.2%
Black or African American alone	486	0.8%
American Indian and Alaska Native alone	774	1.3%
Asian alone	1,079	1.8%
Native Hawaiian and Other Pacific Islander alone	43	0.1%
Some other race alone	20	0.0%
Two or more races	1,305	2.2%
Two races including Some other race	8	0.0%
	1,297	2.2%

2012-2016 American Community Survey 5-Year Estimates, DP05

Attachment B

Map 3: Hispanic and Latino Population in the AAMPO Area by Census Tract



2012-2016 American Community Survey 5-Year Estimates

National Origin

An estimated 94.1% of residents of the Albany Urbanized Area were born in the United States and 5.9% are foreign-born. According to the data, most foreign-born residents were born in Latin American, followed by Asia, North America, and Europe. Of those born in the United States, German is the most common ethnic background, followed by Irish and English.

Table 3: National Origin of Albany Urbanized Area Residents

Subject	Estimate	Percent
Place of Birth		
Total population	59,440	
Native	55,904	94.1%
Born in United States	55,450	93.3%
State of residence	33,055	55.6%
Different state	22,395	37.7%
Born in Puerto Rico, U.S. Island areas, or born abroad to American parent(s)	454	0.8%
Foreign born	3,536	5.9%
World Region of Birth of Foreign-Born		
Foreign-born population, excluding population born at sea	3,536	
Europe	142	4.0%
Asia	781	22.1%
Africa	64	1.8%
Oceania	33	0.9%
Latin America	2,322	65.7%
Northern America	194	5.5%
Ancestry		
Total population	59,440	
American	3,068	5.2%
Arab	287	0.5%
Czech	250	0.4%
Danish	530	0.9%
Dutch	1,194	2.0%
English	6,167	10.4%
French (except Basque)	1,611	2.7%
French Canadian	351	0.6%
German	12,053	20.3%
Greek	106	0.2%
Hungarian	142	0.2%
Irish	6,228	10.5%
Italian	1,717	2.9%
Lithuanian	101	0.2%
Norwegian	2,146	3.6%
Polish	869	1.5%
Portuguese	358	0.6%
Russian	243	0.4%
Scotch-Irish	632	1.1%
Scottish	1,519	2.6%

Slovak	0	0.0%
Sub-Saharan African	90	0.2%
Swedish	1,171	2.0%
Swiss	261	0.4%
Ukrainian	81	0.1%
Welsh	627	1.1%
West Indian (excluding Hispanic origin groups)	179	0.3%

2012-2016 American Community Survey 5-Year Estimates, (DP02)

Age

The population in the Albany Urbanized Area is estimated to be 49.7% male and 50.3% female. The median age is 35.8, just about two years short of the national median age of 37.7. The largest age group is 25-34 years old, which indicates a slightly younger population than the nation as a whole. The 25-34 and 45-54 year old age groups are the largest nationwide.

Table 4: Age of Residents in the United States Compared to the Albany Urbanized Area

Sex and Age	United States - Percent of total population	Albany Urbanized Area – Percent of Total Population
Total population	**318,558,162**	**59,440**
Male	**49.2%**	**49.7%**
Female	**50.8%**	**50.3%**
Under 5 years	6.2%	6.4%
5 to 9 years	6.4%	8.0%
10 to 14 years	6.5%	6.5%
15 to 19 years	6.7%	6.6%
20 to 24 years	7.1%	7.1%
25 to 34 years	13.6%	14.7%
35 to 44 years	12.7%	12.7%
45 to 54 years	13.6%	12.8%
55 to 59 years	6.7%	5.6%
60 to 64 years	5.9%	6.0%
65 to 74 years	8.3%	8.3%
75 to 84 years	4.3%	4.2%
85 years and over	1.9%	1.7%

2012-2016 American Community Survey 5-Year Estimates (DP05)

Persons with Disabilities

An estimated 16.1% of residents of the Albany Urbanized Area have a disability. Of those 65 and over, 40.0% live with a disability.

Table 5: Disability Status within the Albany Urbanized Area

Disability Status	Estimate	Total or Percent
Total Civilian Non-institutionalized Population	**58,850**	
With a disability	9.503	16.1%
Under 18 years	14,995	
With a disability	1,201	8.0%
18 to 64 years	35,613	
With a disability	5,006	14.1%
65 years and over	8,242	
With a disability	3,296	40.0%

2012-2016 American Community Survey 5-Year Estimates (DP05)

Language Spoken at Home in the Albany Urbanized Area

Language Spoken at Home	Estimate	Percent
Population 5 years and over	55,636	
English only	49,314	88.6%
Language other than English	6,322	11.4%
Speak English less than "very well"	1,676	3.0%
Spanish	5,162	9.3%
Speak English less than "very well"	1,385	2.5%
Other Indo-European languages	613	1.1%
Speak English less than "very well"	87	0.2%
Asian and Pacific Islander languages	369	0.7%
Speak English less than "very well"	143	0.3%
Other languages	178	0.3%
Speak English less than "very well"	61	0.1%

2012-2016 American Community Survey 5-Year Estimates (DP05)

Albany Area Metropolitan Planning Organization
City of Albany • City of Jefferson • City of Millersburg • City of Tangent • Linn County • Benton County • Oregon Department of Transportation

Date: January 25, 2018

To: *Albany Democrat-Herald,* Pam.Burright@gtconnect.com

From: Tarah Campi, tcampi@ocwcog.org

Re: **Legal Advertising / Public Notice**

Please publish the following legal notice once the week of February 5th, 2018.
Please send the proof and invoice to **Emma Chavez** at echavez@ocwcog.org. Thank you.

REQUEST FOR PUBLIC COMMENT
Albany Area Metropolitan Planning Organization
Regional Transportation Plan

The Policy Board of the Albany Area Metropolitan Planning Organization (AAMPO) requests public input on the *Regional Transportation Plan (RTP)* from February 5, 2018 to March 28, 2018. The *RTP* addresses transportation priorities and strategies for the next 20 years.

The draft *RTP* document is available at www.AlbanyAreaTransportationPlan.org. Copies may also be requested by emailing tcampi@ocwcog.org or by calling 541-924-8480.

Please provide comments to Oregon Cascades West Council of Governments (OCWCOG) Planner Tarah Campi via email at tcampi@ocwcog.org; in writing at AAMPO, 1400 Queen Avenue SE, Suite 205, Albany OR 97322; or attend the AAMPO Policy Board meeting from 2:30 to 4:30 p.m. Wednesday, March 28th at the OCWCOG office, 1400 Queen Avenue SE, Albany OR 97322 (Upstairs Conference Room).

If assistance is needed to participate in this meeting, please contact OCWCOG at 541-967-8551 (TTY/TTD 711) or echavez@ocwcog.org. Notification of at least 48 hours prior to the meeting will assist staff in providing reasonable accommodation.

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About the Albany Area Metropolitan Planning Organization

The Albany Area Metropolitan Planning Organization (AAMPO) is the Metropolitan Planning Organization for the Albany Urbanized Area. Members include the Cities of Albany, Jefferson, Millersburg, and Tangent, as well as Benton and Linn Counties, and the Oregon Department of Transportation. Staffing is provided through a contract with the Oregon Cascades West Council of Governments (OCWCOG). Metropolitan Planning Organizations are federally funded and required for metropolitan areas with populations over 50,000, and are a venue for collaboration and coordination around regional transportation planning. For more information, visit www.ocwcog.org/aampo.

Attachment E

Oregon Passenger Rail publishes DEIS

Oregon Department of Transportation sent this bulletin at 10/19/2018 08:01 AM PDT

Oregon Passenger Rail reaches an important Milestone with publication of Draft Environmental Impact Statement

SALEM- For several years, Oregon Department of Transportation (ODOT) has studied ways to improve the frequency, convenience, speed and reliability of intercity passenger rail service between Eugene-Springfield to the south and the Portland urban area — part of the federally designated Pacific Northwest Rail Corridor.

The project has reached an important milestone with the release of the Draft Environmental Impact Statement (DEIS) on October 19, 2018. The DEIS describes why the project is being proposed and the project alternatives. It examines the potential social, economic and environmental impacts of those alternatives. The two “build” alternatives were evaluated in the DEIS and both accommodate increased passenger rail service over the next 20 years.

• **Alternative 1** follows the existing Amtrak Cascades passenger rail route with track, signal and communication improvements.

• **Alternative 2** is primarily a new route between Springfield and Oregon City along Interstate 5, an existing freight rail line and Interstate 205. It would follow the existing rail route north of Oregon City.

• **The No Build Alternative** follows the existing Amtrak route but has no additional service or improvements.

Attachment E

Based on extensive public and agency outreach and analysis, ODOT and the Federal Railroad Administration (FRA) have identified Alternative 1 as the Preferred Alternative.

ODOT is now accepting comments on the DEIS

ODOT is holding five public open houses to give community members an opportunity to review the findings and comment on the DEIS. The public is also invited to participate in an online open house between Nov. 28 and Dec. 18, 2018 at www.OregonPassengerRail.org.

• **Portland**: Nov. 28, 2018, 5-7 p.m., ODOT Region 1 Office, 123 NW Flanders St., Portland, OR 97209

• **Oregon City**: Nov. 29, 2018, 4:30-6:30 p.m., Pioneer Community Center, 615 Fifth St., Oregon City, OR 97045

• **Albany: Dec. 4, 2018, 5-7 p.m., Linn-Benton Community College, Fireside Room, 6500 Pacific Blvd. SW, Albany, OR 97321**

• **Salem**: Dec. 5, 2018, 5-7 p.m., Pringle Hall, 606 Church St. SE, Salem, OR 97301

• **Eugene**: Dec. 6, 2018, 5-7 p.m., Main Public Library, 100 W 10th Ave., Eugene, OR 97401

Paper copies are also available for review at several locations throughout the corridor. Learn more: www.OregonPassengerRail.org.

The path to improved passenger rail

Following the public comment period, ODOT and FRA will select a Final Preferred Alternative and will document that decision in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). The ROD lays the groundwork for the possibility of expanding Oregon's Passenger Rail Program, opening the path to future investments and expansion of service on the route. Improved service is forecast to facilitate a near-doubling of ridership by 2035 and would provide an efficient, safe, equitable and affordable travel alternative. ODOT and FRA anticipate publishing the Final EIS in 2019.

Summary of upcoming dates

• DEIS Notice of Availability: Oct. 19, 2018

Attachment E

• Public Comment Period: Oct. 19-Dec. 18, 2018

• Public Meetings in Portland, Oregon City, Salem, Albany and Eugene: Nov. 28-Dec. 6, 2018

• Online Open House: Nov. 28-Dec. 18, 2018

The meeting locations are ADA accessible. Information is available in alternative formats upon request. Accommodations will be provided to persons with disabilities. To request an accommodation to participate in meetings, please call Jennifer Sellers at (503) 480-5556 or statewide relay 7-1-1 at least 48 hours prior to the meeting.

For more information visit www.OregonPassengerRail.org or contact Jennifer Sellers, ODOT Passenger Rail Program Manager at (503) 480-5556 or info@oregonpassengerrail.org.

Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, OR , 97301-3871 USA