



BASELINE SYSTEM PERFORMANCE REPORT

The Skagit Council of Governments is responsible for setting regional performance targets as part of the nationwide approach to performance-based planning. The Moving Ahead for Progress in the 21st Century Act, signed into law in 2012, introduced many new requirements for state departments of transportation, transit agencies and metropolitan planning organizations. As a metropolitan planning organization, these requirements apply to SCOG. Statewide performance targets are documented in folios produced by the Washington State Department of Transportation.

The applicable federal administrations and categories of performance targets are listed below:

- **Federal Transit Administration**
 - a. Transit Asset Management
 - b. Transit Safety
- **Federal Highway Administration**
 - a. Highway Safety
 - b. Highway Bridge Condition
 - c. Highway Pavement Condition
 - d. Highway Travel Time and Freight Reliability

Initial regional performance targets for transit asset management were set by SCOG in June 2017 and highway safety targets were set in February 2018. For transit asset management targets, SCOG set targets for buses, other passenger vehicles, ferries, non-revenue service vehicles, administration and maintenance, as well as passenger and parking facilities. For highway safety targets, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide safety performance targets for the five safety measures – each related to fatalities and serious injuries.

Initial regional performance targets for highway bridge condition, highway pavement condition, highway travel time and freight reliability were set by SCOG in October 2018. For each of these categories, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets.

The seven transit safety performance measures are related to fatalities, injuries, safety events and system reliability. Deadlines for target setting and related target-setting dates at SCOG are in the following table. Initial transit safety targets were set in November 2020.

Performance Targets Category	Date Most Recent Targets Set
FTA: Transit Asset Management	7/19/2017
FTA: Transit Safety	11/18/2020
FHWA: Highway Safety	2/19/2020
FHWA: Highway Bridge Condition	10/17/2018
FHWA: Highway Pavement Condition	10/17/2018
FHWA: Highway Travel Time and Freight Reliability	10/17/2018

TRANSIT ASSET MANAGEMENT

Regional performance targets for transit asset management were adopted by the SCOG Transportation Policy Board on June 21, 2017 and revised on July 19, 2017. Regional performance targets by asset class for this category are below, and have been maintained since 2017:

Number	Name	Description	Regional Performance Target
1	Buses	Percent of Buses that exceed Useful Life Benchmark	No greater than 10%
2	Other Passenger Vehicles	Percent of Other Passenger Vehicles that exceed Useful Life Benchmark	No greater than 10%
3	Ferries	Percent of Ferries that exceed Useful Life Benchmark	No greater than 0%
4	Non-revenue Service Vehicles	Percent of Non-revenue Service Vehicles that exceed Useful Life Benchmark	No greater than 10%
5	Administration and Maintenance	Percent of Administration and Maintenance facilities that have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%
6	Passenger and Parking	Percent of Passenger and Parking facilities have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%

The owners of assets that these regional performance targets apply to are the WSDOT Ferries Division and Skagit Transit. SCOG initially coordinated with both these agencies in 2017 to get an inventory of current assets and targets set by WSDOT and Skagit Transit. Condition information for assets and performance targets for 2018 was made available to SCOG after both organizations prepared transit asset management plans in late 2018. Skagit Transit updated their asset inventory and targets in 2019, and provided them to SCOG.

TRANSIT SAFETY

Regional performance targets for transit safety measures have not yet been set by SCOG. There are seven performance measures for which targets must be set. A description of each performance measure is in the following table.

Number	Name	Description
1	Fatalities	Five-year rolling average of fatalities
2	Fatality Rate	Five-year rolling average of fatalities per total vehicle revenue miles by mode
3	Injuries	Five-year rolling average of injuries
4	Injury Rate	Five-year rolling average of injuries per total vehicle revenue miles by mode
5	Safety Events	Five-year rolling average of safety events
6	Safety Event Rate	Five-year rolling average of safety events per total vehicle revenue miles by mode
7	System Reliability	Five-year rolling average of mean distance between major mechanical failures by mode

Transit safety requirements apply to Skagit Transit, which set their initial safety targets in August 2020 and included them within their adopted Public Transportation Agency Safety Plan – a related federal requirement for performance-based planning. The plan was provided to SCOG in August 2020. Skagit Transit is required to review and update the plan every year.

HIGHWAY SAFETY

SCOG – along with all other metropolitan planning organizations in Washington state – worked to set regional performance targets for highway safety earlier this year. *Target Zero*, with the goal of eliminating all roadway fatalities and serious injuries by 2030, is Washington state’s Strategic Highway Safety Plan and is used as the foundation for the target setting process at the statewide level. While the goal of Target Zero remains, the statewide methodology for setting safety targets was modified in 2018, and updated in 2019, to make them less aspirational and more data-driven, realistic and achievable. Highway safety performance measures and targets apply to all public roadways.

The five highway safety measures are included in the following table.

Number	Name	Description
1	Fatalities	Five-year rolling average of fatalities on all public roadways in the Skagit region
2	Fatality Rate	Five-year rolling average of fatalities per 100 million vehicle miles traveled in the Skagit region
3	Serious Injuries	Five-year rolling average of serious injuries on all public roadways in the Skagit region
4	Serious Injury Rate	Five-year rolling average of serious injuries per 100 million vehicle miles traveled in the Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year rolling average of non-motorist fatalities and serious injuries on all public roadways in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) safety target for that performance measure; or
2. Commit to quantifiable safety targets for performance measures in their metropolitan planning area (the Skagit region).

On February 19, 2020, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. Programming of projects that help meet statewide safety targets can be accomplished when SCOG includes projects in the RTIP that aim to reduce fatalities and serious injuries in the Skagit region.

An inventory showing statewide and regional safety trends was prepared by SCOG in 2020 using data provided by WSDOT.

HIGHWAY BRIDGE CONDITION

The condition of bridges on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Condition is evaluated for bridge decks, superstructure, substructure and culverts. A rating system is used to classify overall condition as either “Good”, “Fair” or “Poor”. SCOG worked to set regional performance targets for highway bridge condition in fall 2018.

The two highway bridge condition measures are included in the following table.

Number	Name	Description
1	Good Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Good condition
2	Poor Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Poor condition

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway bridge condition targets on the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System bridge condition target for that performance measure; or
2. Commit to quantifiable National Highway System bridge condition targets for performance measures in their metropolitan planning area (the Skagit region).

On October 17, 2018, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide highway bridge condition performance targets. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve National Highway System bridge condition in the Skagit region.

Examples of Investment Priorities

The I-5/Soundbound Samish River – Bridge Deck Overlay project is an example of a RTIP programming decision made by SCOG linking investment priorities toward achieving performance outcomes. The bridge at this location is on the National Highway System, and was identified by SCOG in 2018 – using WSDOT bridge condition information – as the only National Highway System bridge in Poor condition in the Skagit region. Subsequently, the project was programmed in the RTIP, with preliminary engineering expected to obligate funding in 2021 with construction beginning the same year. Full funding has been secured to complete this project and improve the condition of this bridge, with federal funding coming through the National Highway Performance Program.

HIGHWAY PAVEMENT CONDITION

The condition of pavement on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Assessment of pavement condition is based on the International Roughness Index, cracking, rutting of asphalt pavement and faulting of jointed concrete pavement. Pavement is classified as either in “Good”, “Fair” or “Poor” condition. SCOG worked to set regional performance targets for pavement condition in fall 2018.

The four highway pavement measures are included in the following table.

Number	Name	Description
1	Good Interstate Pavement Condition	Percent of pavement of the Interstate System in Good condition in the Skagit region
2	Poor Interstate Pavement Condition	Percent of pavement of the Interstate System in Poor condition in the Skagit region
3	Good Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Good condition in the Skagit region, excluded the Interstate System
4	Poor Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Poor condition in the Skagit region, excluded the Interstate System

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway pavement condition targets for the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System pavement condition target for that performance measure; or
2. Commit to quantifiable National Highway System pavement condition targets for performance measures in their metropolitan planning area (the Skagit region).

On October 17, 2018, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve pavement condition in the Skagit region's portion of the National Highway System.

A pavement inventory of the National Highway System in the Skagit region was prepared in 2018. The inventory used the most recently available WSDOT highway pavement condition information for the Skagit region.

Examples of Investment Priorities

WSDOT programmatic projects are used to assist in meeting pavement related performance outcomes for the National Highway System. An example of this type of project is the Asphalt/Chip Seal Preservation programmatic project for the Skagit region. While programmed as one project in the RTIP, this is actually a grouping of projects by type of work, often referred to as "pavers" (i.e. preservation of pavement via asphalt or chip seal). This programmatic project is supported by National Highway Performance Program and Surface Transportation Block Grant Program funds programmed in the RTIP.

HIGHWAY TRAVEL TIME AND FREIGHT RELIABILITY

Highway travel time and freight reliability relates to how well the National Highway System is performing for travelers. Reliability is assessed using the National Performance Management Research Data Set – a data set available to WSDOT and SCOG that is derived from vehicle/passenger probe data, such as GPS information, navigation units, cell phones and truck transponders. These data are used to compare travel times between 50th, 80th and 95th percentile speeds to ascertain reliability of the National Highway System, both for Interstates and non-Interstates. The measure for Interstate Freight Reliability is calculated using a different methodology than the other two measures.

The three highway travel time and freight reliability measures are in the following table.

Number	Name	Description
1	Interstate Travel Time Reliability	Percent of person-miles traveled on the Interstate System that are reliable in the Skagit region
2	Non-Interstate Travel Time Reliability	Percent of person-miles traveled on the National Highway System that are reliable in the Skagit region, excluding the Interstate System
3	Interstate Freight Reliability	Truck Travel Time Reliability Index on the Interstate System in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional National Highway System travel time reliability and Interstate System freight reliability performance targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System travel time reliability and Interstate System freight reliability targets for that performance measure; or
2. Commit to quantifiable National Highway System travel time reliability and Interstate System freight reliability targets for performance measures in their metropolitan planning area (the Skagit region).

On October 17, 2018, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of statewide performance targets for National Highway System travel time reliability and Interstate System freight reliability. Programming of projects that help meet statewide

targets can be accomplished when SCOG includes projects in the RTIP that aim to improve travel time and freight reliability in the Skagit region's portion of the National Highway System.

Inventories of highway travel time reliability and freight reliability were prepared by SCOG in 2018 using data from the National Performance Management Research Data Set.

INVENTORIES OF SYSTEM PERFORMANCE

Inventories of system performance have been collected in the Skagit region as regional performance targets have been considered through processes from 2017–2020. These inventories are compiled and included in Skagit 2045 showing most recent performance for each of the federal performance measures.

Transit Asset Management Inventory – 2017 Baseline Data

The Skagit Council of Governments set regional targets for Transit Asset Management in June-July 2017. These targets have not been revised since these initial regional target-setting actions in 2017.

Asset Category	Asset Class	Asset Type	Current Regional Performance (latest available as of July 12, 2017)	Regional Performance Target
Rolling Stock	Buses	30- to 40-foot Buses	12.5% of Buses exceed ULB*	No greater than 10% of Buses exceed ULB*
	Other Passenger Vehicles	Cutaways and Vans	5.4% of Other Passenger Vehicles exceed ULB*	No greater than 10% of Other Passenger Vehicles exceed ULB*
	Ferries	Ferry Boats	0% of Ferries exceed ULB*	No greater than 0% of Ferries exceed ULB*
Equipment	Non-revenue Service Vehicles	Staff, Service and Maintenance Vehicles	0% of Non-revenue Service Vehicles exceed ULB*	No greater than 10% of Non-revenue Service Vehicles exceed ULB*
Facilities	Administration & Maintenance	Administration & Maintenance Building, Ferry Terminal	0% of Administration and Maintenance facilities have a TERM** condition rating below 3 (“Adequate”)	No greater than 15% of Administration and Maintenance facilities have a TERM** condition rating below 3 (“Adequate”)
	Passenger and Parking	Multimodal Transfer Center, Park and Rides, Ferry Terminal	14.0% of Passenger and Parking facilities have a TERM** condition rating below 3 (“Adequate”)	No greater than 15% of Passenger and Parking facilities have a TERM** condition rating below 3 (“Adequate”)
Infrastructure	N/A (public transportation rail infrastructure only)	N/A (public transportation rail infrastructure only)	N/A (public transportation rail infrastructure only)	N/A (public transportation rail infrastructure only)

Transit Safety Inventory – 2020 Baseline Data

The Skagit Council of Governments set regional targets for Transit Safety in November 2020. Skagit Transit is the only transit operator these targets apply to, and these targets are consistent with targets set by Skagit Transit earlier in 2020. Targets are based on the five-year rolling average (inventory) of past performance by Skagit Transit.

Number	Name	Description	Target by Mode	
			Fixed-route Bus*	Non-fixed-route Bus**
1	Fatalities	Five-year (2016–2020) rolling average of fatalities	0	0
2	Fatality Rate	Five-year (2016–2020) rolling average of fatalities per 100,000 vehicle revenue miles by mode	0.00	0.00
3	Injuries	Five-year (2016–2020) rolling average of injuries	2	1
4	Injury Rate	Five-year (2016–2020) rolling average of injuries per 100,000 vehicle revenue miles by mode	0.20	0.08
5	Safety Events	Five-year (2016–2020) rolling average of safety events	20	12
6	Safety Event Rate	Five-year (2016–2020) rolling average of safety events per 100,000 vehicle revenue miles by mode	1.40	0.80
7	System Reliability***	Five-year (2016–2020) rolling average of mean distance between major mechanical failures by mode	74,874	69,582

Notes:

*Fixed-route Bus targets by mode apply to local and express (40X, 80X, 90X) services.

**Non-fixed-route Bus targets by mode apply to paratransit and vanpool services.

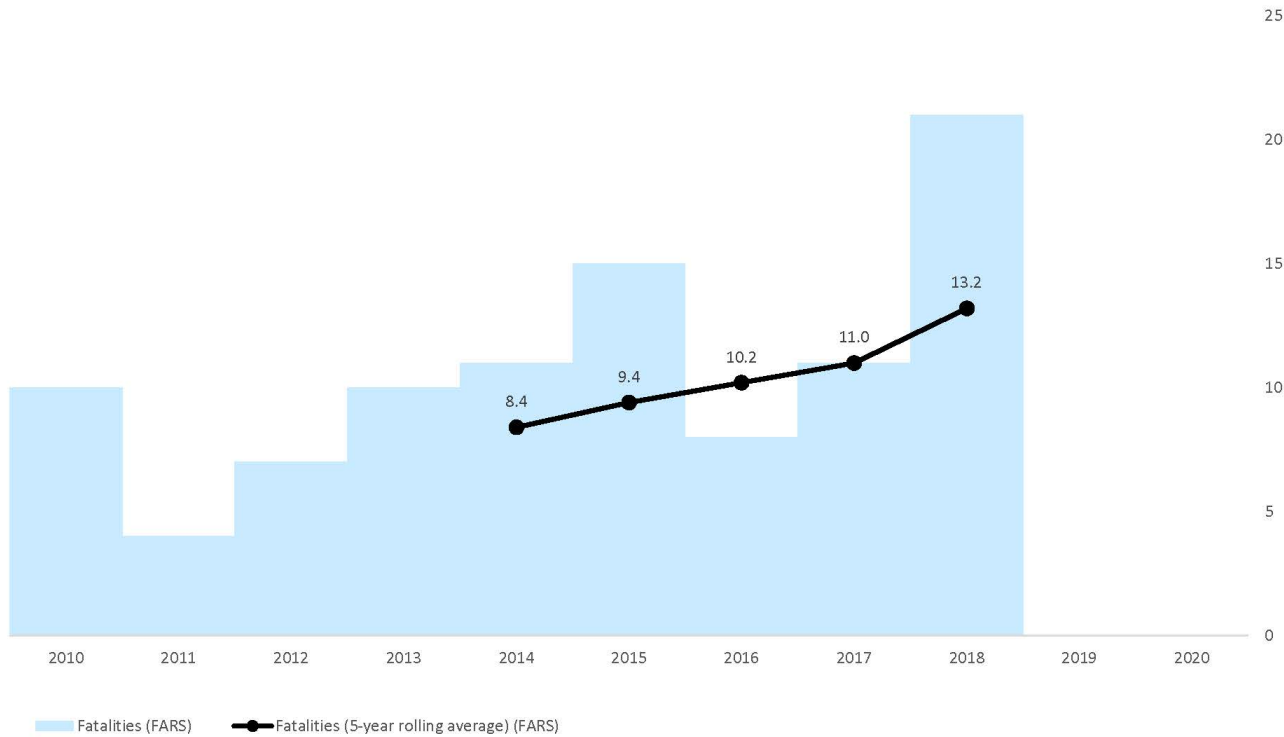
***System reliability is calculated as the mean distance between major mechanical failures.

Highway Safety Inventory – 2018 Baseline Data

Highway safety data is from 2018. The inventory data was provided by WSDOT to SCOG in October 2019.

Measure No. 1 - Fatalities

Skagit Council of Governments MPA

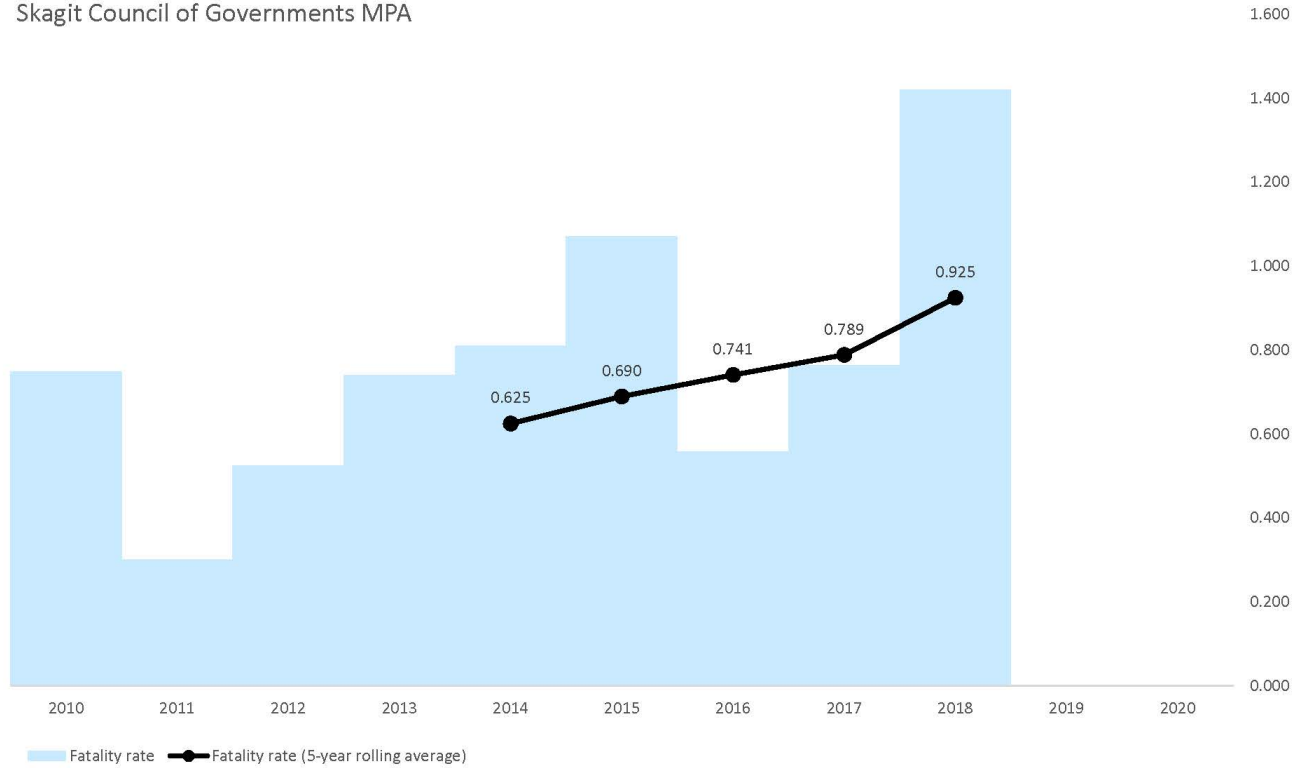


Data Source: Fatality Analysis Reporting System, Preliminary 2018 Q4 release (ARF) (April 2019), Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

Skagit Council of Governments MPA

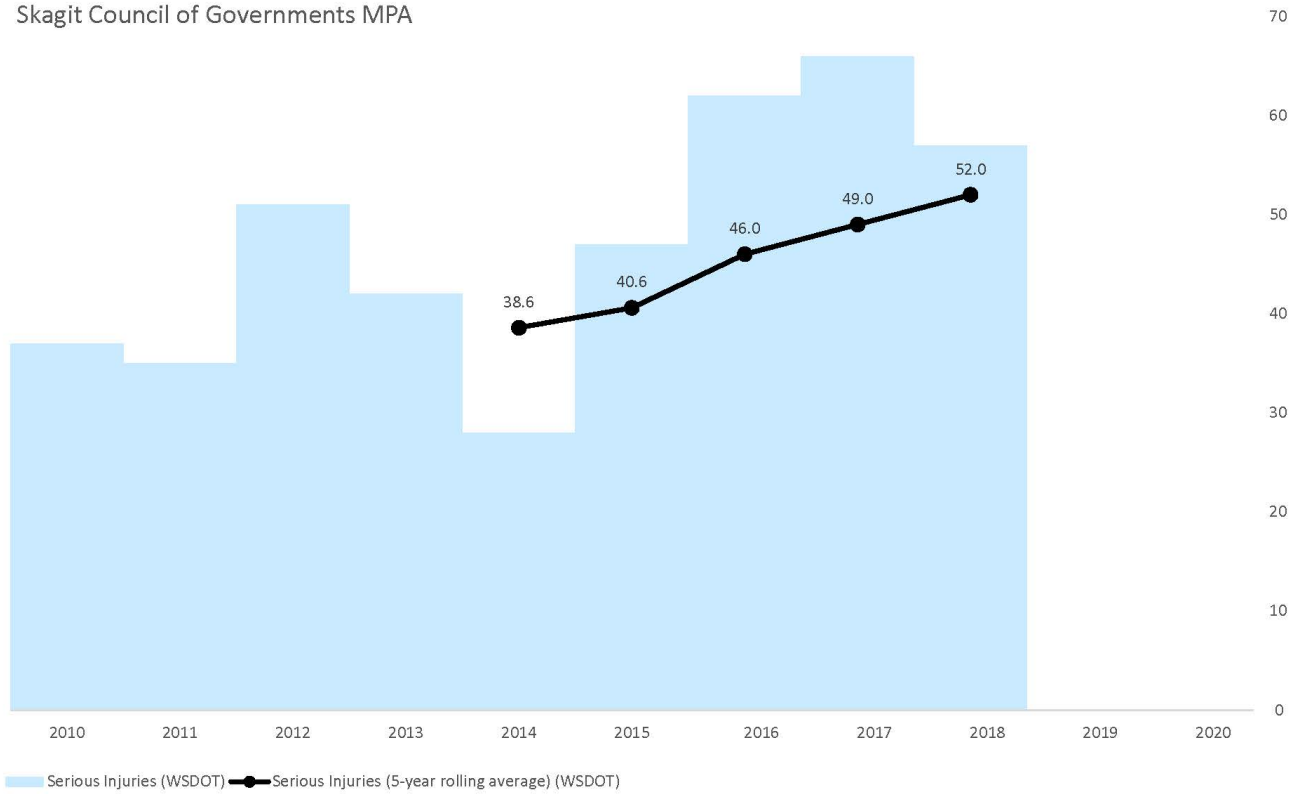


Data Source: Fatality Analysis Reporting System, Preliminary 2018 Q4 release (ARF) (April 2019), Washington Traffic Safety Commission; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

Skagit Council of Governments MPA

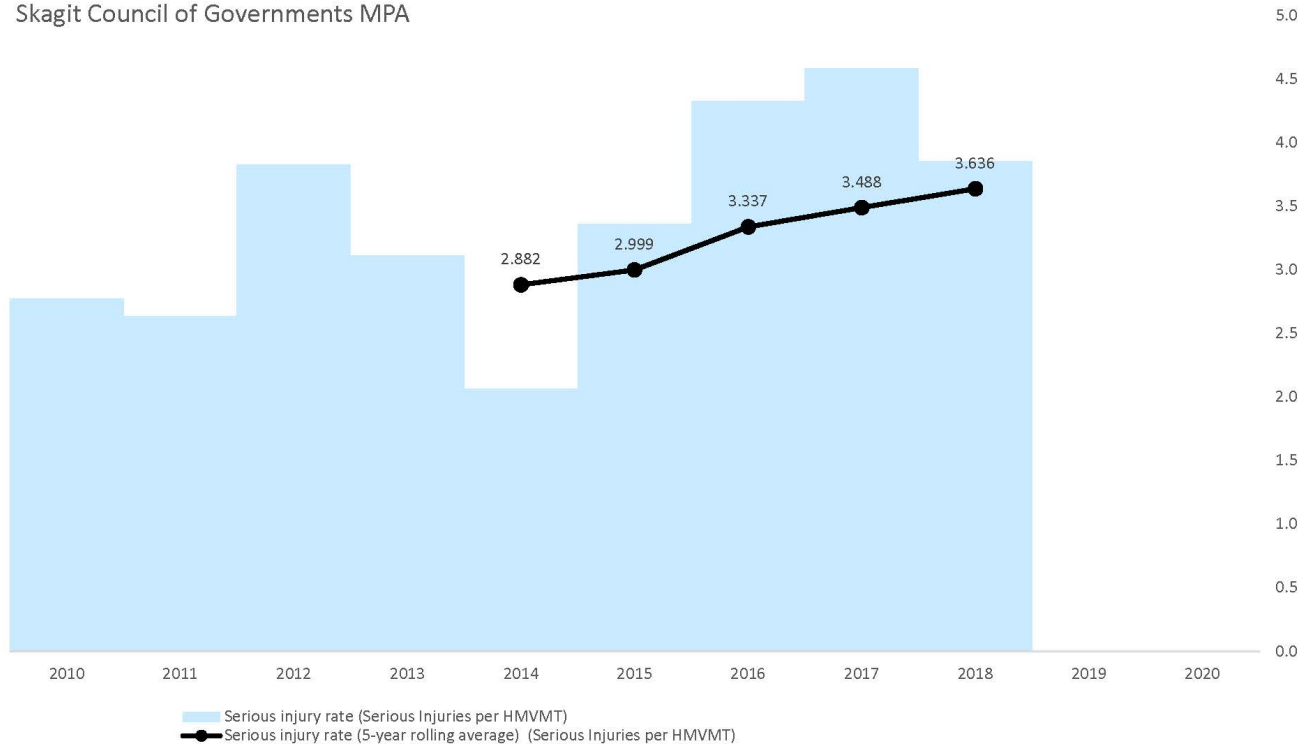


Data Source: WSDOT Engineering Crash Data (June 2019), Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Skagit Council of Governments MPA

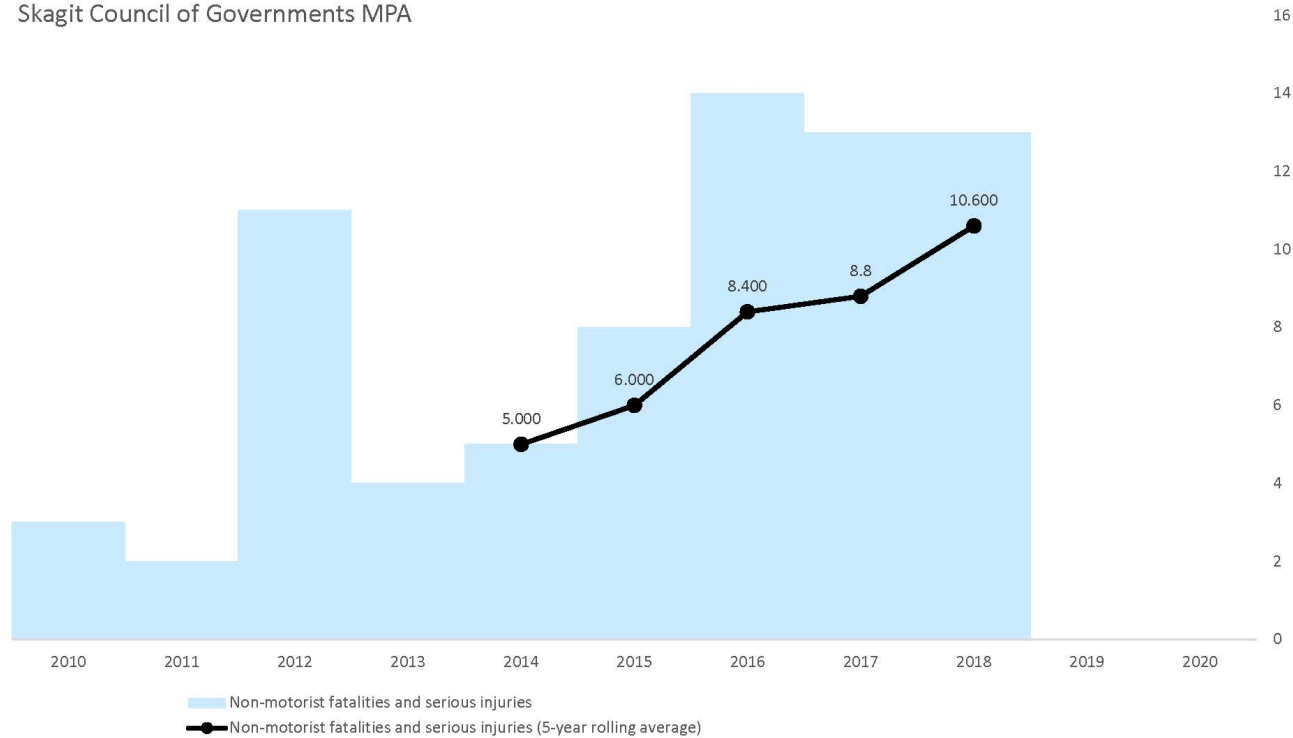


Data Sources: WSDOT Engineering Crash Data (June 2019), Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 5 - Non-motorist fatalities and serious injuries

Skagit Council of Governments MPA



Data Sources: WSDOT Engineering Crash Data (June 2019), Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Highway Pavement Condition Inventory –2016 Baseline Data

National Highway System pavement condition data is from 2016. The inventory data was provided by WSDOT to SCOG in April 2018.

Condition of lane miles on Interstate 5 and on non-Interstate facilities are summarized below. Condition of facilities owned by WSDOT and local jurisdictions are on the following pages. Only roadways that are part of the National Highway System are included in the Skagit region.

Interstate 5 – Lane Miles

00.4% Good Condition: 00.2 lane miles

95.3% Fair Condition: 50.4 lane miles

04.3% Poor Condition: 02.3 lane miles

Total: 52.9 lane miles

Non-Interstate 5 – Lane Miles

15.9% Good Condition: 01.2 lane miles

79.0% Fair Condition: 06.1 lane miles

05.2% Poor condition: 00.4 lane miles

Total: 07.7 lane miles

Note: Totals may not sum to 100% due to rounding.

Washington State Department of Transportation Facilities

NHS Route Description	Length	Functional Class	Overall Condition
State Route 20	0.1	Principal Arterial – Other	Good
State Route 536	0.04	Principal Arterial – Other	Fair
State Route 536	0.06	Principal Arterial – Other	Fair
State Route 536	0.02	Principal Arterial – Other	Fair
State Route 536	0.05	Principal Arterial – Other	Fair
State Route 20	0.07	Principal Arterial – Other	Fair
State Route 20	0.02	Principal Arterial – Other	Fair
State Route 20	0.08	Principal Arterial – Other	Fair
State Route 20	0.1	Principal Arterial – Other	Fair
State Route 20	0.1	Principal Arterial – Other	Fair
State Route 20	0.03	Principal Arterial – Other	Fair
State Route 20	0.04	Principal Arterial – Other	Fair
State Route 20	0.03	Principal Arterial – Other	Fair
State Route 20	0.01	Principal Arterial – Other	Fair
State Route 20	0.09	Principal Arterial – Other	Fair
State Route 20	0.1	Principal Arterial – Other	Fair

NHS Route Description	Length	Functional Class	Overall Condition
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.04	Principal Arterial - Other	Fair
State Route 20	0.07	Principal Arterial - Other	Fair
State Route 20	0.05	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.05	Principal Arterial - Other	Fair
State Route 20	0.07	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.04	Principal Arterial - Other	Fair
State Route 20	0.06	Principal Arterial - Other	Fair
State Route 20	0.09	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.09	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.08	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
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State Route 20	0.08	Principal Arterial - Other	Fair
State Route 20	0.06	Principal Arterial - Other	Fair
State Route 20	0.04	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair

NHS Route Description	Length	Functional Class	Overall Condition
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.06	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
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State Route 20	0.1	Principal Arterial - Other	Fair
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State Route 20	0.07	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
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State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
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State Route 20	0.06	Principal Arterial - Other	Fair
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State Route 20	0.02	Principal Arterial - Other	Fair
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State Route 20	0.06	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.09	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
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NHS Route Description	Length	Functional Class	Overall Condition
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State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.05	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.05	Principal Arterial - Other	Fair
State Route 20	0.08	Principal Arterial - Other	Fair
State Route 20	0.02	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.07	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.1	Principal Arterial - Other	Fair
State Route 20	0.09	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
State Route 20	0.05	Principal Arterial - Other	Fair
State Route 20	0.03	Principal Arterial - Other	Fair
State Route 20	0.01	Principal Arterial - Other	Fair
Interstate 5	0.12	Interstate	Fair
Interstate 5	0.01	Interstate	Fair
Interstate 5	0.09	Interstate	Fair
Interstate 5	0.1	Interstate	Fair

NHS Route Description	Length	Functional Class	Overall Condition
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.04	Interstate	Fair
Interstate 5	0.06	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.1	Interstate	Fair
Interstate 5	0.07	Interstate	Fair
Interstate 5	0.03	Interstate	Fair
State Route 536	0.03	Principal Arterial - Other	Poor
State Route 536	0.1	Principal Arterial - Other	Poor
State Route 536	0.1	Principal Arterial - Other	Poor
State Route 20	0.09	Principal Arterial - Other	Poor
State Route 20	0.01	Principal Arterial - Other	Poor
State Route 20	0.09	Principal Arterial - Other	Poor
State Route 20	0.01	Principal Arterial - Other	Poor
State Route 20	0.01	Principal Arterial - Other	Poor
State Route 20	0.03	Principal Arterial - Other	Poor
State Route 20	0.08	Principal Arterial - Other	Poor
Interstate 5	0.1	Interstate	Poor
Interstate 5	0.1	Interstate	Poor

Local Government Facilities

NHS Route Description	From Street	To Street	Length	Functional Class	Overall Condition
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.1	Principal Arterial - Other	Good
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.076	Principal Arterial - Other	Good
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.024	Principal Arterial - Other	Good
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.1	Principal Arterial - Other	Good
S Laventure Rd	Blodgett Rd	S 10th St	0.1	Principal Arterial - Other	Good
S Burlington Blvd	Pease Rd	Gilkey Rd	0.106	Principal Arterial - Other	Good

NHS Route Description	From Street	To Street	Length	Functional Class	Overall Condition
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.012	Principal Arterial – Other	Fair
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.085	Principal Arterial – Other	Fair
S Laventure Rd	Anderson Rd	E Blackburn Rd	0.1	Principal Arterial – Other	Fair
S Laventure Rd	Blodgett Rd	S 10th St	0.055	Principal Arterial – Other	Fair
S Laventure Rd	Blodgett Rd	S 10th St	0.023	Principal Arterial – Other	Fair
S Laventure Rd	Blodgett Rd	S 10th St	0.018	Principal Arterial – Other	Fair
W Kincaid	S 3rd St	S 2nd St	0.073	Principal Arterial – Other	Fair
S Burlington Blvd	Gilkey Rd	E Rio Vista Ave	0.092	Principal Arterial – Other	Fair
S Burlington Blvd	Gilkey Rd	E Rio Vista Ave	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Gilkey Rd	E Rio Vista Ave	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Gilkey Rd	E Rio Vista Ave	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Gilkey Rd	E Rio Vista Ave	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Pease Rd	Gilkey Rd	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Pease Rd	Gilkey Rd	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Pease Rd	Gilkey Rd	0.1	Principal Arterial – Other	Fair
S Burlington Blvd	Pease Rd	Gilkey Rd	0.1	Principal Arterial – Other	Fair
Riverside Dr	E College Way	Skagit River Bridge	0.1	Principal Arterial – Other	Fair
Riverside Dr	E College Way	Skagit River Bridge	0.1	Principal Arterial – Other	Fair
Riverside Dr	E College Way	Skagit River Bridge	0.1	Principal Arterial – Other	Fair
S 2nd St	Kincaid St	W Division St	0.062	Principal Arterial – Other	Fair
S 2nd St	Kincaid St	W Division St	0.1	Principal Arterial – Other	Fair
S 2nd St	Kincaid St	W Division St	0.1	Principal Arterial – Other	Fair
Riverside Dr	E College Way	Skagit River Bridge	0.1	Principal Arterial – Other	Poor

Highway Bridge Condition Inventory –2016 Baseline Data

WSDOT data indicates a total of 48 bridges in the Skagit region that are on the National Highway System. Of these 48, 29 are rated in Good condition, 18 are rated in Fair condition and 1 is rated in Poor condition. The bridge rated in Poor condition is programmed for construction to rehabilitate the deteriorating bridge deck in 2021, per the draft 2019–2024 Regional Transportation Improvement Program. This bridge project is called the I-5/Southbound Samish River – Bridge Deck Overlay.

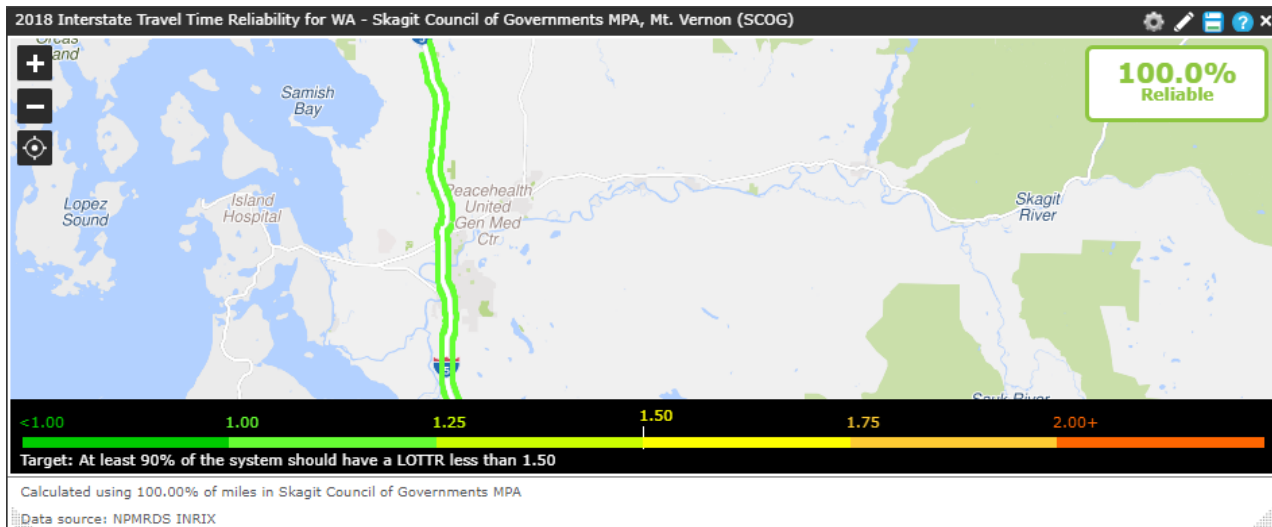
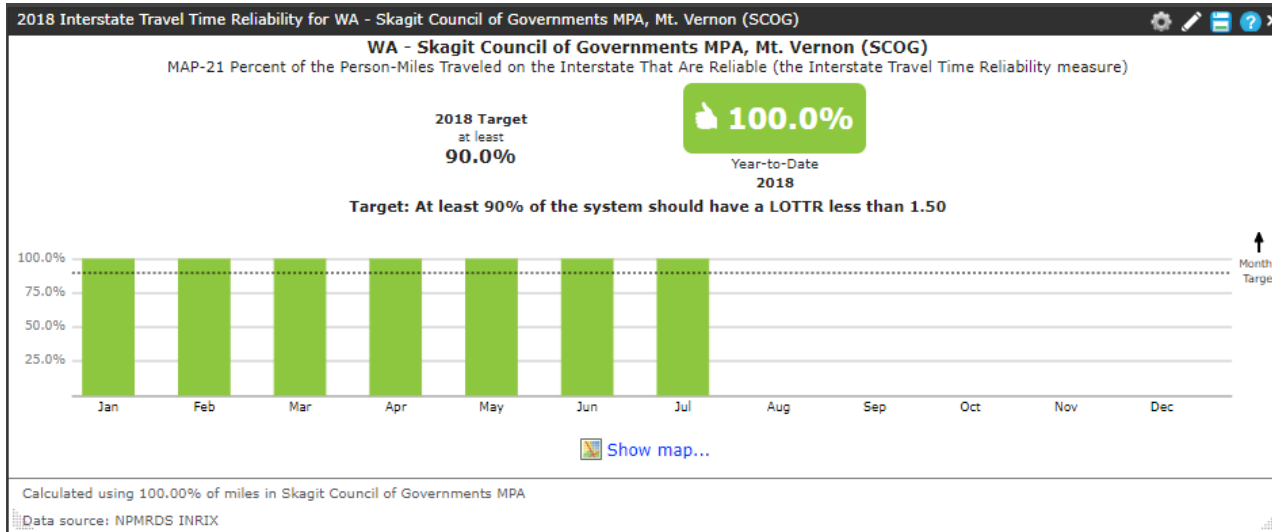
Owner Name	Bridge Name	Year Built	Year Rebuilt	Route	Deck Condition	Superstructure Condition	Substructure Condition	Culvert Condition	Overall Structure Condition
Washington State	FISHER CREEK BRIDGE	2016		00005	8	8	8	9	1 - Good
Washington State	FISHER CREEK BRIDGE	2016		00005	8	8	8	9	1 - Good
Washington State	BENT CULVERT	1970		00005	9	9	9	7	1 - Good
Washington State	I-5 OVER SR 536/KINCAID	1953	1975	00005	7	7	7	9	1 - Good
Washington State	2ND ST OVER I-5/SR 536	2006		00005	7	7	7	9	1 - Good
Washington State	GAGES SLOUGH	1954	1973	00005	7	7	7	9	1 - Good
Washington State	GAGES SLOUGH	1954	1973	00005	7	7	7	9	1 - Good
Washington State	I-5 OVER SR 20 & RR	1955	1972	00005	7	7	7	9	1 - Good
Washington State	I-5/SR 20 RAMPS	2009		00005	7	8	8	9	1 - Good
Washington State	JOE LEARY SLOUGH	1963		00005	7	7	7	9	1 - Good
Washington State	JOE LEARY SLOUGH	1964		00005	7	7	7	9	1 - Good
Washington State	I-5 OVER RAILROAD	1963		00005	7	7	7	9	1 - Good
Washington State	I-5 OVER COLONY RD	1963		00005	7	7	7	9	1 - Good
Washington State	FRIDAY CREEK	1964		00005	7	7	7	9	1 - Good
Washington State	FRIDAY CREEK	1964		00005	7	7	7	9	1 - Good
Washington State	MEADOW CREEK	2008		00020	7	8	7	9	1 - Good
Washington State	SR 20 OVER ABANDONED RR	1962	1993	00020	7	7	7	9	1 - Good
Washington State	SR 20 OVER ABANDONED RR	1965	1993	00020	7	7	7	9	1 - Good
Washington State	SWINOMISH-D BERENTSON BR	1981		00020	7	7	7	9	1 - Good
Washington State	SR 20 OVER OIL PIPELINE	1972		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	2007		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	2007		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	1966		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	2007		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	1968		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	2007		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	1968		00020	7	7	7	9	1 - Good
Washington State	HIGGINS SLOUGH	2008		00020	7	7	7	9	1 - Good
Mount Vernon	RIVERSIDE BRIDGE	2004		00820	7	7	8	9	1 - Good
Washington State	HILL DITCH	1957	1970	00005	7	6	7	9	2 - Fair

Owner Name	Bridge Name	Year Built	Year Rebuilt	Route	Deck Condition	Superstructure Condition	Substructure Condition	Culvert Condition	Overall Structure Condition
Washington State	HILL DITCH	1970		00005	6	6	7	9	2 - Fair
Washington State	DRAINAGE CULVERT	1972		00005	9	9	9	6	2 - Fair
Washington State	ANDERSON ROAD OVER I-5	1974		00005	6	7	7	9	2 - Fair
Washington State	I-5 OVER RR & CAMERON WAY	1954	1975	00005	6	7	7	9	2 - Fair
Washington State	I-5 OVER SR 538	1955	1974	00005	7	6	7	9	2 - Fair
Washington State	TROOPER SEAN M O'CONNELL JR MEM BR	1955		00005	6	5	6	9	2 - Fair
Washington State	I-5 OVER RAILROAD	1963		00005	6	7	7	9	2 - Fair
Washington State	DRAINAGE DITCH	1964		00005	6	6	7	9	2 - Fair
Washington State	DRAINAGE DITCH	1964		00005	6	7	7	9	2 - Fair
Washington State	SAMISH RIVER	1963		00005	6	7	6	9	2 - Fair
Washington State	I-5 OVER COLONY RD	1963		00005	6	7	7	9	2 - Fair
Washington State	CANOE PASS	1935		00020	6	6	7	9	2 - Fair
Washington State	SWINOMISH-D BERENTSON BR	1972		00020	7	6	7	9	2 - Fair
State Ferries	ANACORTES SLIP 1	1959	1994	00020	6	6	6	9	2 - Fair
State Ferries	ANACORTES SLIP 2	1971	2002	00020	6	6	7	9	2 - Fair
State Ferries	ANACORTES SLIP 1 TRESTLE	1959		00020	7	6	5	9	2 - Fair
State Ferries	ANACORTES SLIP 2 TRESTLE	1971		00020	6	7	6	9	2 - Fair
Washington State	SAMISH RIVER	1963		00005	4	6	7	9	3 - Poor

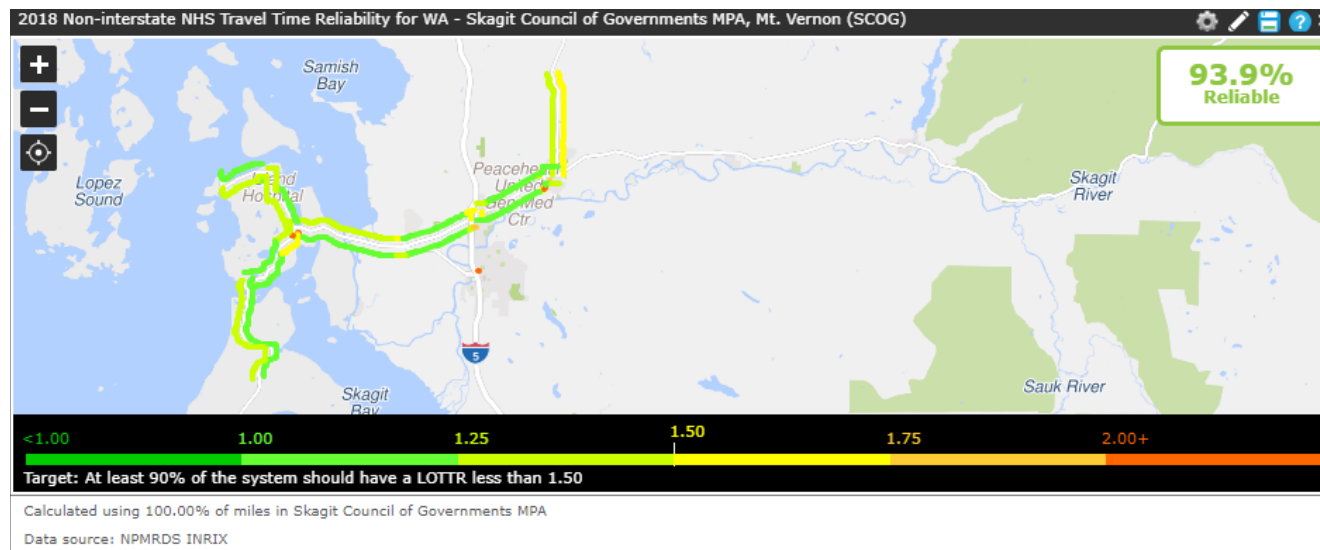
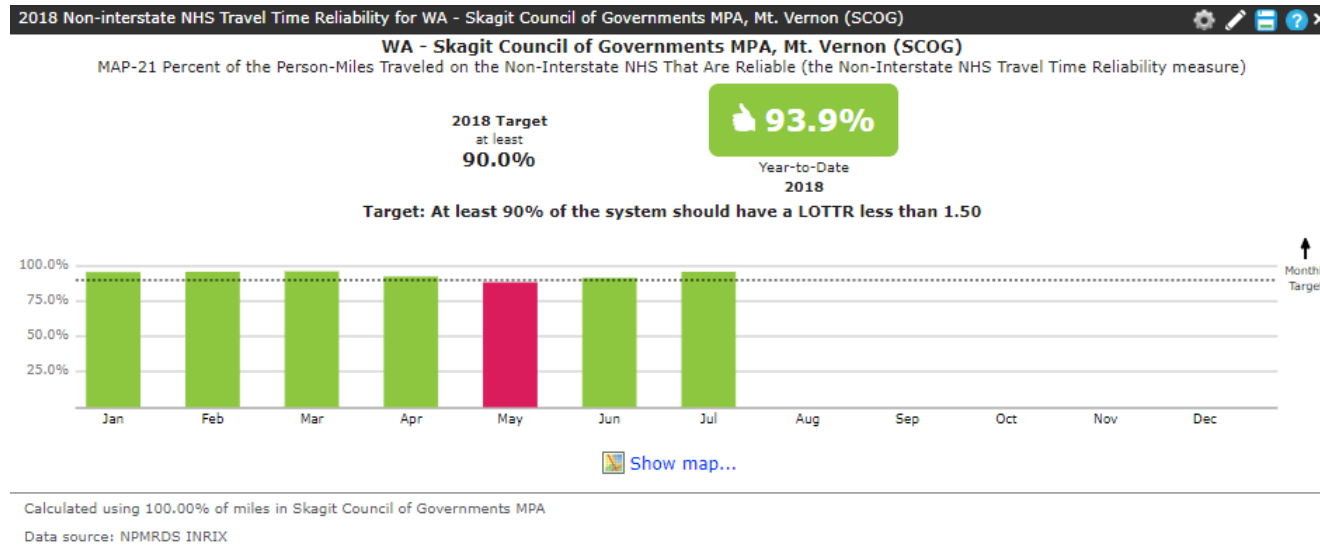
Highway Travel Time Reliability Inventory –2018 Baseline Data

These data are available to SCOG through the National Performance Management Research Data Set (NPMRDS). The data are provided as charts and maps through an NPMRDS Analytics website. The 2018 Target on the following screenshots is illustrative and do not reflect any regional performance targets set by SCOG for travel time reliability.

2018 Interstate 5 Travel Time Reliability



2018 Non-Interstate 5 Travel Time Reliability for National Highway System



Highway Freight Reliability Inventory –2018 Baseline Data

These data are available to SCOG through the National Performance Management Research Data Set (NPMRDS). The data are provided as charts and maps through an NPMRDS Analytics website. The 2018 Target on the following screenshots is illustrative and do not reflect any regional performance targets set by SCOG for travel time reliability.

2018 Truck Travel Time Reliability

