

## ACTION ITEM X.X. – REGIONAL PERFORMANCE TARGETS

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/06/2018	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	09/19/2018	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876
Technical Advisory Committee	10/04/2018	Recommendation	<a href="#">Mark Hamilton</a>	(360) 416-7876

### ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend agreeing to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets for bridges, pavement, travel time and freight reliability.

### DISCUSSION

SCOG is responsible for setting regional performance targets for the nationwide approach to performance based planning. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, signed into law in 2012, introduced many new requirements for state departments of transportation, transit agencies and metropolitan planning organizations (MPOs). As an MPO, these new requirements apply to SCOG.

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

- Federal Transit Administration (FTA)
  - Transit Asset Management Targets
  - Transit Safety Targets
- Federal Highway Administration (FHWA)
  - Safety Targets
  - Bridges Condition Targets
  - Pavement Condition Targets
  - Travel Time Reliability and Freight Movement Targets

Regional performance targets for FTA transit asset management were set by SCOG in June 2017 and FHWA safety targets were set in February 2018. For FTA transit asset management targets, SCOG set targets for buses, other passenger vehicles, non-revenue service vehicles, administration and maintenance, as well as passenger and parking facilities. For the FHWA safety targets, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide safety performance targets.

Deadlines for target setting at SCOG are in the following table:

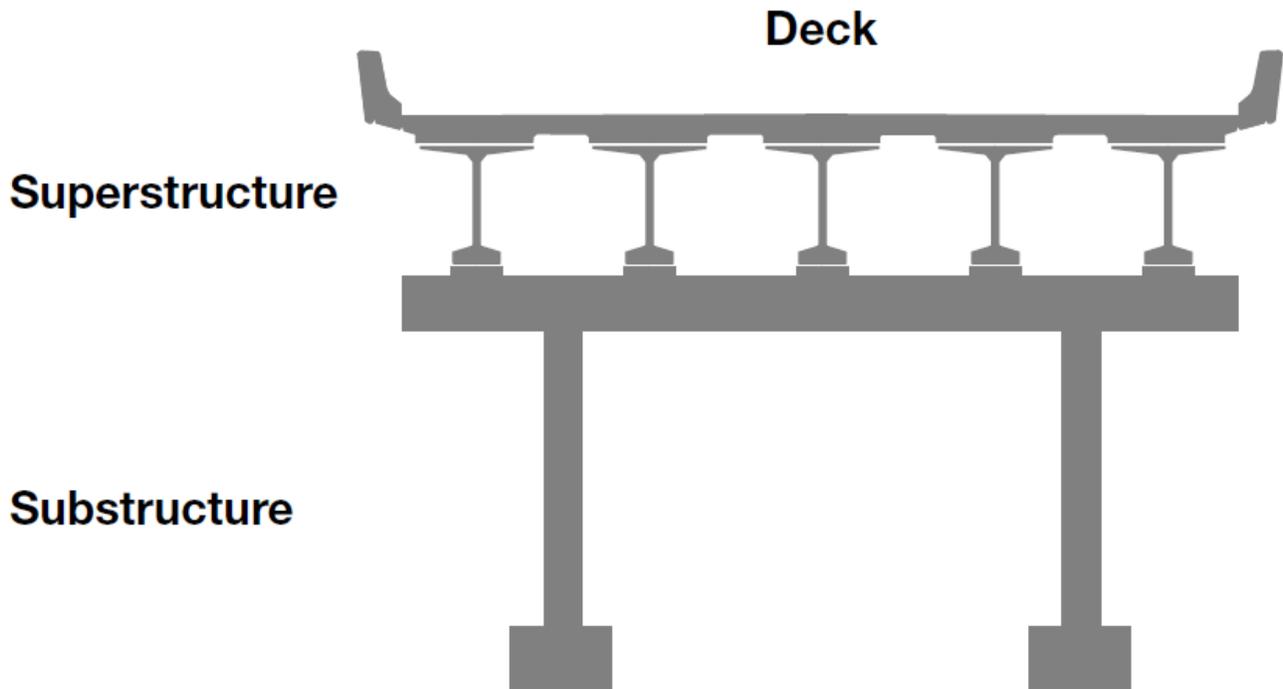
Performance Targets Category	SCOG Deadline to Set Targets	Initial Targets Set By SCOG
Transit Asset Management	06/28/2017	06/14/2017
Safety	02/27/2018	02/21/2018
Bridges	11/16/2018	10/27/2018 (expected)
Pavement	11/16/2018	10/27/2018 (expected)
Travel Time and Freight Reliability	11/16/2018	10/27/2018 (expected)
Transit Safety	01/15/2021	12/16/2020 (expected)

Targets for bridges, pavement and congestion must be set by SCOG no later than November 16, 2018. The last regular Transportation Policy Board meeting scheduled prior to that date is October 27, 2018.

## BRIDGES

Bridge condition is rated for the deck, superstructure, substructure and culvert. Overall condition is either “Good”, “Fair”, or “Poor”. A graphic showing the anatomy of bridges is below.

### Anatomy of a bridge



*Graphic courtesy of WSDOT*

The most recently available condition of bridges in the Skagit region that are part of the National Highway System is included in this [2017 bridge inventory](#). WSDOT collects the data on bridge condition and has provided it to SCOG. This [WSDOT bridge folio](#) provides more information.

## PAVEMENT

Pavement condition is rated for roughness, cracking, rutting, and faulting. As with bridges, overall condition is either “Good”, “Fair”, or “Poor”. Definitions for these pavement conditions are included below in the following graphic.

### Definitions and criteria for good, fair and poor conditions<sup>1</sup>

	Asphalt	Concrete	Good	Fair	Poor
International Roughness Index (IRI) (inches/mile)	✓	✓	< 95	95 - 170	> 170
Cracking (%)	✓	✓	< 5	CRCP: 5 - 10 Jointed: 5-15 Asphalt: 5-20	> 10 > 15 > 20
Rutting (inches)	✓		< 0.20	0.20 - 0.40	> 0.40
Faulting (inches)		✓	< 0.10	0.10 - 0.15	> 0.15
Present Serviceability Rating (PSR <sup>2</sup> ) (0.0-5.0 value)	✓	✓	<4.0	2.0-4.0	<2.0

Data source: Federal Highway Administration.

Note: 1 To be poor, at least two criteria must be poor. To be good, all three criteria must be good, everything else is fair. 2 PSR is a composite of cracking and rutting and may only be used on routes with posted speed limits under 40 mph.

*Graphic courtesy of WSDOT*

The most recently available condition of pavement in the Skagit region that is part of the National Highway System is included in this [2016 pavement inventory](#). WSDOT collects the data on pavement condition and has provided it to SCOG. This [WSDOT pavement folio](#) provides more information.

### TRAVEL TIME RELIABILITY

The reliability of travel time is measured on Interstate 5 and on other routes that are part of the National Highway System. “Reliable” is defined as the ratio of longer travel times (80<sup>th</sup> percentile) to normal travel times (50<sup>th</sup> percentile). The two measures for travel time reliability are:

1. Percent of person-miles traveled on the Interstate that are reliable; and
2. Percent of person-miles traveled on the non-Interstate National Highway System that are reliable.

Travel time reliability is described in the following graphic.

<b>Level of Travel Time Reliability (LOTTR)</b>	Ratio of longer travel times (80th percentile) to normal travel times (50th percentile)
	NPMRDS data, 15-minute segments during morning peak, mid-day, evening peak, and weekends
	Percent person-miles (required occupancy input)

*Graphic courtesy of WSDOT*

These measures use person-miles traveled and not vehicle-miles traveled to account for the number of people using each facility and not the number of vehicles. This [WSDOT travel time and freight reliability folio](#) provides more information.

The inventory of current travel time reliability is made available to SCOG through the National Performance Management Research Data Set. Data is collected from a variety of sources including cell phones, vehicles and portable navigation devices. Year-to-date data for travel time reliability is available in this [2018 travel time reliability inventory](#).

## FREIGHT RELIABILITY

The reliability of truck travel time is measured only on Interstate 5. The measure uses an index which is described below in the following graphic.

<b>Interstate Truck Travel Time Reliability Index (TTTR)</b>	Five time periods/NPMRDS segment: Weekday morning peak, mid-day, evening peak; weekend days; and overnight (all days)
	TTTR metric: 95th percentile divided by normal travel times (50th percentile)
	TTTR measure: sum (each segment length times the maximum TTTR metric over five time periods) divided by total interstate length

*Graphic courtesy of WSDOT*

The inventory of current truck time reliability is made available to SCOG through the National Performance Management Research Data Set. Data is collected in five minute intervals from a variety of sources including cell phones, vehicles and portable navigation devices. Year-to-date data for travel time reliability is available in this [2018 freight reliability inventory](#).

## TARGET SETTING OPTIONS

For bridges, pavement, travel time and freight reliability regional performance targets, SCOG may choose to either:

1. Set quantifiable targets for the Skagit region; or
2. Agree to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets.

SCOG has authority over the regional transportation plan and regional transportation improvement program, but little authority over which projects in the Skagit region are selected for funding. SCOG does have regional award authority over a portion of federal funds for the Surface Transportation Block Grant Program and Set-aside from this program (formerly the Transportation Alternatives Program). The Washington State Department of Transportation maintains award authority over the vast majority of federal and state funds that come into the Skagit region for transportation projects.

Due to the lack of regional control over funding decisions for the majority of federal and state funds awarded in the Skagit region, SCOG staff recommends not setting quantifiable targets for any of these performance categories and instead agreeing to plan and program projects to contribute toward accomplishment of statewide targets. This continued approach is consistent with the Transportation Policy Board action on FHWA safety targets set earlier this year.