MOVE SKAGIT

Move Skagit 2050 Appendix B: System Performance Report

System Performance Report

SCOG 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 WSDOT. SCOG produced a Baseline System Performance Report in conjunction with Skagit 2045 that documented WSDOT's statewide performance targets. This document provides an update on the required performance targets and documents current system performance.

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

- Federal Transit Administration
  - Transit Asset Management (TAM)
  - Transit Safety
- Federal Highway Administration
  - Highway Safety
  - Highway Bridge Condition
  - Highway Pavement Condition
  - 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. Initial transit safety targets were set in November 2020. Deadlines for target setting and related target-setting dates at SCOG are in the following table.

Table 1. Regional Performance Targets

Performance Targets Category	Date Most Recent Targets Set	Upcoming SCOG Deadline to Set Targets
FTA: TAM	7/19/2017	N/A*
FTA: Transit Safety	11/18/2020	N/A*
FHWA: Highway Safety	2/19/2025	2/27/2026
FHWA: Highway Bridge Condition	5/17/2023	3/21/2027**
FHWA: Highway Pavement Condition	5/17/2023	3/21/2027**
FHWA: Travel Time and Freight Reliability	5/17/2023	3/21/2027**

*Notes: *Initial deadline to set TAM targets was 6/28/2017 and initial deadline to set Transit Safety targets was 2/15/2021. Per FTA guidance, SCOG may choose to revise or maintain these targets when RTIP or Skagit 2045 is updated, in consultation with WSDOT and Skagit Transit. **SCOG has 180 days to set regional performance targets after WSDOT sets revised dates for these performance targets. SCOG estimates that WSDOT will set targets on 10/1/2026.*

In addition to the federally required performance measures, SCOG added two performance measures; one related to LOS to track changes in LOS on the regional roadway system and one related to community engagement to track progress toward achieving RTP Goal 7: Community Engagement and Regional Coordination. The sections below identify the federally required and additional performance metrics.

Transit Asset Management

Regional performance targets for TAM were adopted by the SCOG TPB on June 21, 2017 and revised on July 19, 2017. This performance target evaluates a public transit agency's assets and performance based on whether each asset meets or exceeds performance and reliability standards relevant to industry standards. Regional performance targets for TAM are organized by asset class and performance is measured by the share of transit assets that exceed the Useful Life Benchmark (ULB) and the share of passenger and parking facilities that are rated below the Transit Economic Requirements Model (TERM) condition rating. Regional Performance targets are documented in Skagit Transit's Transit Asset Management Plan (TAMP), which was recently updated on September 15, 2025. Table 2 shows the regional performance targets and baseline and current regional performance by transit asset category.

Table 2. Transit Asset Management Inventory

Description	Baseline Regional Performance (2017)	Current Regional Performance (2025)	Regional Performance Target
Rolling stock includes Buses, Other Passenger Vehicles, and Ferries.	• **12.5%** of Buses exceed ULB; • **5.4%** of Other Passenger vehicles exceed ULB; • **0%** of Ferries exceed ULB	• **14.3%** of Buses exceed ULB; • **29.3%** of Other Passenger Vehicles exceed ULB; • **4.8%** of Ferries exceed ULB	• No greater than **10%** of Buses exceed ULB; • No greater than **10%** of Other Passenger Vehicles exceed ULB; • No greater than **0%** of Ferries exceed ULB
Equipment includes non-revenue service vehicles.	• **0%** of Non-revenue Service Vehicles exceed ULB	• **48%** of Non-revenue Service Vehicles exceed ULB	• No greater than **10%** of Non-revenue Service vehicles exceed ULB
Facilities include the Administration and Maintenance Building and the Ferry Terminal.	• **0%** of Administration and Maintenance facilities have a TERM condition rating below 3 ("Adequate") • **14%** of Passenger and Parking facilities have a TERM condition rating below 3 ("Adequate")	• **0%** of Administration and Maintenance facilities have a TERM condition rating below 3 ("Adequate") • **19%** of Passenger and Parking 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") • No greater than **15%** of Passenger and Parking facilities have a TERM condition rating below 3 ("Adequate")
Infrastructure applies to public transportation rail infrastructure only.	• N/A	• N/A	• N/A

Regional performance for rolling stock and equipment is measured by each asset class's ULB while facilities are measured by their TERM condition rating. The share of rolling stock and equipment exceeding the ULB increased between the baseline and most recent performance measurement. These assets also exceed the regional performance targets for rolling stock and equipment. Based on the most recent performance measurement, the share of passenger and parking facilities with a TERM condition rating below 3 increased from the baseline and these facilities exceed the regional performance target.

Transit Safety Inventory

SCOG set regional targets for Transit Safety in November 2020. Targets were based on the five-year rolling average (inventory) of past performance by Skagit Transit. Measures for transit safety include fatalities, fatality rate, injuries, injury rate, safety events, safety event rate, and system reliability. The most recent safety targets are included in the 2024 update of Skagit Transit's Public

Transportation Safety Plan (PTASP). However, unlike the 2020 baseline data, performance targets from the 2024 update are analyzed as a three-year average of the calendar years 2018, 2019, and 2021. The calendar year of 2020 is not included in the calculations due to the significant reduction in service during the COVID-19 pandemic. Transit safety performance targets and regional performance are organized by fixed-route and non-fixed-route bus and are shown in Table 3.

Table 3. Transit Safety Inventory

Description	Baseline Regional Performance* (2020)	Current Regional Performance** (2024)
Fatalities (Total fatalities)	• Fixed-Route Bus***: 0 • Non-Fixed-Route Bus****: 0	• Fixed-Route Bus: 0 • Non-Fixed-Route Bus: 0
Fatality Rate (Fatalities per total vehicle revenue miles by mode)	• Fixed-Route Bus: 0.00 • Non-Fixed-Route Bus: 0.00	• Fixed-Route Bus: 0.00 • Non-Fixed-Route Bus: 0.00
Injuries (Total injuries)	• Fixed-Route Bus: 2 • Non-Fixed-Route Bus: 1	• Fixed-Route Bus: 6.6 • Non-Fixed-Route Bus: 3.6
Injury Rate (Injuries per total vehicle revenue miles by mode)	• Fixed-Route Bus: 0.20 • Non-Fixed-Route Bus: 0.08	• Fixed-Route Bus: 0.56 • Non-Fixed-Route Bus: 0.27
Safety Events (Total safety events)	• Fixed-Route Bus: 20 • Non-Fixed-Route Bus: 12	• Fixed-Route Bus: 19 • Non-Fixed-Route Bus: 11
Safety Event Rate (Safety events per total vehicle revenue miles by mode)	• Fixed-Route Bus: 1.40 • Non-Fixed-Route Bus 0.80	• Fixed-Route Bus: 1.34 • Non-Fixed-Route Bus: 3.6
System Reliability (Mean distance between major mechanical failures by mode)	• Fixed-Route Bus: 74,874 • Non-Fixed-Route Bus: 69,582	• Fixed-Route Bus: 76,161 • Non-Fixed-Route Bus: 498,232

*Notes: *Targets were based on the five-year rolling average (2016-2020); **Targets were based on the three-year average (2018, 2019, 2020); ***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.*

Despite the differences in tracking of regional performance between the 2020 and 2024 inventories, general observations suggest that measures for fatalities and fatality rate show no change while performance measures increased for the other performance measures for fixed-route and non-fixed-route bus.

Highway Safety

SCOG – along with all other MPOs in Washington state – worked to set regional performance targets for highway safety in 2025. *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. As part of the 2025 annual target setting process, WSDOT and its partners adopted the Target Zero approach for the Transportation Performance Management (TPM) report and submitted the updated 2026 targets to FHWA in October 2025. Similar to transit safety, highway safety includes performance measures and targets for fatalities, fatality rate, serious injuries, serious injury rate, and non-motorist fatalities and serious injuries. Baseline (2018) and updated (2024) highway safety data, as well as statewide 2026 official targets, are shown in Table 4.

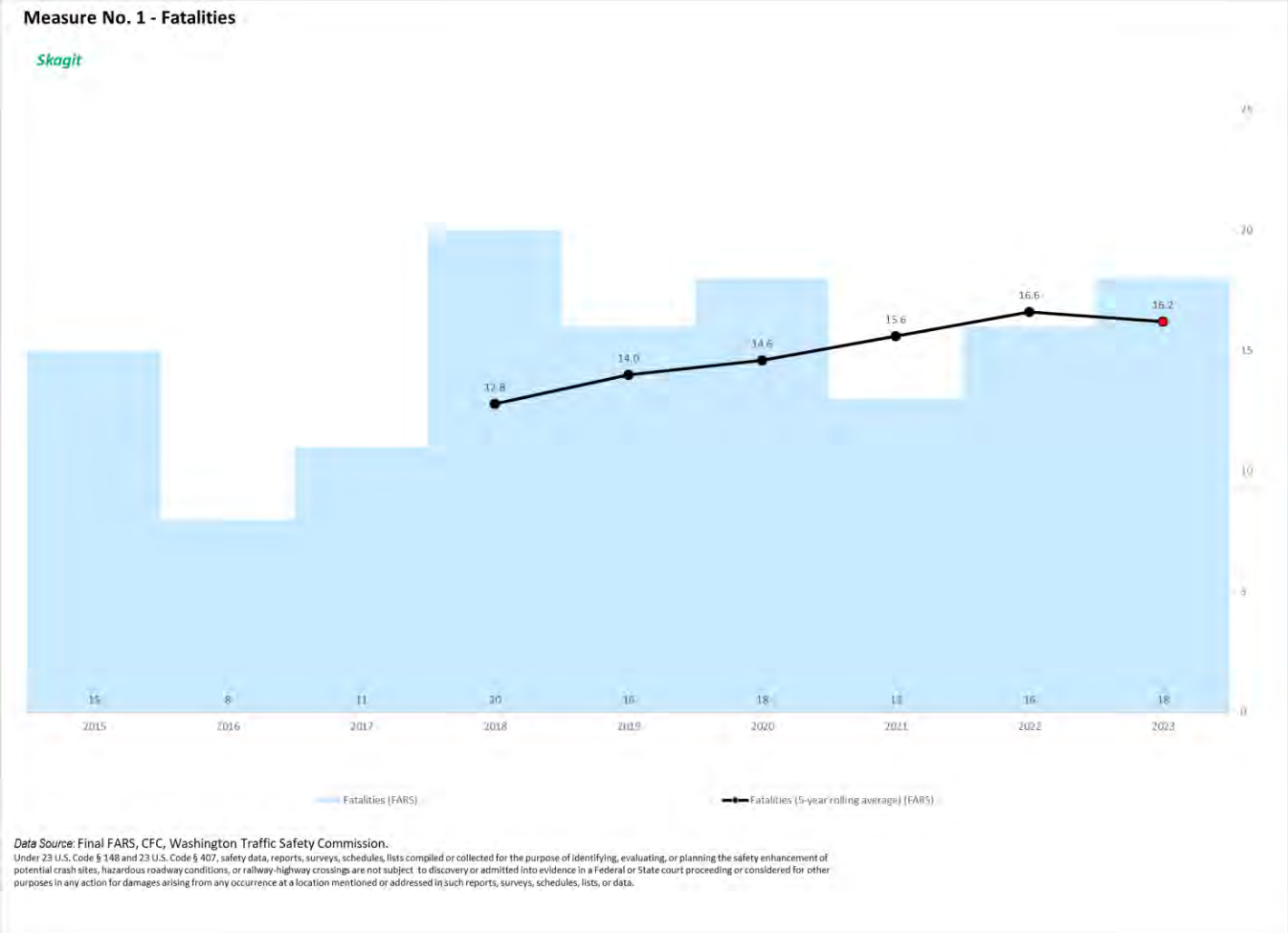
Table 4. Highway Safety Inventory

Description	Baseline Regional Performance (2018)	Current Regional Performance (2024)	Statewide 2026 Official Targets (WSDOT TPM Report)
Fatalities (Five-year rolling average of fatalities on all public roadways in the Skagit region)	• 13.2	• 16.2	• 470.1
Fatality Rate (Five-year rolling average of fatalities per 100 million vehicle miles traveled in the Skagit region)	• 0.925	• 1.165	• 0.800
Serious Injuries (Five-year rolling average of serious injuries on all public roadways in the Skagit region)	• 52.0	• 59.6	• 2,022.7
Serious Injury Rate (Five-year rolling average of serious injuries per 100 million vehicle miles traveled in the Skagit region)	• 3.636	• 4.271	• 3.476
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)	• 10.6	• 10.8	• 466.7

The following figures show the total and rolling average for each of the five highway safety performance measures. While not shown in the figures, the 2018 data included performance measures from 2010-2018 and the 2024 data includes performance measures from 2015-2023. The rolling averages for fatalities, serious injuries, and serious injury rate show an increase in the 2018 and 2024 data with a more gradual increase in the 2024 data. Fatality rate has a similar trend

except that the rolling averages between 2022 and 2023 show a decrease. Lastly, non-motorist fatalities and serious injuries show an increase in rolling averages in the 2018 data compared to increases and decreases in the 2024 data.

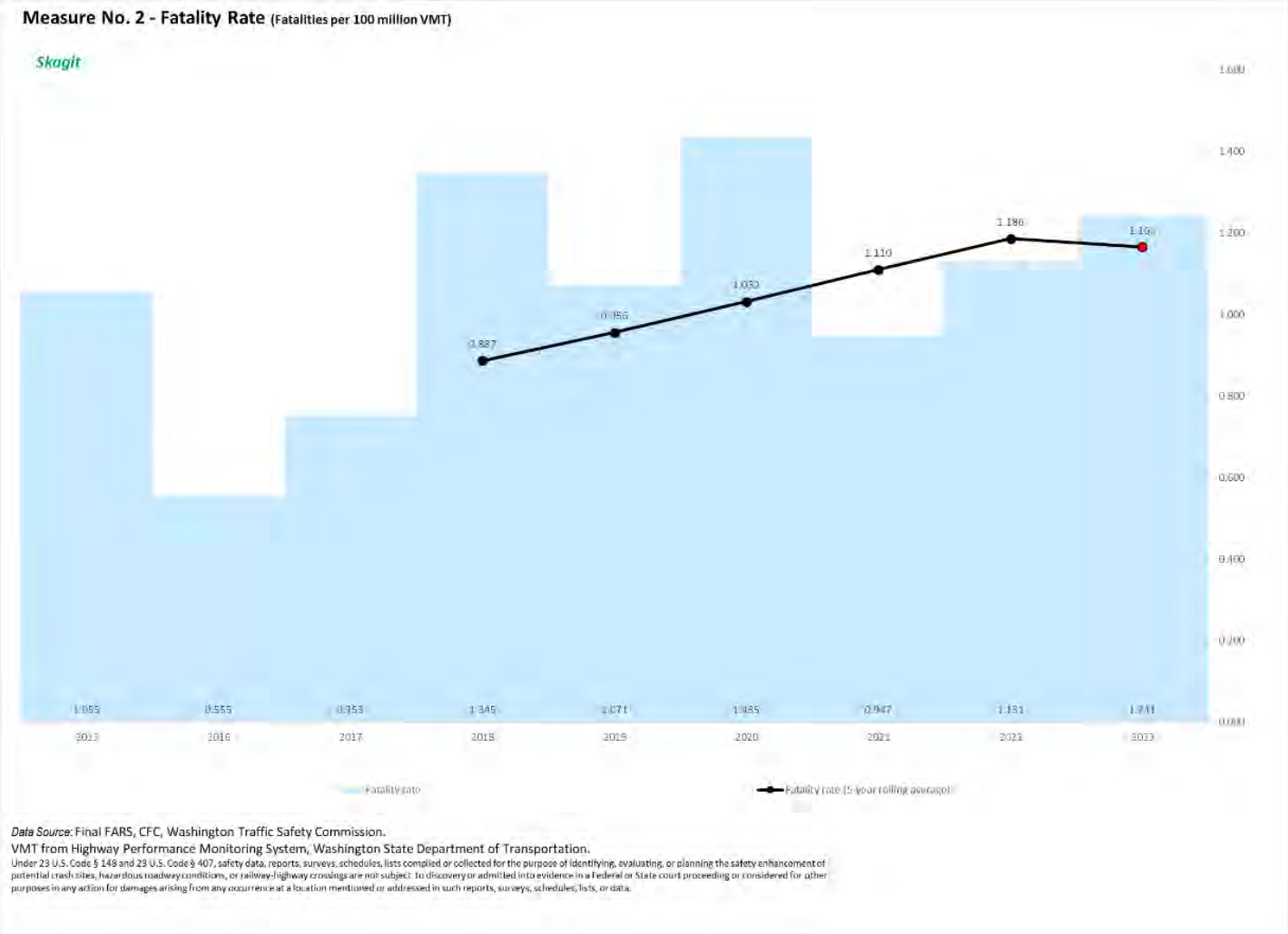
Fatalities (2024)



Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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.

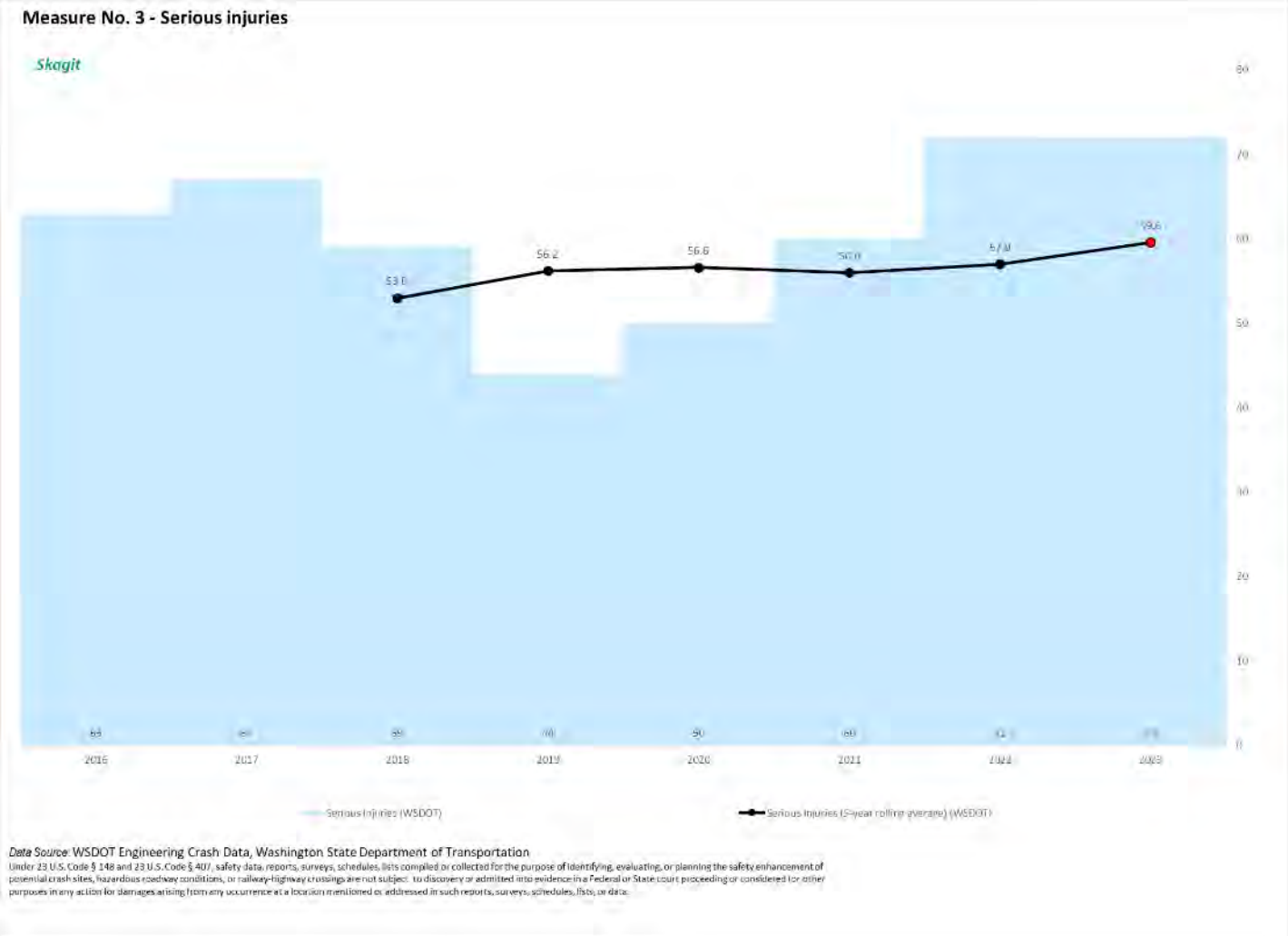
Fatality Rate (2024)



Data Source: Final FARS, CFC, 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 § 407, 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.

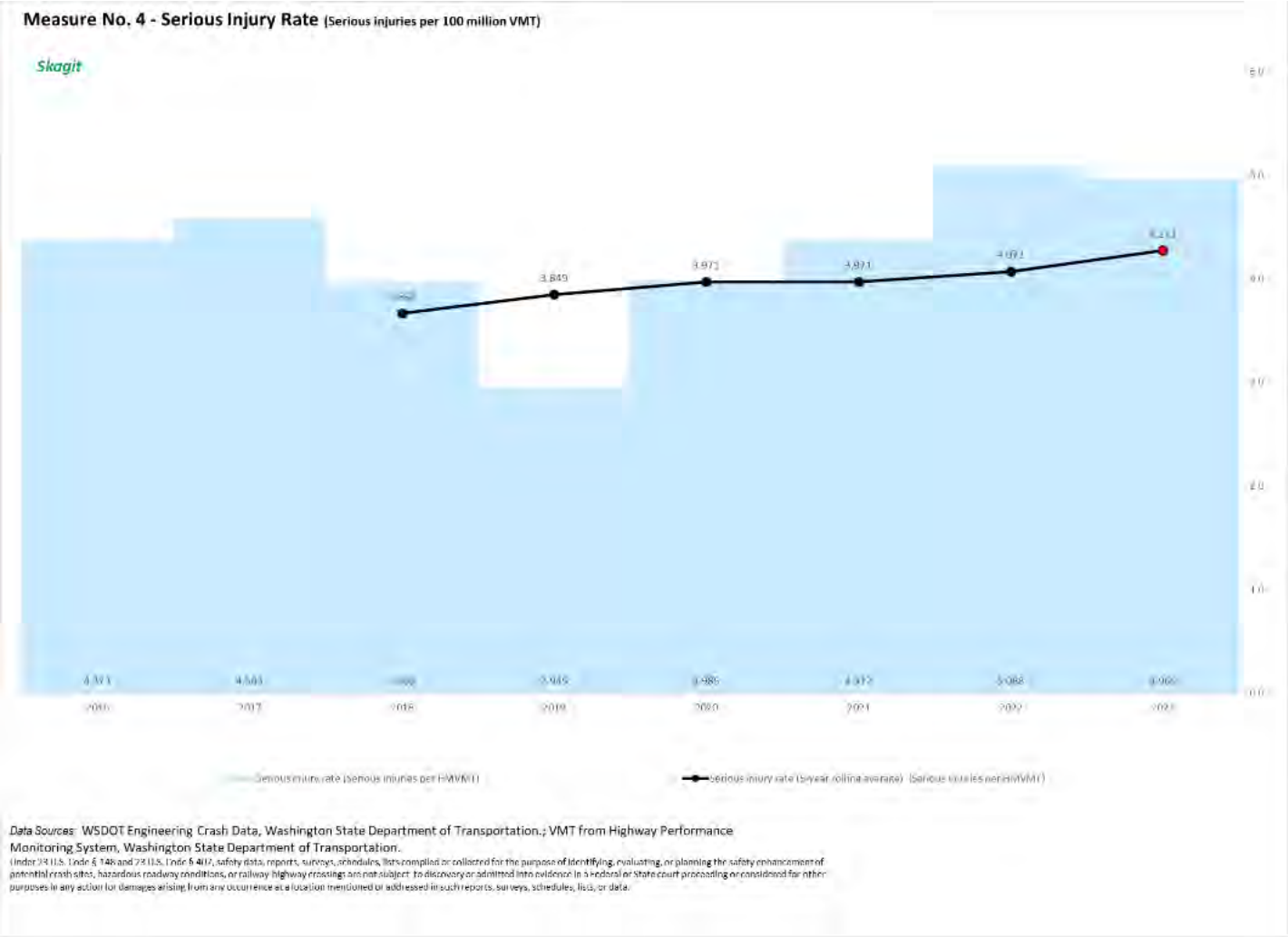
Serious Injuries (2024)



Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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.

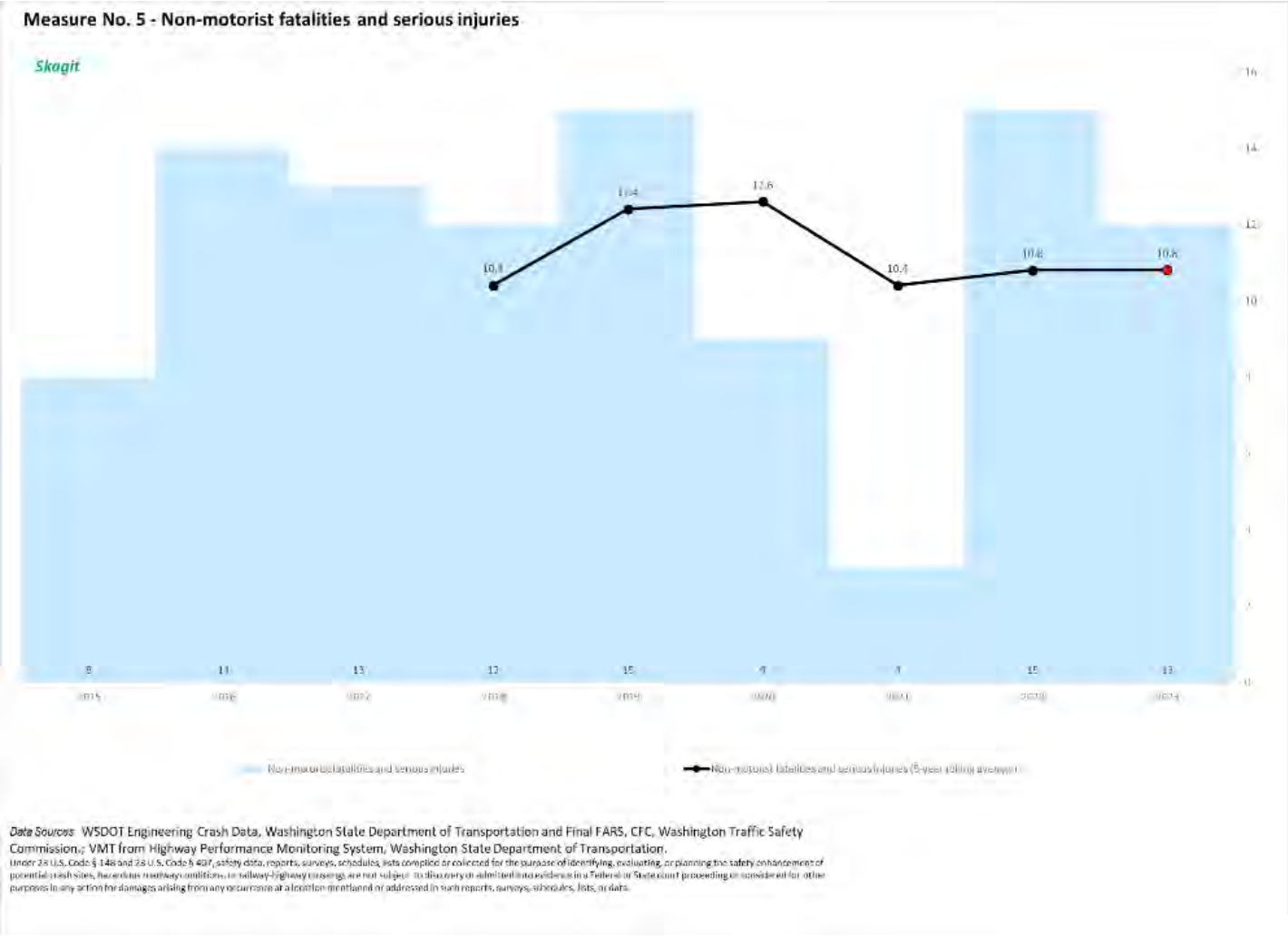
Serious Injury Rate (2024)



Data Sources: WSDOT Engineering Crash Data, 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 § 407, 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.

Non-Motorist Fatalities and Serious Injuries (2024)



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 pavement condition in spring 2023. A Good Bridge condition is measured by the percent of National Highway System bridges in the Skagit region classified in good condition and a Poor bridge condition is measured by the percent of National Highway System bridges in the Skagit region classified in Poor condition.

As of April 5, 2023, WSDOT data indicates a total of 56 bridges in the Skagit region that are on the National Highway System. Of these, 56, 28 (50%) are rated in Good condition, 27 (48.2%) are rated in Fair condition and 1 (1.7%) is rated in Poor condition. The bridge rated in Poor condition was

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, and was completed in 2022.

Examples of Investment Priorities

The I-5/Southbound Samish River – Bridge Deck Overlay project, completed in 2022, 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 2022 with construction complete the same year. Funding to construct this project came 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 conditions 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 spring 2023. A Good Interstate/Non-Interstate pavement condition is measured by the percent of pavement on the Interstate System or the National Highway System in Good condition in the Skagit region and a Poor Interstate/Non-Interstate pavement condition is measured by the percent of pavement on the Interstate System or National Highway System in Poor condition in the Skagit region. WSDOT transportation facilities classified as an Interstate in the Skagit region include Interstate 5 and non-Interstate facilities include State Route 20 and State Route 536.

Baseline data is from 2016 and updated data from 2021 was provided by WSDOT to SCOG. Table 5 shows the condition of lane miles on Interstate 5 and on non-Interstate facilities.

Table 5. Pavement Condition Inventory

Description	Baseline Regional Performance (2016)	Current Regional Performance (2021)
Interstate Lane Miles in Good Condition	• 0.2 lane miles (0.4%)	• 106.9 lane miles (94.9%)
Interstate Lane Miles in Fair Condition	• 50.4 lane miles (95.3%)	• 3.7 lane miles (3.3%)
Interstate Lane Miles in Poor Condition	• 2.3 lane miles (4.3%)	• 0.0 lane miles (0.0%)
Interstate Lane Miles not classified*	• No data	• 2.0 lane miles (1.8%)
Total Interstate Lane Miles**	• 52.9 lane miles	• 112.72 lane miles
Non-Interstate Lane Miles in Good Condition	• 1.2 lane miles (15.9%)	• 27.5 lane miles (24.2%)
Non-Interstate Lane Miles in Fair Condition	• 6.1 lane miles (79%)	• 81.1 lane miles (71.4%)
Non-Interstate Lane Miles in Poor Condition	• 0.4 lane miles (5.2%)	• 2.1 lane miles (1.85%)
Non-Interstate Lane Miles not classified*	• No data	• 2.9 lane miles (2.6%)
Total Non-Interstate Lane Miles**	• 7.7 lane miles	• 113.6 lane miles

*Notes: *Lane miles that were inventoried as "unknown";**Totals may not sum to 100% due to rounding.*

Compared to the baseline data, the condition of lane miles on Interstate 5 and on non-Interstate facilities generally improved as a larger share of lane miles are in good condition and a smaller share of lane miles are in poor condition. Notable exceptions include an improvement in the overall condition of 0.2 lane miles on Interstate 5 and 0.23 lane miles on State Route 536 in addition to an increase in lane miles with an overall condition of poor on State Route 20. These changes are also accompanied by an overall increase in lane miles between 2016 and 2021.

Inventory data is also available for local government facilities, which includes National Highway System roadways owned by local jurisdictions in Anacortes, Burlington, Mount Vernon and unincorporated Skagit County. The overall condition of local facilities is similar to baseline data apart from 0.8 lane miles of Riverside Drive from E Fir Street to East College Way that were inventoried as an overall condition of poor.

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 (NPMRDS) – 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. The data is 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 data is provided as charts and maps through an NPMRDS analytics website. The measure for Interstate Freight Reliability is calculated using a different methodology than the other two measures. Data from the NPMRDS for travel time reliability is available for 2018 and 2022. Table 6 shows the baseline and current regional performance for highway and freight travel time reliability.

Table 6. Highway and Freight Travel Time Reliability

Description	Baseline Regional Performance (2018)	Current Regional Performance (2022)
Interstate Travel Time Reliability (Percent of person-miles traveled on the Interstate System that are reliable in the Skagit region)	• 100%	• 100%
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)	• 93.9%	• 94.7%
Interstate Freight Reliability (Truck Travel Time Reliability Index on the Interstate System in the Skagit region)	• 1.23	• 1.22

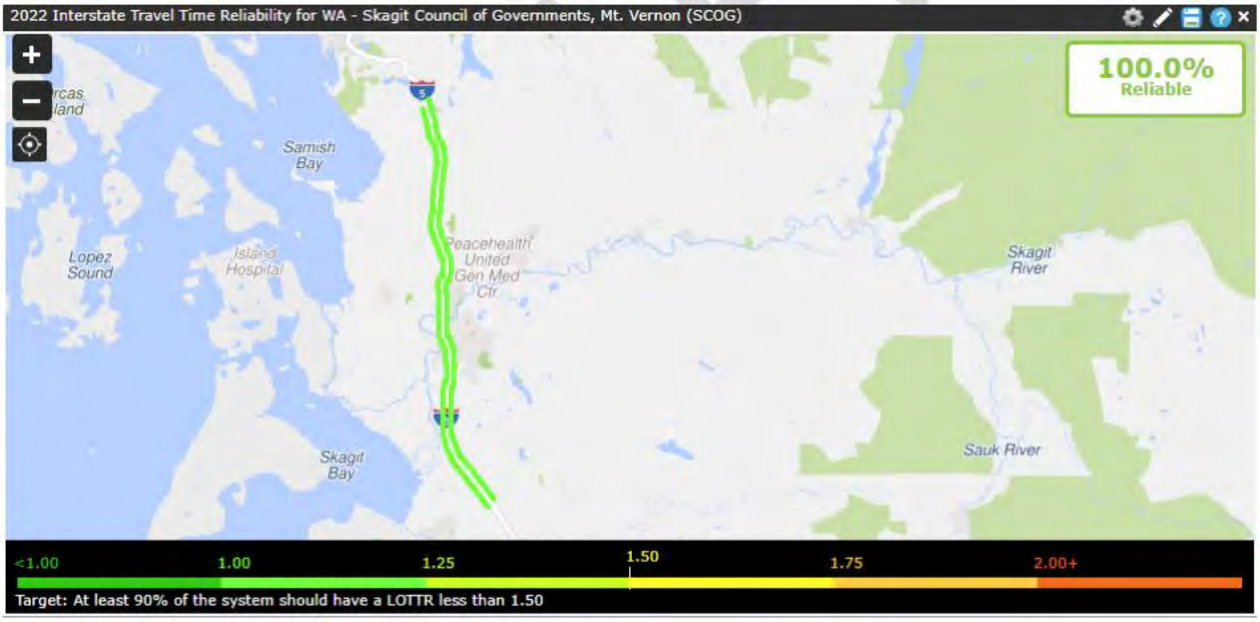
Travel time reliability remains unchanged for Interstate facilities and slightly increased for non-Interstate facilities. Truck travel time reliability is generally similar between the 2018 and 2022 targets. The following screenshots also show the inventories for travel time reliability in the Skagit region. The 2022 information on the following screenshots is illustrative and does not reflect any regional performance targets set by SCOG for travel time reliability.

2022 Interstate 5 Travel Time Reliability

2022 Interstate 5 Travel Time Reliability

Calculated using 100.00% of miles in Skagit Council of Governments

Data source: NPMRDS INRIX



Calculated using 100.00% of miles in Skagit Council of Governments

Totals: 1029668110.749/1029668110.749

Data source: NPMRDS INRIX

2022 Non-Interstate Travel Time Reliability for National Highway System

2022 NON-INTERSTATE 5 TRAVEL TIME RELIABILITY FOR NATIONAL HIGHWAY SYSTEM

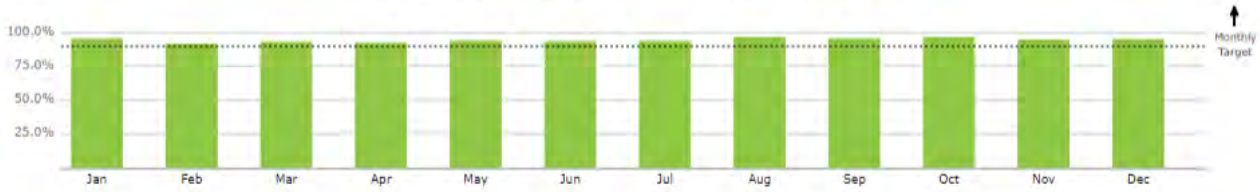
WA - Skagit Council of Governments, Mt. Vernon (SCOG)

MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)

2022 Target
at least
90.0%

94.7%
Year-to-Date
2022

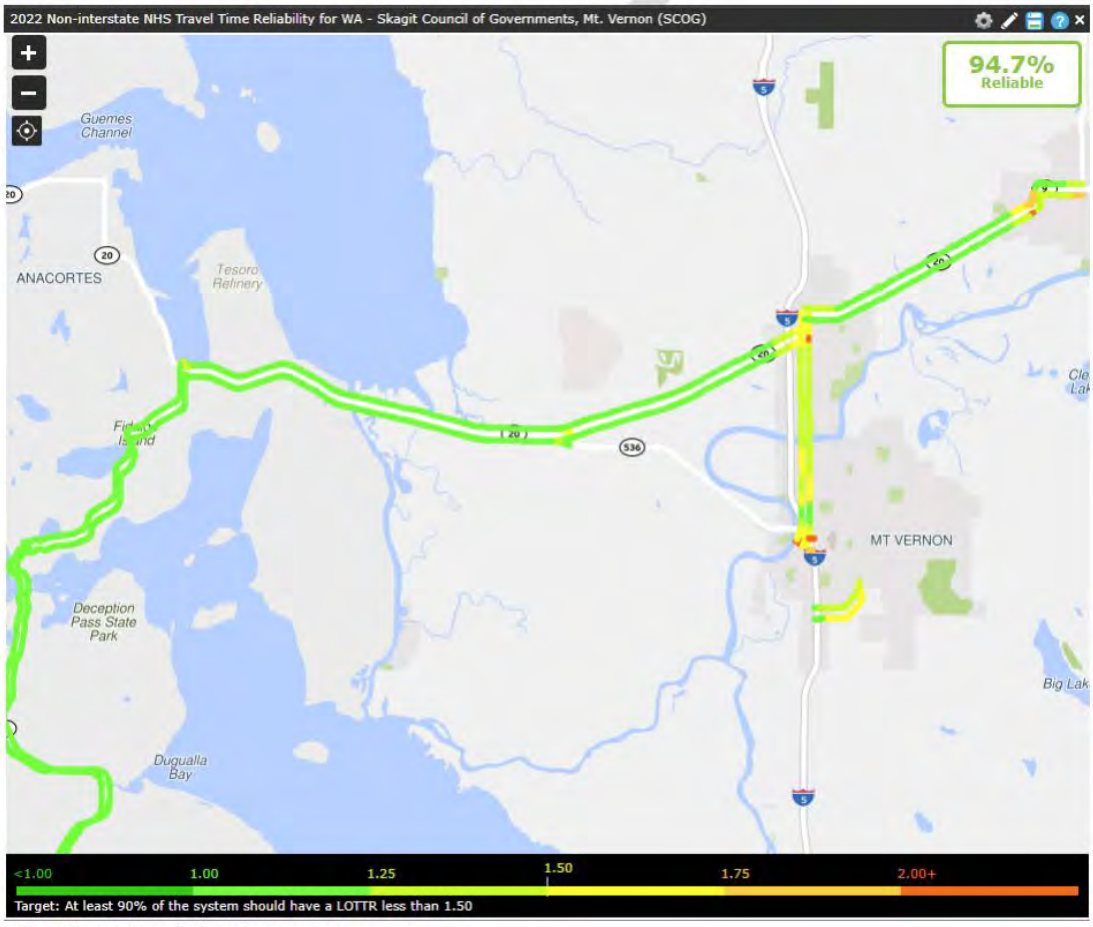
Target: At least 90% of the system should have a LOTTR less than 1.50



Show map...

Calculated using 100.00% of miles in Skagit Council of Governments

Data source: NPMRDS INRIX



Calculated using 100.00% of miles in Skagit Council of Governments

Totals: 485742558.815/513033052.263

Data source: NPMRDS INRIX

2022 Truck Travel Time Reliability

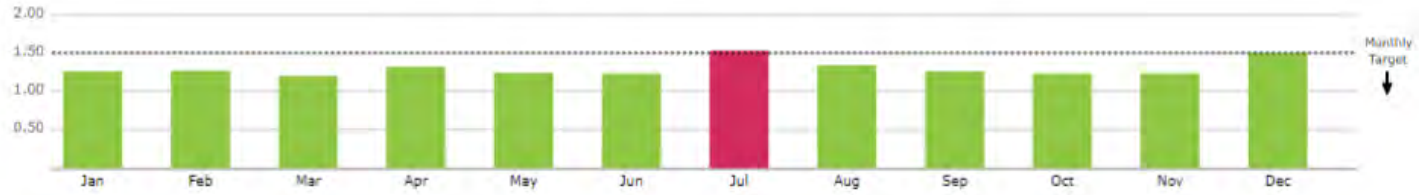
2022 Truck Travel Time Reliability

WA - Skagit Council of Governments, Mt. Vernon (SCOG)
MAP-21 Truck Travel Time Reliability Index (for interstate roads only)

2022 Target
less than
1.50

1.22
Year-to-Date
2022

Target: The system should have a TTTR less than 1.50



Show map...

Calculated using 100.00% of miles in Skagit Council of Governments
Data source: NPMRDS INRIX

Calculated using 100.00% of miles in Skagit Council of Governments
Totals: 67.34478/55.094
Data source: NPMRDS INRIX

Level of Service

As part of the RTP, SCOG is adopting a regional performance measure related to LOS. Table 7 below identifies the LOS for regional roadways. This information serves as a baseline for SCOG to track progress in future RTP updates.

Table 7. LOS on Regional Roadways

Regional Roadway	Baseline LOS (2022)	Forecasted LOS (2050 – Planned)
Interstate 5		
I-5 Rural South (I-5 South External to Old Highway 99)	B	B
I-5 Urban Mount Vernon (Old Highway 99 to Skagit River)	B	B
I-5 Urban Burlington (Skagit River to Cook Road)	B	B
I-5 Rural North (Cook Road to Cook Road)	B	B
State Route 20		
State Route 20 Spur route (Anacortes Ferry Terminal to Sharpes Corner)	C	C
State Route Rural route (Deception Pass to Gibraltar Road)	D	D
State Route Urban route (Gibraltar Road to Swinomish Channel)	C	C
State Route Rural route (Swinomish Channel to Pulver Road)	C	C
State Route Burlington Sedro-Woolley route (Pulver Road to Helmick Road)	D	F
State Route Rural East route (Helmick Road to SR 20 East External)	C	C
State Route 9		
State Route 9 Rural South (SR 9 South External to SR 538/College Way)	C	C
State Route 9 Rural Middle (SR 538/College Way to Skagit River)	C	C
State Route 9 Urban (Skagit River to Kalloch Road)	D	D
State Route 9 Rural North (Kalloch Road to SR 9 External)	C	C
State Route 536		
State Route 536 Rural (SR 20 to Valley View Drive)	C	C
State Route 536 Urban (Valley View Drive to I-5 at Kincaid)	C	D
State Route 538 College Way		
State Route 538 College Way Urban (I-5 to SR 9)	D	D
State Route 11		
State Route 11 Rural Chuckanut Drive (Burlington Blvd/Josh Wilson Road to SR 11 External)	C	C

Community Engagement

As part of the RTP, SCOG is adopting a regional performance measure related to community engagement. Table 8 below identifies the community engagement metrics captured during the Move Skagit 2050 process. This information serves as a baseline for SCOG to track progress in future RTP updates.

Table 8. Engagement Metrics

Engagement Activity	Baseline Engagement Numbers (2025)
Online Interactive Map	204 Comments
Community Event Comments	218 Comments
Tabling and Community Events Attended	9
Number of Visitors to the Project Website*	1,027
Number of Contributors to the Project Website**	204
Conversion of Visitors to Contributors on Project Website	4.62%
Total Number of Downloads from Project Website	258
Top languages used on Project Website	English: 95% Spanish: 0.3% Filipino: 0.2% Haitian: 0.2%

*Notes: *Visitors are only counted once, even if they visit the website several times in one day.*
***Contributors left feedback or contributed to an interactive website feature.*
Website metrics capture visitors between 1/21/2025 and 12/29/2025; updates will be captured in Final RTP.