



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Katrina Van Every, Transportation Manager

DATE: April 28, 2023

SUBJECT: Transportation Performance Measures

PURPOSE

Approve the Federal Transportation Performance Measures and Resolution 2023-03

Summary:

- Washington State Department of Transportation (WSDOT) adopted updated performance measures for pavement, bridges, system performance/congestion, and freight movement on December 16, 2022. The Thurston Regional Planning Council (TRPC) has 180 days to take action on these targets.
- TRPC is no longer included in the performance measures for air quality because the region is no longer in a maintenance area for air quality.
- TRPC can either support the WSDOT measures or adopt our own. Staff supports the region adopting the WSDOT measures, as was done in 2018.
- Staff further suggests continuing to support the WSDOT measures as they are periodically updated in the future and doing so by reaffirming the updated targets in a similar manner to the transportation safety targets.

REQUESTED ACTION

Adopt Resolution 2023-03 - Federal transportation performance measures.

kva:bl

Attachment



Marc Daily
Executive Director

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EQUITY CONSIDERATIONS

The National Highway System (NHS) serves as the backbone of our regional transportation system, and those who drive, carpool, and use transit largely rely on it functioning well. Although equity is not directly considered in this agenda item, how well the NHS functions has a direct impact on access to goods and jobs for underserved and vulnerable populations in our region. These performance measures largely describe how well the NHS is maintained and functions.

BACKGROUND

Working with Metropolitan Planning Organizations (MPOs), WSDOT established performance measures and targets for pavement condition, bridge condition, system performance/congestion, and freight movement in 2018. At that time, TRPC elected to support the WSDOT measures rather than adopting their own. Each of these targets is therefore measured at the state level, not at the local level. They are also – along with other performance measures – incorporated in the Regional Transportation Improvement Program (RTIP) as part of Appendix C, *Performance Measures* and the Regional Transportation Plan (RTP) as part of Appendix I, *System Performance Report*.

On December 16, 2022, WSDOT adopted updated performance measures and targets as follows:

Performance Measure	Baseline	2-year target	4-year target
Pavement Performance Measures			
Percent of Interstate Pavement on the National Highway System in good condition	46.0%	30.0%	30.0%
Percent of Interstate Pavement on the National Highway System in poor condition	1.9%	4.0%	4.0%
Percent of non-Interstate Pavement on the National Highway System in good condition	20.3%	45.0%	45.0%
Percent of non-Interstate Pavement on the National Highway System in poor condition	4.2%	5.0%	5.0%
Bridge Performance Measures			
Percent of National Highway System Bridges classified in good condition (weighted by deck area)	32.8%	30.0%	30.0%
Percent of National Highway System Bridges classified in poor condition (weighted by deck area)	8.8%	10.0%	10.0%
Highway System Performance (Congestion)			
Percent of person-miles traveled on the Interstate System that are reliable	82.4%	77.2%	72.5%
Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable	87.8%	88.1%	88.4%
National Freight Movement Program			
Truck Travel Time Reliability (TTTR) Index	3.9	4.5	4.5

ISSUES

By June 14, 2023, TRPC must either support the WSDOT measures or adopt its own measures. Supporting the WSDOT measures includes agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT target. Staff suggests supporting the WSDOT measures as we already plan and program projects that support the various performance measures. Staff also recommends continuing to support these measures as they are periodically updated. This can be done in the same manner as the safety targets – sending WSDOT a letter reaffirming TRPC’s agreement to plan and program projects so that they contribute to accomplishing the relevant WSDOT targets.

STAFF RECOMMENDATION

Staff recommends TRPC support the WSDOT measures and continuing to do so as they are periodically updated.

Timing. The following are the steps and proposed timeline for TRPC’s adoption of the updated performance measure targets.

- April 6, 2023, Technical Advisory Committee (TAC) review.
- April 7, 2023, TRPC first review.
- April 12, 2023, Transportation Policy Board (TPB) review and recommendation.
- May 5, 2023, TRPC adoption.

Coordination with Other Plans. The revised targets will be reflected in the Regional Transportation Plan (RTP) when we next update the plan in 2025. The Regional Transportation Improvement Program (RTIP) includes a description of how the RTIP contributes to achieving the performance targets in the RTP. This will continue to be true with the revised targets.

Penalties. If the U.S. Department of Transportation (USDOT) secretary determines that a **state** has not met or made significant progress toward achieving its performance targets, several things may happen depending on the specific performance measure. For the most part, WSDOT will lose some flexibility in how they program out federal funding to various safety, highway, and bridge programs and be required to document actions needed to achieve targets.

Penalties are not applied at the MPO level; however, our local jurisdictions apply for competitive state grants in the various safety, highway, and bridge programs that may be affected if the state targets are not met. Overall funding to the state will remain the same.

ADDITIONAL INFORMATION

Pavement Performance Measures

Pavement performance measures are related to the percent of pavement on the State’s National Highway System (NHS) in good or better condition. The roadways in Thurston County that are part of the NHS are shown in Figures 1 and 2. Eighty-three percent are part of the state-owned system (62% interstate; 21% non-interstate) and the remaining 17% are locally owned.

WSDOT’s Pavement Office conducts pavement ratings for all NHS routes. Pavement ratings are complicated as the Federal Act requires that one type of rating system be used to develop 2-year targets, and another to develop 4-year targets. Only the 4-year targets can be related to current conditions.

WSDOT has selected targets that they feel are achievable based on current conditions and current funding levels. WSDOT has provided each MPO with pavement performance measure data for their MPO. Table 1 provides statewide pavement conditions in 2017 and 2021 for the various performance measures compared to the current 4-year target.

Table 1: Pavement Ratings on the National Highway System

Pavement Ratings	2017	2021	4-Year Target
Percent of Interstate Pavement on the National Highway System in good condition	32.5%	46.0%	30.0%
Percent of Interstate Pavement on the National Highway System in poor condition	3.6%	1.9%	4.0%
Percent of non-Interstate Pavement on the National Highway System in good condition	18.0%	20.3%	45.0%
Percent of non-Interstate Pavement on the National Highway System in poor condition	5.0%	4.2%	5.0%

Source: WSDOT.

Figure 1: Countywide National Highway System.

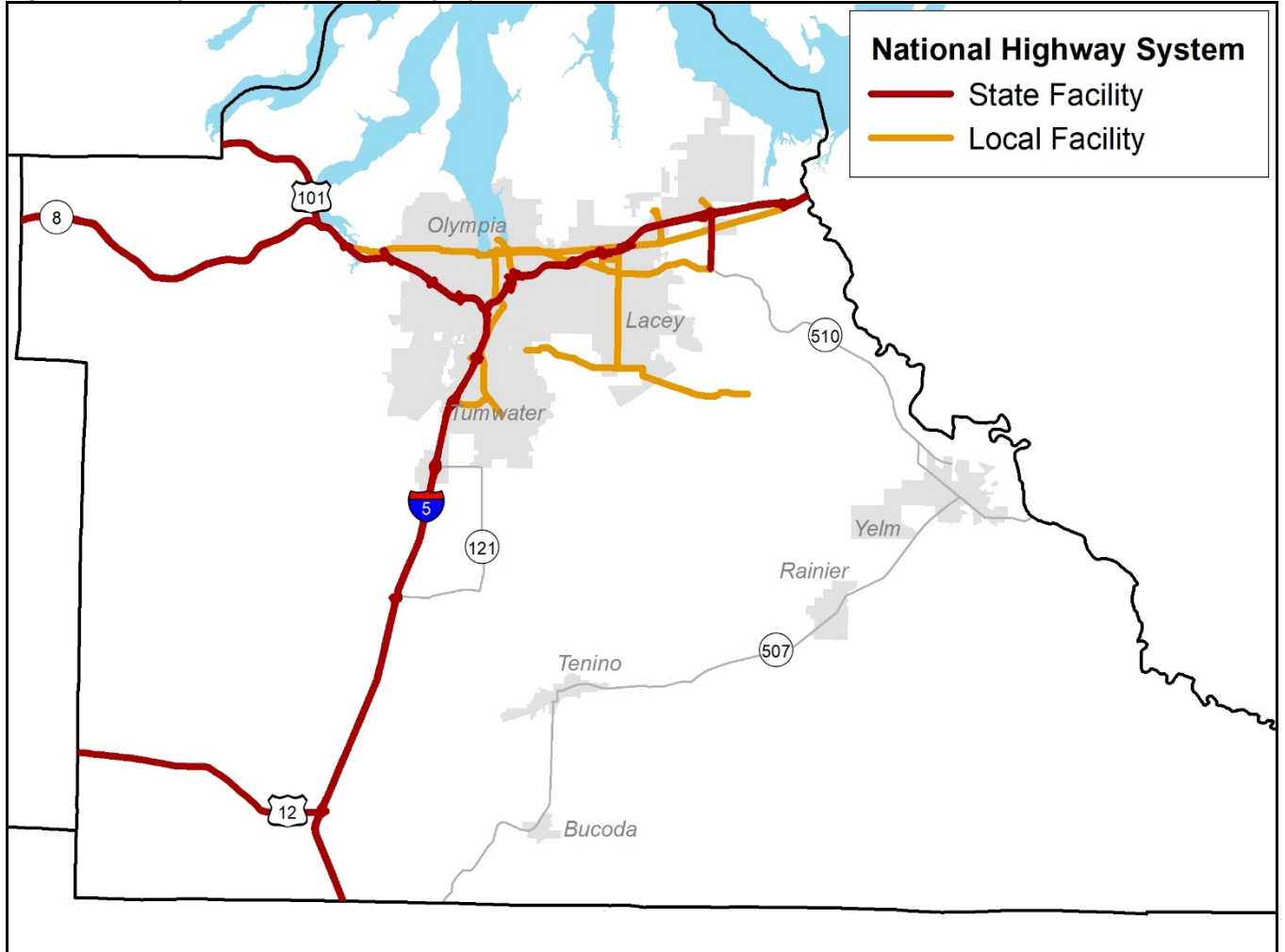
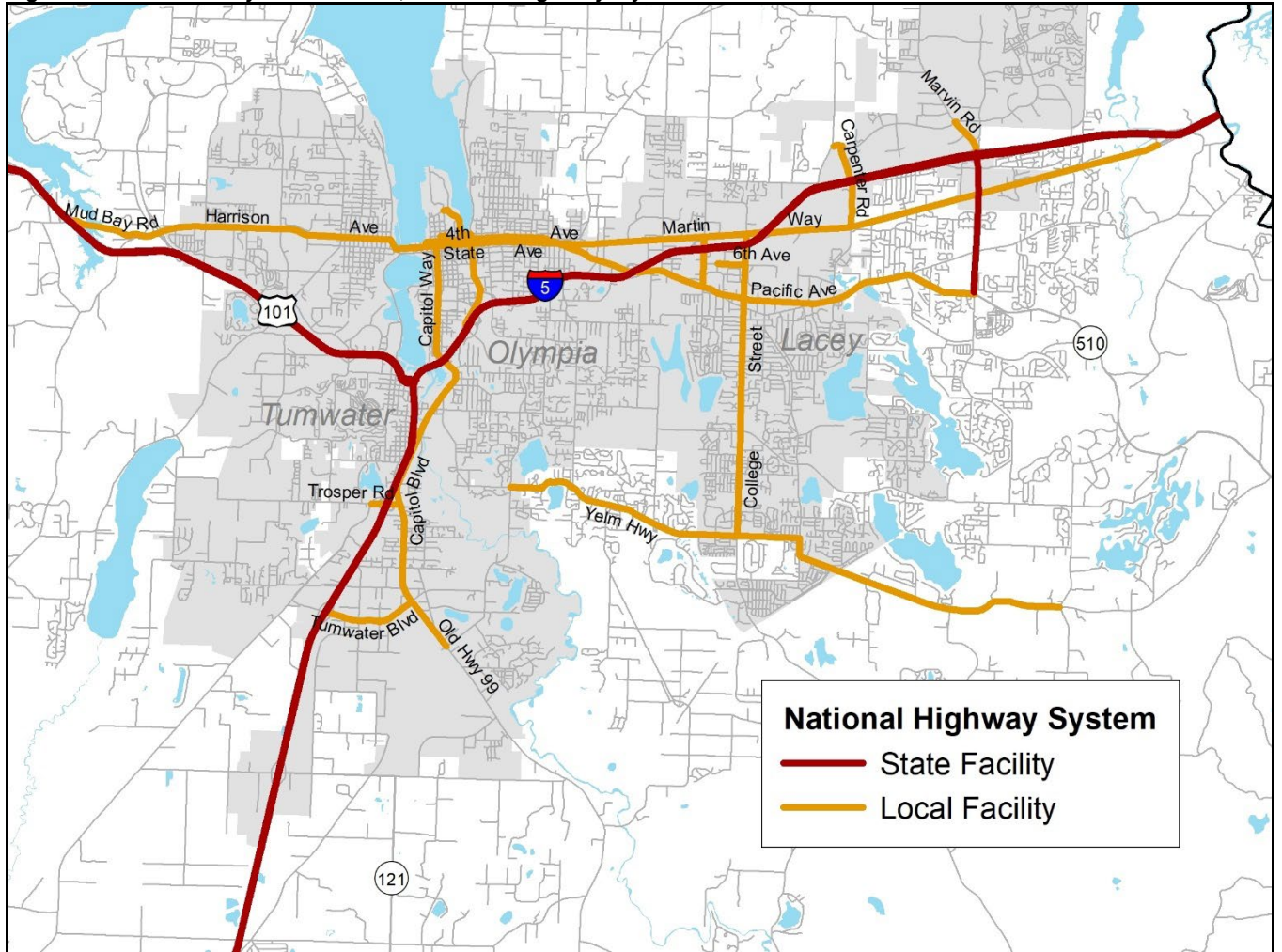


Figure 2: North County urban areas, National Highway System



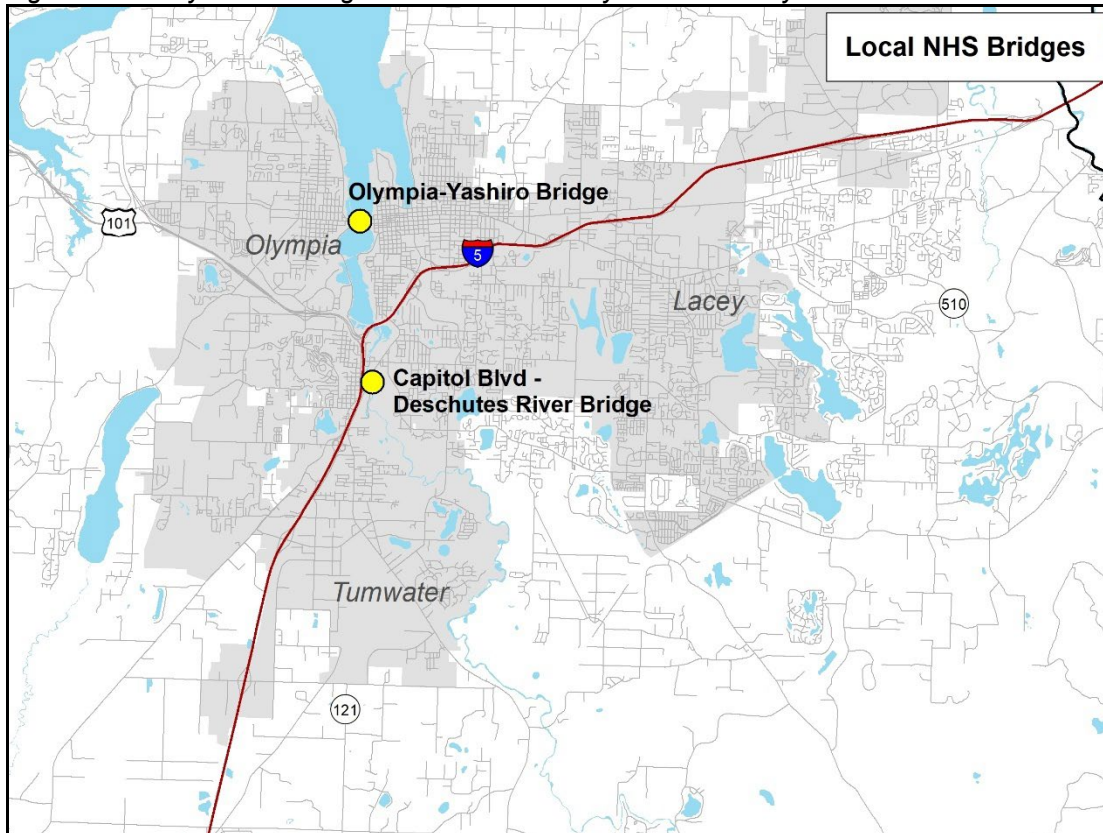
Bridge Performance Measures

Bridge performance measures are related to condition for bridges on the NHS. WSDOT provides bridge condition data for this performance measure. There are 62 bridges in Thurston County on the NHS system. Three are locally owned and shown in Figure 3. As of December 2021, the only bridge rated poor on the NHS in Thurston County was the Plum Street bridge (north ramp) over Eastside Street. A bridge in "Poor" condition does not mean the bridge is unsafe for travelers or in danger of collapse, but it does indicate advanced deficiencies that need to be addressed. Table 2 provides statewide bridge conditions in 2017 and 2021 compared to the current 4-year target.

Table 2: Bridge condition.

Bridge Condition	2017	2021	4-Year Target
Percent of National Highway System Bridges classified in good condition (weighted by deck area)	32.8%	32.8%	30%
Percent of National Highway System Bridges classified in poor condition (weighted by deck area)	7.8%	8.8%	10%

Figure 3: Locally-owned bridges in Thurston County on the NHS system.



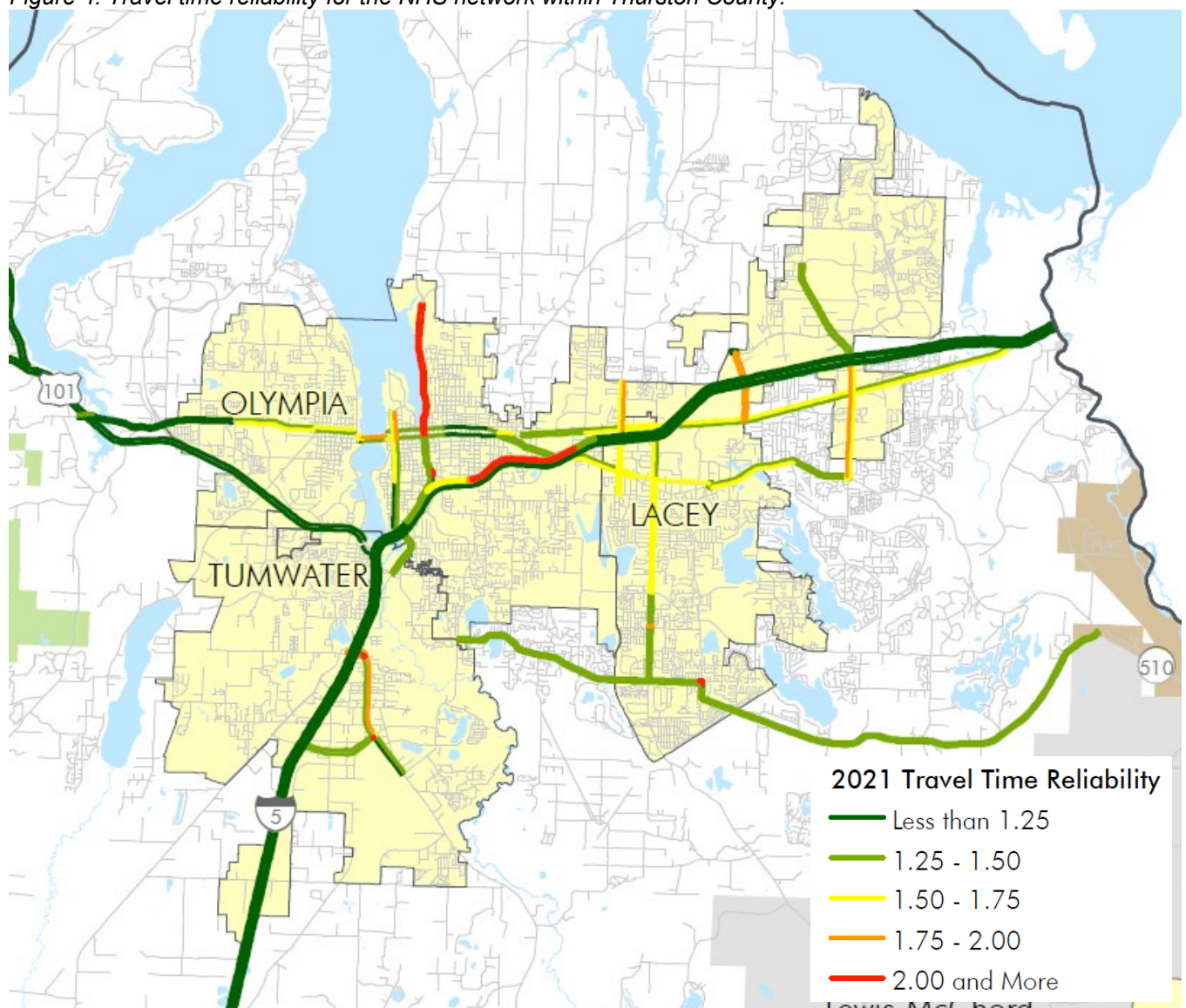
Note: The Olympia-Yashiro Bridge (4th Avenue Bridge) consists of two bridges.

Highway System Performance (Congestion)

The highway system performance measures relate to the number of person-miles traveled on the NHS that are reliable – or how reliable the travel time is through a particular corridor. The data to evaluate this performance measure comes from a company called INRIX and is provided by WSDOT through an on-line portal. Travel time reliability is the ratio of the 80th percentile travel time to the 50th percentile travel time. The ratio is calculated for four time periods: AM and PM peaks for weekdays and weekends. The maximum is shown in Figure 4.

A ratio less than 1.50 indicates travel time for that segment of the NHS is reliable; a ratio 1.50 or greater indicates that travel time on that segment of the NHS is unreliable.

Figure 4: Travel time reliability for the NHS network within Thurston County.

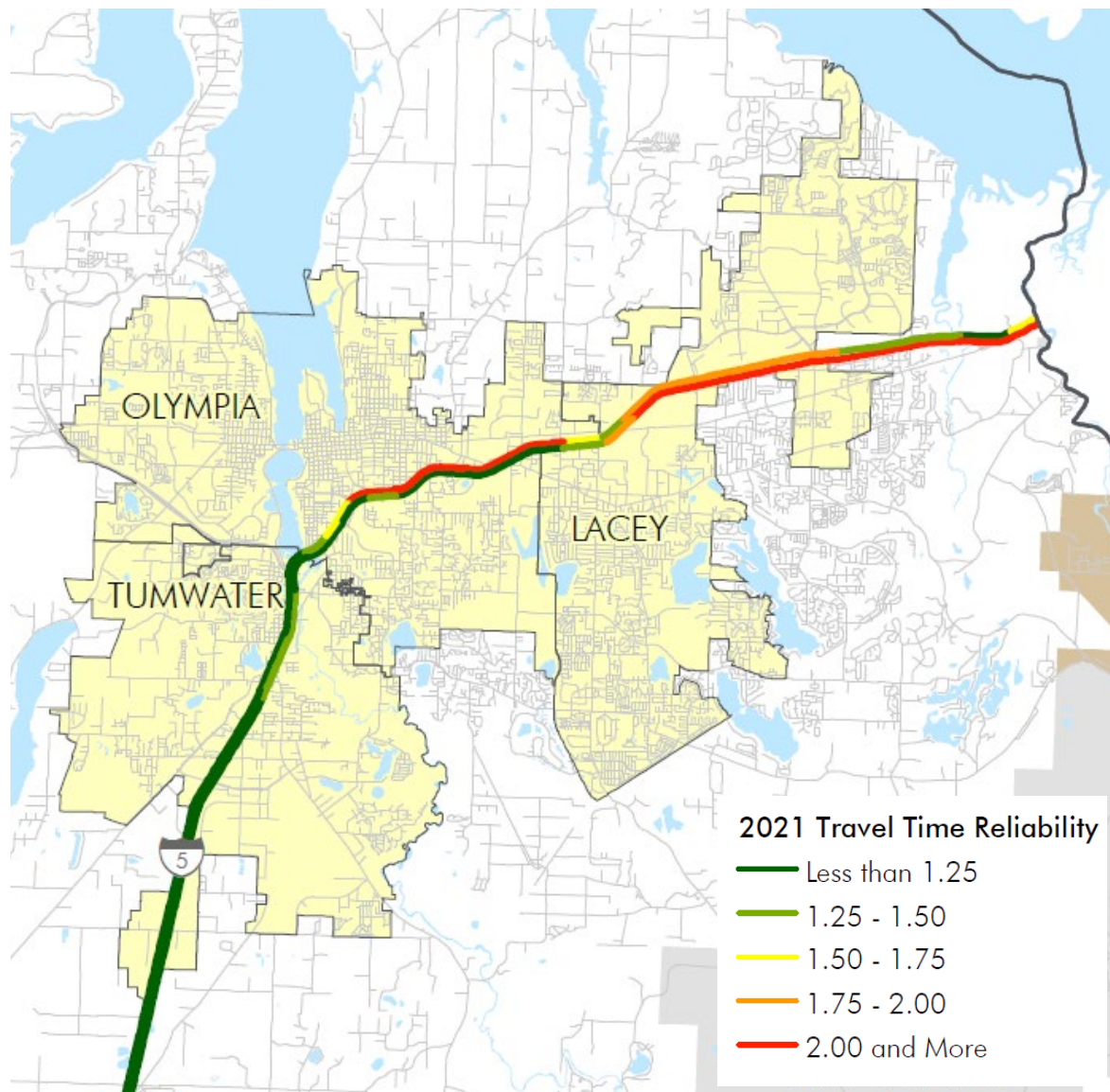


National Freight Movement Program

Similar to the Highway System Performance measure, the freight measure is based on truck travel time reliability only on the Interstate system. Truck travel time reliability is the ratio of the 95th percentile travel time to the 50th percentile travel time. The ratio is calculated for five time periods: weekday mornings, mid-days, and afternoons, overnight and weekends.

A ratio less than 1.50 indicates travel time for that segment of the NHS is reliable; a ratio 1.50 or greater indicates that travel time on that NHS segment is unreliable.

Figure 5: Truck Travel Time reliability for Thurston County.



**THURSTON REGIONAL PLANNING COUNCIL
RESOLUTION NO. 2023-03**

RELATING to Federal Transportation Performance Measures and Targets.

WHEREAS, Thurston Regional Planning Council (TRPC) is designated by the governor as the official Metropolitan Planning Organization (MPO) for the Olympia-Lacey, WA Urbanized Area; and

WHEREAS, TRPC also functions as the state-designated Regional Transportation Planning Organization; and

WHEREAS, TRPC therefore has the responsibility for developing and adopting a regional transportation plan and programming federal funding for transportation projects; and

WHEREAS, the Federal Surface Transportation Block Grant (STBG), STBG set-aside, Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality (CMAQ) funding programs that are the responsibility of TRPC are authorized by the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, (Public Law 117-58, November 15, 2021); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in July 2012 and established federal performance measures, with two primary goals:

- Increase transparency and accountability relating to states' investment of federal taxpayer dollars into transportation infrastructure and services nationwide, and
- Ensure that states distribute funds to transportation projects that collectively make progress toward the achievement of national goals.

WHEREAS, the National Performance Management Measures federal rule (23 CFR Part 490) requires the Washington State Department of Transportation (WSDOT) to set performance targets for the following:

- Highway Safety Improvement Program Measures (Safety)
- Condition of pavements on the Interstate System (Pavement);
- Condition of pavements on the National Highway System (NHS) (excluding the Interstate) (Pavement);
- Condition of bridges on the NHS (Bridges);
- NHS Travel Time Reliability (Highway System Performance);
- Freight movement on the Interstate System (National Freight Movement);
- Traffic congestion (Congestion Mitigation & Air Quality); and
- On-road mobile source emissions (Congestion Mitigation & Air Quality).

WHEREAS, the National Performance Management Measures Code of Federal Regulations (23 CFR Part 490) requires MPOs to take action on the performance measures after WSDOT has set targets; and

WHEREAS, WSDOT worked with MPOs through a Performance Measure Target Setting framework process to establish targets; and

WHEREAS, TRPC adopted safety performance targets in November 2017; and

WHEREAS, the Congestion Mitigation & Air Quality measures do not apply to TRPC because it is in attainment and no longer in a maintenance area; and

WHEREAS, TRPC has 180 days from December 16, 2022 to take action on the remaining WSDOT performance measure targets; and

WHEREAS, TRPC can either support WSDOT's measures for Pavement, Bridges, Highway System Performance, and Freight or establish its own targets for TRPC's planning area.

NOW, THEREFORE BE IT RESOLVED BY THE THURSTON REGIONAL PLANNING COUNCIL:

THAT TRPC agrees to support WSDOT's 2022-2025 performance period targets for Pavement, Bridges, Highway System Performance, and National Freight Movement, as attached herein; and

THAT TRPC will continue to support WSDOT's performance targets for Pavement, Bridges, Highway System Performance, and National Freight Movement when they are updated; and

THAT TRPC will plan and program projects, as resources allow, that contribute to the accomplishment of WSDOT targets within the TRPC planning area of Thurston County.

Adopted this 5th day of May, 2023.

ATTEST:

Marc Daily
Executive Director

Hilary Seidel, Chair
Thurston Regional Planning Council

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT) PERFORMANCE MEASURES AND TARGETS – 2022-2025 PERIOD (STATE-WIDE)

Performance Measure	Baseline	2-year target	4-year target
Pavement Performance Measures			
Percent of Interstate Pavement on the National Highway System in good condition	46.0%	30.0%	30.0%
Percent of Interstate Pavement on the National Highway System in poor condition	1.9%	4.0%	4.0%
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Percent of non-Interstate Pavement on the National Highway System in poor condition	4.2%	5.0%	5.0%
Bridge Performance Measures			
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National Freight Movement Program			
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