Appendix G
System Performance Report

Background

For the years 2025 to 2028, almost $27 million in federal funding has been programmed for transportation projects in the Thurston region (2025–2028 Regional Transportation Improvement Program for the Thurston Region). Congress established federal performance goals to ensure the most efficient investment of federal transportation funds. More specifically, the performance goals are intended to ensure such funding:

- Is refocused on national transportation goals;
- Increases the accountability and transparency of the Federal-Aid Highway Program; and
- Improves project decision-making through performance-based planning and programming.

Washington State Department of Transportation (WSDOT), Thurston Regional Planning Council (TRPC), and Intercity Transit (IT) work collaboratively to establish performance measures and targets; some apply statewide while others are specific to the Thurston region or Intercity Transit's public transportation benefit area.

Performance Measures

A performance measure is a measure of how well a program, project, activity, or system is functioning.

Performance measures answer how much, how well, and at what level. They focus on features like implementation, outcome, impact, effectiveness, efficiency, and quality.

Performance Measures

WSDOT, IT, and TRPC track 24 performance measures divided into seven topic areas:

Safety Performance (specific to the TRPC Metropolitan Planning Area)

1. Number of fatalities on all public roads
2. Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads
3. Number of serious injuries on all public roads
4. Number of serious injuries per 100 million VMT on all public roads
5. Number of non-motorist fatalities and serious injuries on all public roads

Federal Performance Goals (23 USC 150(b))

It is in the interest of the United States to focus the Federal-Aid Highway Program on the following national goals:

1. **Safety** – Achieve significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure Conditions** – Maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** – Improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal-Aid Highway Program

The Federal-Aid Highway Program supports state highway systems by providing financial assistance for the construction, maintenance, and operations of the nation's 3.9 million-mile highway network, including the Interstate Highway System, primary highways, and secondary local roads. The Federal Highway Administration (FHWA) is charged with implementing the Federal-Aid Highway Program in cooperation with the States and local government.

Source: Federal Highway Administration

Transit Safety Performance (specific to the TRPC Metropolitan Planning Area)

6. Number of fatalities
7. Number of fatalities per 100,000 vehicle revenue miles
8. Number of injuries
9. Number of injuries per 100,000 vehicle revenue miles
10. Number of safety events
11. Number of safety events per 100,000 vehicle revenue miles
12. System reliability

Pavement Performance (statewide)

13. Percent of interstate pavement on the National Highway System in good condition.
14. Percent of interstate pavement on the National Highway System in poor condition
15. Percent of non-interstate pavement on the National Highway System in good condition
16. Percent of non-interstate pavement on the National Highway System in poor condition

Bridge Performance (statewide)

17. Percent of National Highway System bridges classified in good condition (weighted by deck area)
18. Percent of National Highway System bridges classified in poor condition (weighted by deck area)

Highway System Performance (statewide)

19. Percent of person-miles traveled on the interstate system that are reliable
20. Percent of person-miles traveled on the non-interstate National Highway System that are reliable

Freight Performance (statewide)

21. Truck Travel Time Reliability (TTTR) Index

Transit Asset Management Performance (specific to Intercity Transit's public transportation benefit area)

22. Equipment: the percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB)
23. Rolling Stock: the percentage of revenue vehicles (by type) that meets or exceeds the ULB
24. Facilities: the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

Safety Performance (Specific to the TRPC Metropolitan Planning Area)

Target Zero, Washington State Strategic Highway Safety Plan provides the framework for safety performance measures. The state and TRPC have adopted a goal to reduce traffic fatalities and serious injuries on Washington's roadways to zero by 2030. To move toward this goal, every year WSDOT sets a two-year safety target using a Target Zero trend line methodology, which involves projecting a five-year rolling average out to zero by 2030. Safety data are collected and analyzed annually by WSDOT as part of the target setting and performance measure program, and WSDOT provides this information to TRPC and other MPOs.

WSDOT and TRPC have agreed to plan and program projects to work toward, and to achieve, Washington safety targets reported to the Federal Highway Administration (FHWA) as part of WSDOT's Highway Safety Improvement Program.

1. Number of fatalities on all public roads

	Fatalities	
Year	**Annual Number**	**5-Year Rolling Average**
2014	15	16.6
2015	14	14.8
2016	17	15.0
2017	19	15.8
2018	26	18.2
2019	21	19.4
2020	19	20.4
2021	24	21.8
2022	18	21.6
2023	36	23.6
2025 TARGET	--	16.9
2030 TARGET	0	--

The number of fatalities on roads in Thurston County has fluctuated since 2010 but has been on an upward trajectory since 2015. Meeting the 2025 target would require that no more than six fatalities could occur for the combined years of 2024 and 2025. The Thurston region is not on track to meet this target.

2. Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads

	Fatality Rate	
Year	**Annual Rate**	**5-Year Rolling Average**
2014	0.638	0.712
2015	0.578	0.631
2016	0.688	0.631
2017	0.757	0.652
2018	1.030	0.738
2019	0.830	0.778
2020	0.875	0.837
2021	1.035	0.906
2022	0.767	0.907
2023	1.500	1.001
2025 TARGET	**--**	**0.716**
2030 TARGET	**0**	**--**

When considering the number of miles driven on public roads in Thurston County, the annual fatality rate has fluctuated since 2010 but has been on an upward trajectory since 2015. Meeting the 2025 target of 0.716 fatalities per 100 million VMT over a five-year rolling average would require that no more than 0.28 fatalities per 100 million VMT could occur for the combined years of 2024 and 2025. The Thurston region is not on track to meet this target.

3. Number of serious injuries on all public roads

	Serious Injuries	
Year	**Annual Number**	**5-Year Rolling Average**
2014	82	67.6
2015	67	67.8
2016	77	70.2
2017	68	69.8
2018	73	73.4
2019	90	75.0
2020	86	78.8
2021	108	85.0
2022	117	94.8
2023	112	102.6
2025 TARGET	**--**	**73.3**
2030 TARGET	**0**	**--**

The number of serious injuries on roads in Thurston County has fluctuated since 2010 but has been on a generally upward trajectory since 2017. Meeting the 2025 target of no more than 73.3 serious injuries over a five-year rolling average would require that no more than 29 serious injuries could occur for the combined years of 2024 and 2025. The Thurston region is not on track to meet this target.

4. Number of serious injuries per 100 million VMT on all public roads

	Serious Injury Rate	
Year	**Annual N umber**	**5-Year Rolling Average**
2014	3.490	2.899
2015	2.767	2.889
2016	3.118	2.954
2017	2.711	2.889
2018	2.892	2.996
2019	3.559	3.013
2020	3.962	3.252
2021	4.656	3.559
2022	4.983	4.010
2023	4.667	4.365
2025 TARGET	**--**	**3.118**
2030 TARGET	**0**	**--**

When considering the number of miles driven on public roads in Thurston County, the annual serious injury rate has been on a generally upward trajectory since 2017. Meeting the 2025 target of 3.118 serious injuries per 100 million VMT over a five-year rolling average would require that no more than 1.286 fatalities per 100 million VMT could occur for the combined years of 2024 and 2025. The Thurston region is not on track to meet this target.

5. Number of non-motorist fatalities and serious injuries on all public roads

	Non-Motorist Fatalities and Serious Injuries	
Year	**Annual Number**	**5-Year Rolling Average**
2014	20	16.6
2015	14	17.2
2016	23	18.6
2017	10	15.8
2018	21	17.6
2019	19	17.4
2020	15	17.6
2021	30	19.0
2022	28	22.6
2023	30	24.4
2025 TARGET	**--**	**17.4**
2030 TARGET	**0**	**--**

The number of serious non-motorist injuries on roads in Thurston County averaged just over 17 per year between 2014–2020. A significant jump in injuries occurred between 2020 and 2021, doubling from 15 to 30 and has remained around 30 since that time. Meeting the 2025 target of no more than 17.4 non-motorist fatalities and serious injuries over a five-year rolling average would require that zero fatalities and serious injuries occur for the combined years of 2024 and 2025. As of November 2024, there were already three fatalities and 16 serious injuries. The Thurston region is not on track to meet this target.

Transit Safety Performance (specific to the TRPC Metropolitan Planning Area)

Intercity Transit (IT) is required to develop a Public Transportation Agency Safety Plan (PTASP) and set performance measures and targets. IT establishes and measures their safety performance against realistic and data-driven indicators and targets. Every year, IT updates its performance measure targets.

TRPC must also adopt transit safety performance targets. As IT is the only public agency transit provider in the region, each year TRPC has historically adopted Intercity Transit's transit safety performance measure targets as its own.

6. Number of Fatalities

	Fatalities Reported to National Transit Database (NTD)		
	Fixed Route	**Paratransit/ Demand Response**	**Vanpool**
2020	0	0	0
2021	0	0	0
2022	0	0	0
2023	0	1	0
2024 TARGET	**0**	**0**	**0**

In 2023, IT reported one fatality for paratransit service. The fatality occurred on August 25, 2023, resulting from a collision between a passenger vehicle and an IT Dial-a-Lift bus. The driver of the passenger vehicle (found to be at fault) was taken to the hospital and later passed away. The 2024 target for all services remains the same at 0. Intercity Transit is on track to meet this target.

7. Number of Fatalities per 100,000 Vehicle Revenue Miles

	Fatalities per 100,000 Vehicle Revenue Miles Reported to NTD		
	Fixed Route	**Paratransit/ Demand Response**	**Vanpool**
2020	0.00	0.00	0.00
2021	0.00	0.00	0.00
2022	0.00	0.00	0.00
2023	0.00	0.12	0.00
2024 TARGET	**0.00**	**0.00**	**0.00**

In 2023, IT reported 0.12 fatalities per 100,000 vehicle revenue miles for paratransit service. The 2024 target for all services remains the same at 0. Intercity Transit is on track to meet this target.

8. Number of Injuries

	Injuries Reported to NTD		
	Fixed Route	**Paratransit/ Demand Response**	**Vanpool**
2020	2	1	0
2021	2	0	0
2022	1	1	1
2023	5	3	1
2024 TARGET	**3**	**1**	**1**

The Federal Transit Administration uses the National Transit Database (NTD) definition of injury (harm to a person requiring immediate medical attention away from the scene). Both major and non-major injuries are reported on specific NTD forms. Injuries do not include injuries resulting from assaults and other crimes. This means that an agency may have to report a crime-related injury to the NTD, but it would exclude that injury from its injury performance measure. Operator injuries are included in this transit safety performance measure.

In 2023, IT did not meet their targets of no more than three injuries reported for fixed route service and no more than one injury reported for paratransit and vanpool services. The 2024 target is no more than three injuries for fixed route service and no more than one injury for paratransit and vanpool services. Intercity Transit is on track to meet this target.

9. Number of Injuries per 100,000 Vehicle Revenue Miles

	Injuries per 100,000 Vehicle Revenue Miles Reported to NTD		
	Fixed Route	**Paratransit/ Demand Response**	**Vanpool**
2020	0.12	0.10	0.00
2021	0.08	0.00	0.00
2022	0.07	0.12	0.07
2023	0.16	0.36	0.04
2024 TARGET	**0.12**	**0.16**	**0.10**

In 2023, IT did not meet their targets for the number of injuries per 100,000 vehicle revenue miles for fixed route, paratransit, or vanpool services. Intercity Transit is on track to meet this target.

10. Number of Safety Events

	Safety Events Reported to NTD		
	Fixed Route	Paratransit/ Demand Response	Vanpool
2020	6	1	0
2021	2	1	1
2022	1	1	1
2023	2	3	3
2024 TARGET	**3**	**1**	**1**

Safety events are defined as collisions, derailments, fires, hazardous material spills, acts of nature (Act of God), evacuations, or other safety occurrences not otherwise classified occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds.

In 2023, IT met their targets for safety events reported to NTD for fixed route service, but did not meet their targets for paratransit and vanpool services. The 2024 targets for safety events on all services remain the same as the 2023 targets. Intercity Transit is on track to meet this target.

11. Number of Safety Events per 100,000 Vehicle Revenue Miles

	Safety Events per 100,000 Vehicle Revenue Miles Reported to NTD		
	Fixed Route	Paratransit/ Demand Response	Vanpool
2020	0.36	0.10	0.00
2021	0.08	0.12	0.07
2022	0.07	0.12	0.07
2023	0.06	0.36	0.11
2024 TARGET	**0.34**	**0.09**	**0.10**

In 2023, IT met their target for safety events reported to NTD for fixed route service but did not meet their goals for paratransit and vanpool services. The 2024 targets for safety events on all services remain the same as the 2023 targets. Intercity Transit is on track to meet this target.

12. System Reliability

	Mean Distance Between Major Mechanical Failures		
	Fixed Route	Paratransit/ Demand Response	Vanpool
2021	36,000	42,000	718,000
2022	34,200	39,900	682,100
2023	59,219	24,447	1,302,157
2024 TARGET	**61,209**	**49,931**	**1,057,733**

System reliability measures the mean distance between major mechanical failures by mode. In 2023, IT met their system reliability targets for vanpool service but did not meet their targets for fixed route and paratransit services. Intercity Transit is on track to meet this target.

Pavement Performance (State-Wide)

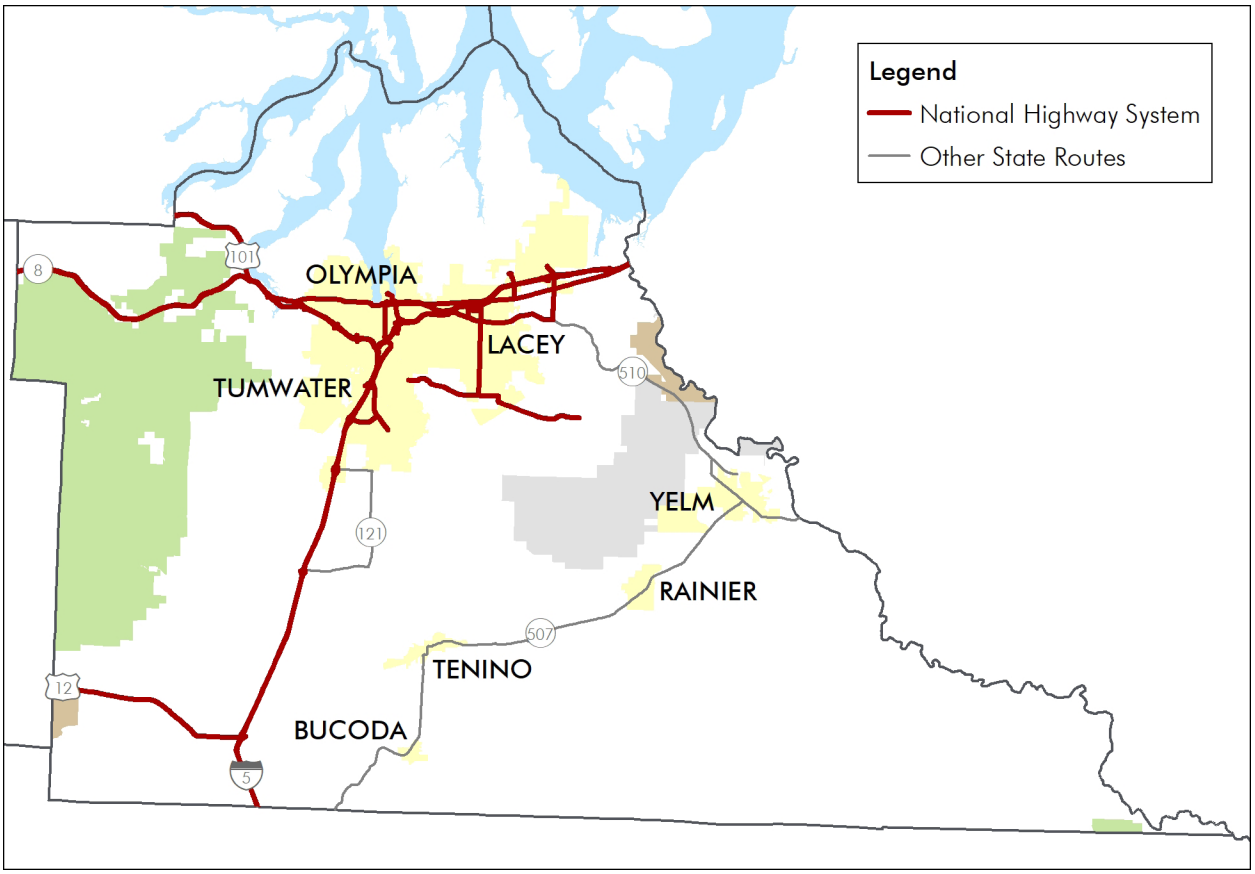
Pavement performance measures are related to the percent of pavement on the state's National Highway System (NHS) in good or better condition; these measures apply statewide and are not specific to the Thurston region. Roadways in Thurston County that are part of the NHS are shown in Figure I-1. Eighty-three percent are part of the state-owned system (62 percent interstate; 21 percent non-interstate) and the remaining 17 percent are locally-owned.

WSDOT's Pavement Office conducts pavement ratings for all NHS routes. WSDOT is required to develop both two- and four-year targets; however, only the four-year targets (2025) are included in this report because the two-year target cannot be related to current conditions. WSDOT has selected four-year targets they feel are achievable based on current conditions and current funding levels. Pavement condition in Thurston County is provided for informational purposes only.

RCW 47.05 and the WSDOT's Highway System Plan set the direction for management of infrastructure condition for Washington state highways, which is to preserve pavements at lowest life cycle cost. The lowest life cycle strategy for any pavement is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT and local jurisdictions within TRPC's MPO boundary have demonstrated this by taking a preservation-first approach to pavement management for several decades. As required under 23 CFR 515, the specific strategies for WSDOT pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan.

WSDOT is the lead agency tracking progress toward meeting pavement performance targets. WSDOT allocates funding for pavement preservation on the NHS and distributes funding through the National Highway Performance Program (NHPP funding) grant program. Priorities for TRPC's Surface Transportation Block Grant Program funding are safety, preservation, and efficiency of the multimodal transportation system. Pavement preservation projects are encouraged. Local agencies also fund pavement preservation through transportation benefit districts (TBD) or other local funds.

Figure G-1: Countywide National Highway System



13. Percent of interstate pavement on the National Highway System in good condition

	Statewide	State-Owned in Thurston County
2018	32.5%	29.4%
2021	46.0%	63.0%
2025 TARGET[1]	**30.0% or more**	**n/a**

WSDOT is on schedule to meet its 2025 target.

14. Percent of interstate pavement on the National Highway System in poor condition

	Statewide	State-Owned in Thurston County
2018	3.6%	1.6%
2021	1.9%	0.6%
2025 TARGET[2]	**4.0% or less**	**n/a**

WSDOT is on schedule to meet its 2025 target.

[1]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.
[2]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.

15. Percent of non-interstate pavement on the National Highway System in good condition

	Statewide	State-Owned in Thurston County	Locally-Owned in Thurston County
2018	18.0%	50.9%	14.5%
2021	46.8%	31.8%	n/a
2025 TARGET[3]	**45.0% or more**	**n/a**	**n/a**

WSDOT is on schedule to meet its 2025 target.

16. Percent of non-interstate pavement on the National Highway System in poor condition

	Statewide	State-Owned in Thurston County	Locally-Owned in Thurston County
2018	5.0%	1.3%	14.5%
2021	4.2%	2.2%	n/a
2025 TARGET[4]	**5.0% or less**	**n/a**	**n/a**

WSDOT is on schedule to meet its 2025 target.

Bridge Performance (Statewide)

Bridge performance measures are related to bridge condition for bridges on the NHS; these measures apply statewide and are not specific to the Thurston region. 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 I-2. The Olympia-Yashiro (4th Avenue Bridge) (two bridges) is rated in good condition and the Capitol Blvd – Deschutes River Bridge is rated in fair condition. Bridge condition in Thurston County is provided for informational purposes only.

[3]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.
[4]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.

RCW 47.05 and the WSDOT's Highway System Plan set the direction for management of infrastructure condition for Washington State highways, which is to preserve bridges at lowest life cycle cost. The lowest life cycle strategy for any bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT and local jurisdictions within TRPC's MPO boundary have demonstrated this by taking a preservation first approach to bridge management for several decades. As required under 23 CFR 515, the specific strategies for WSDOT pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan.

WSDOT is the lead agency tracking progress towards meeting bridge performance targets. WSDOT allocates funding for bridge preservation and distributes it through grant programs specifically for bridge projects. Most funding for major bridge repairs and replacements comes through competitive grant processes.

17. Percent of National Highway System bridges classified in good condition (weighted by deck area)

	Statewide	**Thurston County**
2018	32.8%	49.4%
2021	32.8%	49.4%
2025 TARGET[5]	**30% or more**	**n/a**

WSDOT is on schedule to meet its 2025 target.

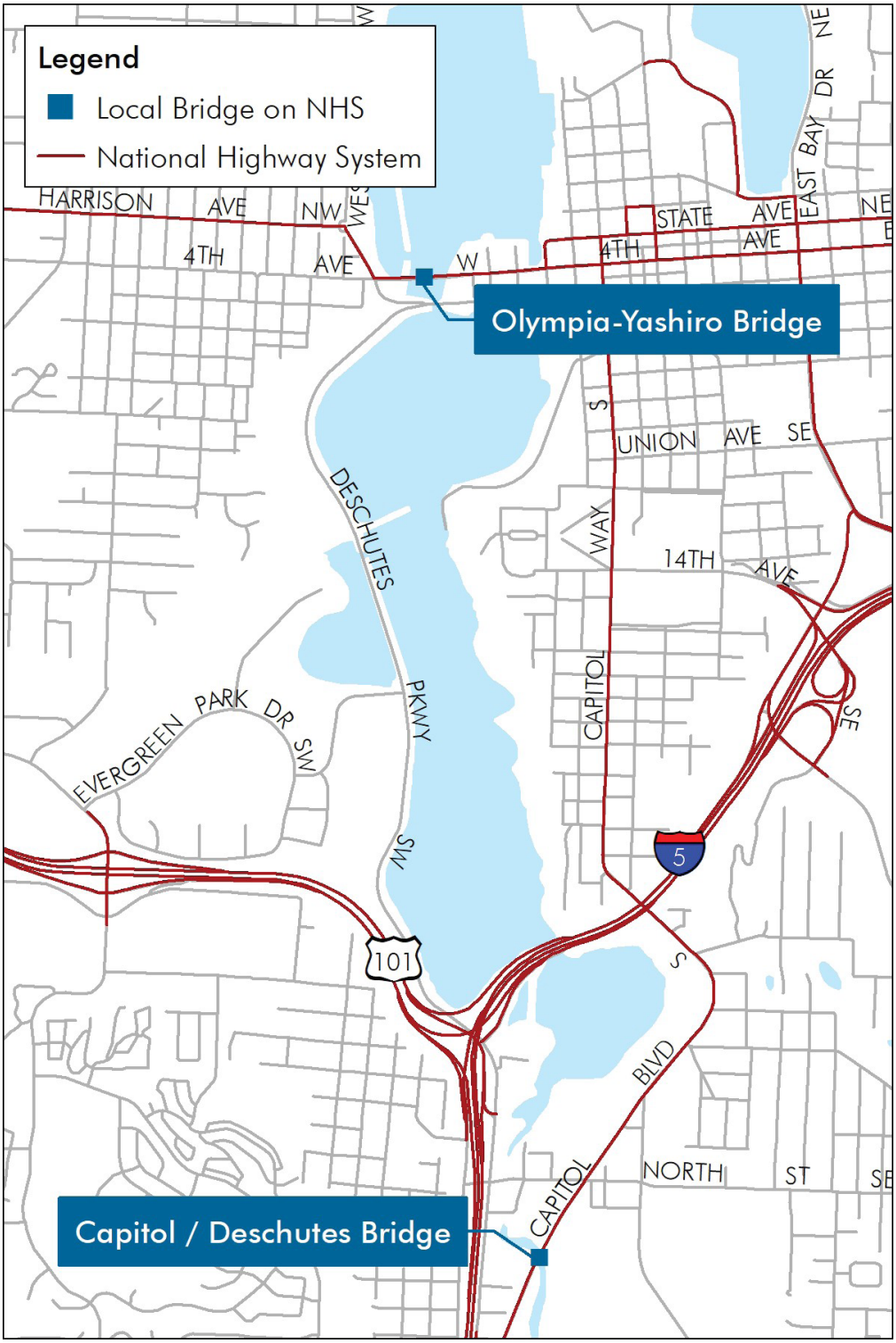
18. Percent of National Highway System bridges classified in poor condition (weighted by deck area)

	Statewide	**Thurston County**
2018	7.8%	0.2%
2021	8.8%	
2025 TARGET[6]	**10% or less**	**n/a**

WSDOT is on schedule to meet its 2025 target.

[5]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.
[6]This target applies state-wide. There is no target established specific to the TRPC Metropolitan Planning Area.

Figure G-2: Locally-Owned Bridges in Thurston County on the National Highway System



Highway System Performance (Statewide)

The highway system performance measures describe how reliable the travel time is through a particular corridor; these measures apply statewide and are not specific to the Thurston region. Corridor segments are ranked as either reliable or not reliable for travel time using person-miles. To be considered reliable, the ratio of the 80th percentile compared to the 50th percentile must fall above 1.5. Figure I-3 shows travel time reliability for the NHS network within Thurston County.

WSDOT is the lead agency tracking progress toward meeting highway system performance targets. WSDOT and its partners are assessing performance and target achievement through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

In Washington state, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, TRPC, and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute toward performance targets and can be shared with lawmakers. WSDOT and its partner MPOs and RTPOs are working to make unified project and program recommendations to the state legislature by focusing on their shared priorities for enhancing the performance of the transportation system. A major focus of this effort is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Priorities for TRPC's Surface Transportation Block Grant Program funding are safety, preservation, and efficiency of the multimodal transportation system. Typically, this program funds performance projects, which include intersection improvements such as roundabouts, or efficiency projects such as center turn lanes. TRPC's Congestion Mitigation and Air Quality grant program funds efficiency projects such as signal upgrades, including efficient signal timing plans. WSDOT Olympic Region also funds efficiency projects such as ramp meters.

Highway system performance in Thurston County is provided for informational purposes only.

Person-Miles

An estimate of the total distance traveled by all persons on a given trip.

For example: A person driving their car five miles travels for a total of five person-miles. A bus with 20 passengers travelling the same distance travels a total of 100 person-miles.

19. Percent of person-miles traveled on the interstate system that are reliable

	Statewide	Thurston County
2018	73.0%	89.5%
2021	82.4%	n/a
2025 TARGET[7]	**72.5% or more**	**n/a**

WSDOT is on schedule to meet its 2025 target.

20. Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable

	Statewide	Thurston County
2018	77.0%	77.5%
2021	87.8%	n/a
2025 TARGET[8]	**88.4%**	**n/a**

WSDOT is on schedule to meet its 2025 target.

[7]This target applies statewide. There is no target established specific to the TRPC Metropolitan Planning Area.
[8]This target applies statewide. There is no target established specific to the TRPC Metropolitan Planning Area.

Freight Movement Performance (Statewide)

Freight movement performance is based on truck travel time reliability. Federal rules define the reliability index as the ratio between the 95th percentile and the 50th percentile — the higher the ratio, the less reliable the truck travel time[9]. This measure applies statewide (it is not specific to the Thurston region) and only to the Interstate system. WSDOT is on track to meet its 2025 target.

WSDOT is the lead agency tracking progress toward meeting freight movement performance targets.

To guide freight investments and improve freight system performance in Washington, WSDOT developed an investment strategy as part of the Freight System Plan (2022). The Freight Investment Plan includes priority projects and describes how those priorities will be invested and funded through FFY 2021–2025 National Highway Freight Program (NHFP) funds. None of the priority projects identified are within the Thurston region.

21. Truck Travel Time Reliability (TTTR) Index

	Statewide	Thurston County
2018	1.63	1.53
2021	3.90	n/a
2025 TARGET[10]	**4.5**	**n/a**

[9]While freight movement performance is measured in a similar manner to the highway system performance, they use two different ratios and therefore cannot be compared.
[10]This target applies statewide. There is no target established specific to the TRPC Metropolitan Planning Area.

Transit Asset Management Performance (Specific to the TRPC Metropolitan Planning Area)

MPOs are required to adopt transit asset management targets based on targets set by transit agencies within their boundaries. Intercity Transit (IT) is the only transit agency within the MPO boundary. For the purposes of performance measures, ruralTRANSIT is not considered a transit agency.

The Transit Asset Management (TAM) performance measures are set for equipment (non-revenue service vehicles), rolling stock, and facilities. Performance measures are linked to either the useful life benchmark (ULB) or the Transit Economic Requirements Model (TERM) condition rating.

IT is the lead agency tracking progress toward meeting transit asset management performance targets. In addition to FTA funds, IT is eligible to apply for Surface Transportation Block Grant program and Congestion Mitigation and Air Quality funds through TRPC for transit asset performance funding.

In 2018, Thurston County residents in IT's public transportation benefit area voted to increase the sales and use tax collected by Intercity Transit so that IT could improve and expand public transportation services. IT has already begun expanding services and replacing vehicles; this will continue as the need exists and funding allows.

Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.

When equipment meets or exceeds its ULB, a transit agency should consider retiring or replacing the equipment. The lower the percentage of vehicles that have met their ULB, the better.

Transit Economic Requirements Model (TERM) is a tool for estimating transit capital expenditure needs over a 20-year period. The TERM condition rating is separated into five levels ranging from "excellent" to "poor." The higher the rating, the better the condition rating.

Condition	Rating	Description
Excellent	5.0	New or like new asset; no visible defects
Good	4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s)
Adequate	3.0	Asset has reached its mid-life; some moderately defective or deteriorated components
Marginal	2.0	Asset reaching or just past its useful life; increasing number of deteriorated components
Poor	1.0	Asset past its useful life; in need of replacement; may have critically damaged component(s).

22. Equipment: The percentage of non-revenue service vehicles (by type) that meets or exceeds the Useful Life Benchmark (ULB)

	Equipment (automobiles)	Equipment (trucks and other vehicles)
2023	60%	35%
2024 TARGET	**60%**	**35%**

This measure generally tracks whether IT vehicles that do not serve the public directly need to be replaced. IT is on track to meet its target.

23. Rolling Stock: The percentage of revenue vehicles (by type) that meets or exceeds the ULB

	Bus	Cutaway	Minivan	Van
2023	5.88%	50.94%	52.04%	100.00%
2024 TARGET	**5.88%**	**0.00%**	**55.00%**	**100.00%**

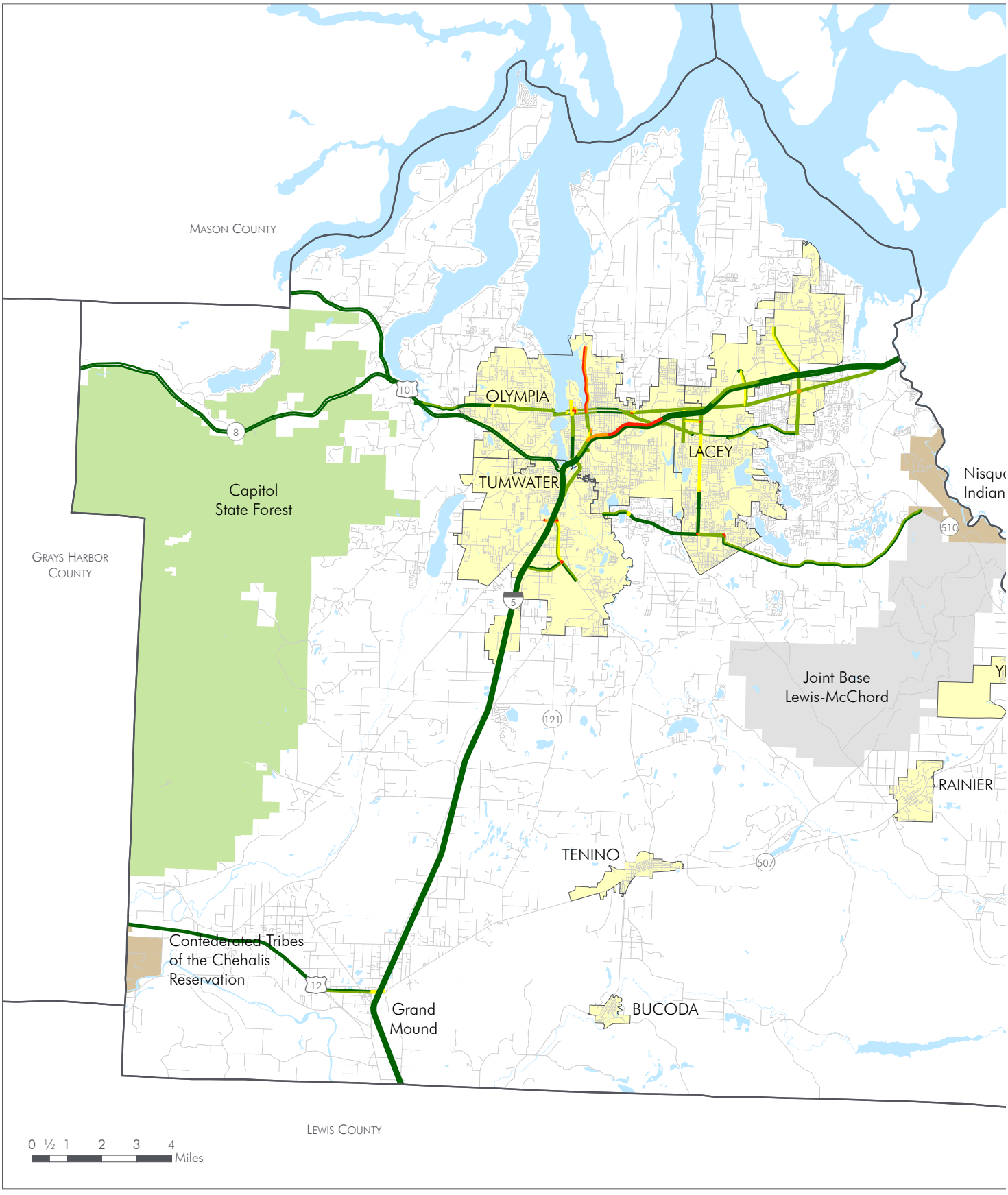
This measure generally tracks whether transit vehicles in service need to be replaced. IT is on track to meet its 2024 targets. In 2021, IT began experiencing significant delays in vehicle procurement. IT continues to move forward with ordering replacement vehicles based on useful life and other criteria but are seeing significant delays from manufacturers. These delays are expected to impact IT's ability to meet its transit asset management targets for the next few years.

Five hydrogen buses were ordered in 2024 with delivery planned in 2025. The 28 replacement paratransit vans ordered in 2022 arrived in Q2 of 2024. Twenty minivans were ordered in 2024, but the overall fleet continues to age. Replacement vans as part of IT's capital improvement plan will begin in 2025. IT is on track to meet its target.

24. Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

	Passenger/Parking	Admin/Maintenance
2023	0%	100%
2024 TARGET	**0%**	**25%**

This measure tracks the condition of transit facilities such as the Pattison Maintenance Operations and Administration building (support), the Olympia Transit Center (passenger), the Lacey Transit Center (passenger), and the Martin Way and Hawks Prairie Park & Rides (parking). Condition ratings less than 3.0 indicate facilities that are in marginal or poor condition, meaning they are approaching or are at the end of their useful life. IT is on track to meet its target.



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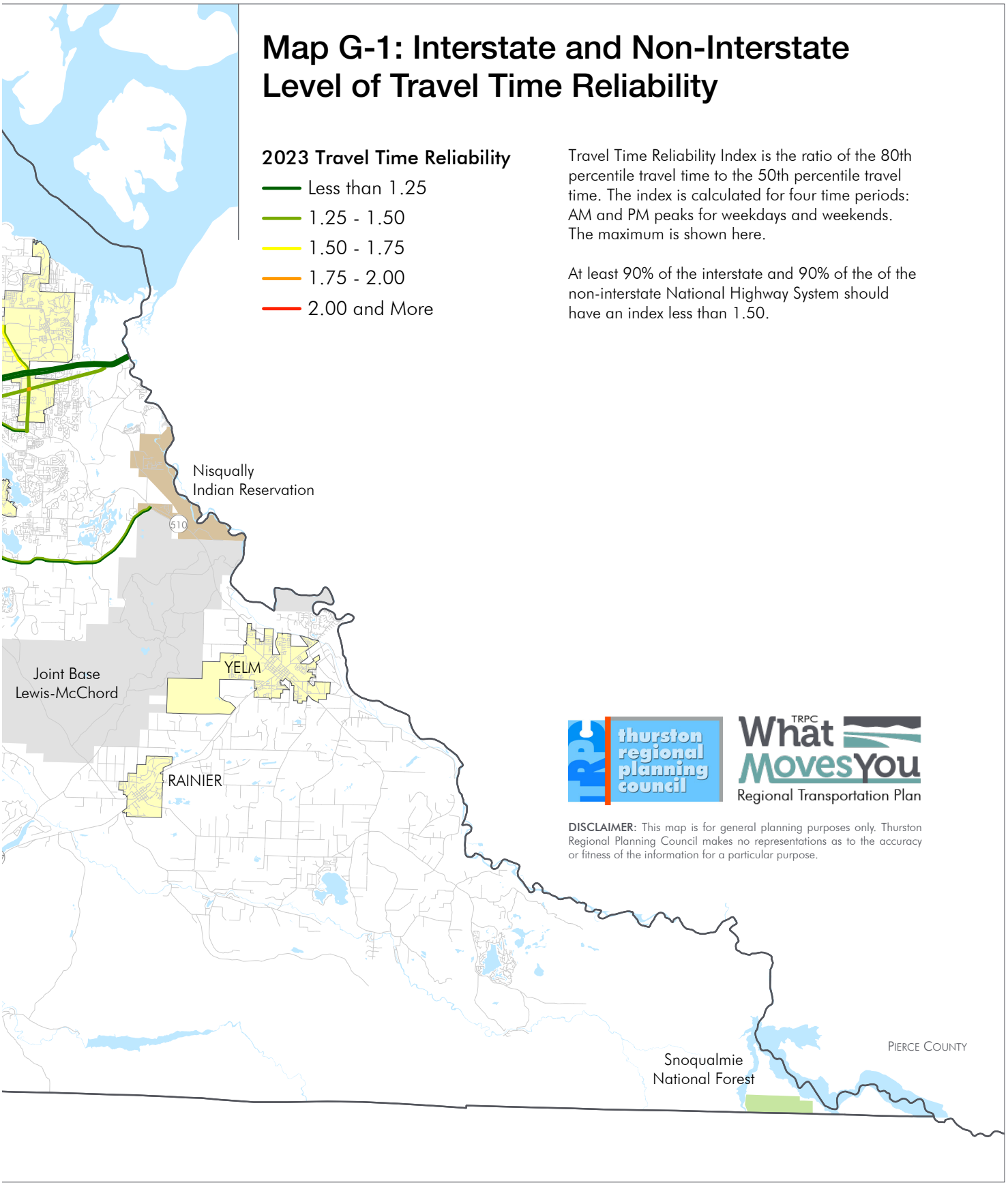
Map G-1: Interstate and Non-Interstate Level of Travel Time Reliability



Travel Time Reliability Index is the ratio of the 80th percentile travel time to the 50th percentile travel time. The index is calculated for four time periods: AM and PM peaks for weekdays and weekends. The maximum is shown here.

At least 90% of the interstate and 90% of the of the non-interstate National Highway System should have an index less than 1.50.

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DISCLAIMER: This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.

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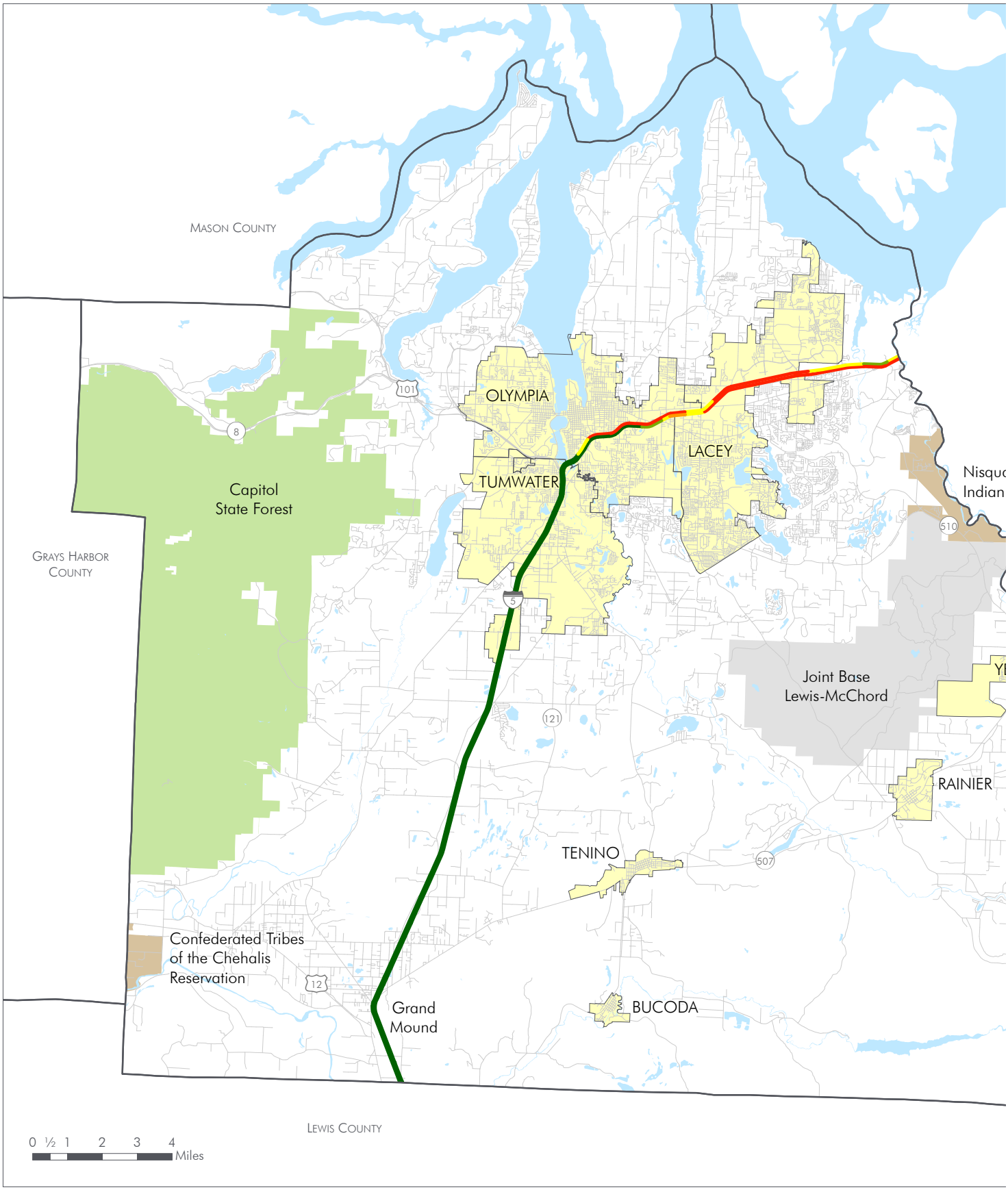
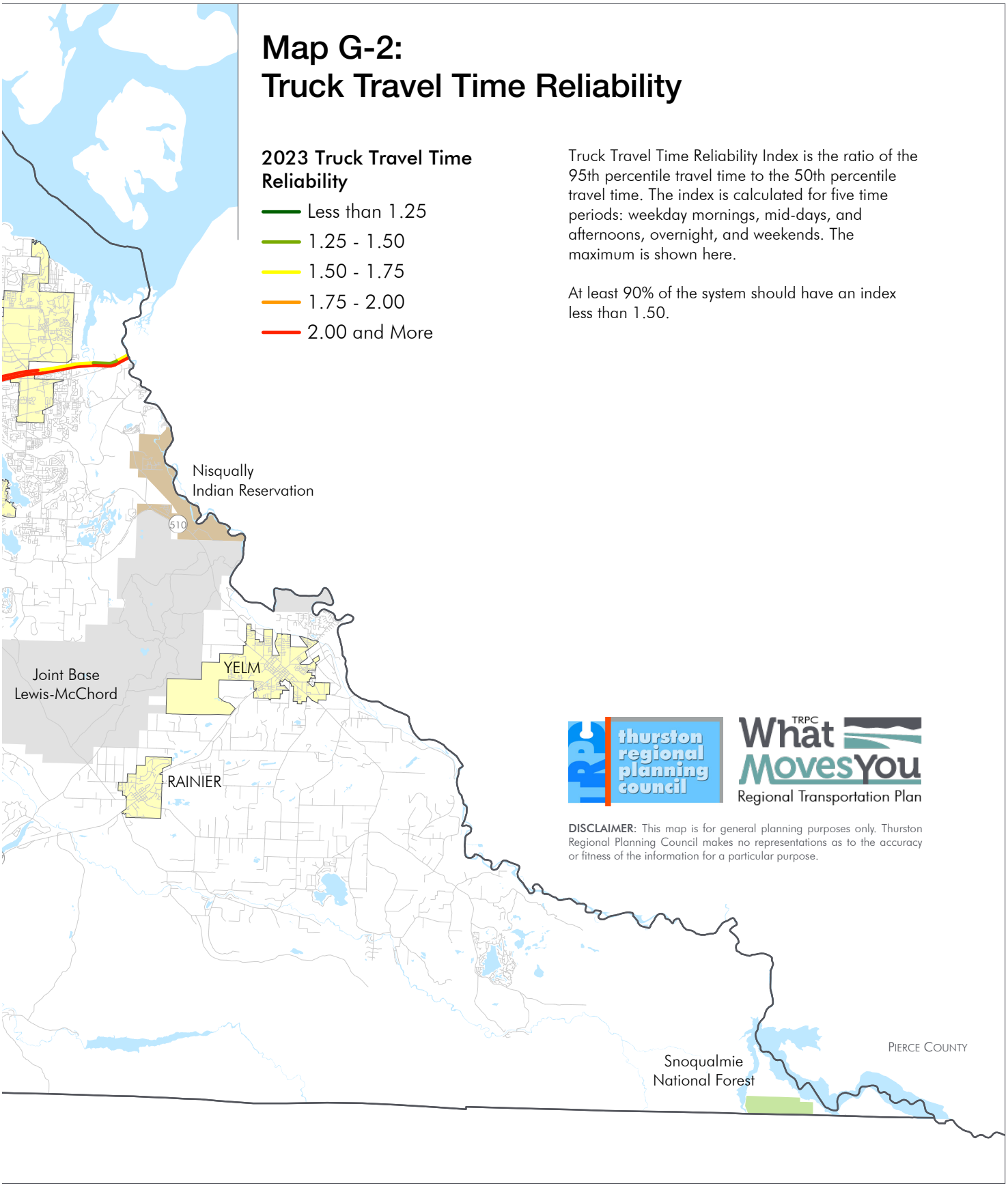


Document Path: P:\Transportation\RTP2050\RTP_Maps.aprx

Map G-2:
Truck Travel Time Reliability



Date: 3/5/2025

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