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- City of Olympia
- City of Rainier
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- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
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- 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 Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Veena Tabbutt, Deputy Director

DATE: June 5, 2019

SUBJECT: Amendment to Regional Transportation Improvement Program to add language to Appendix D on Performance Measures

PURPOSE

Act on a proposed amendment to the 2019-2022 Regional Transportation Improvement Program (RTIP).

Summary:

- As part of a federal requirement, Washington State Department of Transportation (WSDOT) and the Metropolitan Planning Organizations (MPOs) have worked together to develop language on performance measures to include in the Regional Transportation Improvement Program (RTIP).
- The new language outlines some background on performance measures and an enhanced description of efforts underway by WSDOT and TRPC to plan and program projects to meet adopted targets.
- This amendment affects Appendix D of the RTIP (see attached).

REQUESTED ACTION

Amend the 2019-2022 Regional Transportation Improvement Program to add the language to Appendix D, as attached.

70:bm

Attachment



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Executive Director

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APPENDIX D

PERFORMANCE MEASURES

Performance Based Approach to Planning

Performance-based planning, programming, and management, focused on national transportation goals, provides the means to the most efficient investment of federal transportation funds, improves project decision-making, and increases accountability and transparency (23 USC 150). In 2012, the passage of the Moving Ahead for Progress in the 21st Century (Map-21) Act first instituted this requirement for performance-based transportation planning. The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, continues MAP 21's overall performance management approach, requiring states and Metropolitan Planning Organizations (MPOs) to undertake performance-based planning and programming to make progress toward identified national goals.

National performance goals have been established for the following key areas:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
4. System reliability: To improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality: To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays: To 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.

MPO Responsibilities

Federal 23 USC Part 134 directs ~~metropolitan planning organizations (MPOs)~~ to take a performance-based approach to transportation planning. Specifically, as the MPO for the Thurston Region, Thurston Regional Planning Council (TRPC) is required to establish performance targets under the performance measure framework ~~laid out in~~ as laid out in federal rule 23 CFR Part 49.105. The framework gives flexibility to TRPC to either support Washington State Department of Transportation's (WSDOT) statewide performance measure targets, or to establish targets for the MPO boundary, depending on the performance measure, 180 days after WSDOT or the public provider of transportation in our region (Intercity Transit) develops performance measure targets. If an MPO supports a WSDOT target, they also must agree to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT target.

In 2017 and 2018, TRPC adopted MPO or supported WSDOT performance measure targets relating to the following subject areas.

- Safety (adopted MPO target)
- Pavement & bridge (supported WSDOT target)
- System performance/congestion (supported WSDOT target)
- Freight movement (supported WSDOT target)
- Congestion mitigation & air quality (supported WSDOT target)
- Transit asset management (adopted MPO Target developed by Intercity Transit)

Transportation Improvement Program and Performance Measures

Federal 23 USC Part 134 directs that “*the transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.*”

Safety

Washington MPOs and WSDOT have agreed to plan and program projects to work towards, and to achieve, Washington safety targets that are reported to the Federal Highway Administration (FHWA) as part of WSDOT’s Highway Safety Improvement Program annual submittal. While safety is a component of all projects that are planned and programmed by TRPC, projects funding by the Highway Safety Improvement Program (HSIP) are specifically selected for safety.

Pavement and Bridges

RCW 47.05 and the Washington State Department of Transportation’s (WSDOT’s) Highway System Plan set the direction for management of infrastructure condition for Washington State highways, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or 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 pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs and WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT’s Transportation Asset Management Plan, certified by FHWA in May 2018.

System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ)

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

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 towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and Regional Transportation Planning Organizations (RTPOs) are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group 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.

Another way WSDOT and its partners are assessing performance and target achievement is 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.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments are incorporated into the RTIP, contributing to improving statewide freight performance on National Highway Freight Network.

Investments to improve air quality are selected for CMAQ funding by TRPC based on their overall contribution to Particulate Matter 10 (PM10) reduction as well as other related criteria.

Transit Asset Management

In January 2017, Intercity Transit established their transit State of Good Repair (SGR) goals, performance measures, and submitted it to TRPC so that it could be included in TRPC's performance targets and measurements. For more information regarding transit asset management, please visit WSDOT's Asset Management web site <http://www.wsdot.wa.gov/Transit/Grants/Plan.htm>. The projects selected and programmed in the STIP are the highest priority for working towards and achieving the targets.

Table 8 provides a summary of performance measures that can be related to specific projects shown in Table 3.

**Table 8
Performance Measures**

Subject Area and Performance Measure	Code
Safety	
Number of fatalities on all public roads	S-1
Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads	S-1
Number of serious injuries on all public roads	S-1
Number of serious injuries per 100 million VMT on all public roads	S-1
Number of non-motorist fatalities and serious injuries on all public roads	S-2
Pavement	
Percent of Interstate Pavement on the National Highway System in good condition	P-1
Percent of Interstate Pavement on the National Highway System in poor condition	P-1
Percent of non-Interstate Pavement on the National Highway System in good condition	P-2
Percent of non-Interstate Pavement on the National Highway System in poor condition	P-2
Bridges	
Percent of National Highway System Bridges classified in good condition (weighted by deck area)	B-1
Percent of National Highway System Bridges classified in poor condition (weighted by deck area)	B-1
Highway System Performance (Congestion)	
Percent of person-miles traveled on the Interstate System that are reliable	C-1
Percent of person-miles traveled on the Non-Interstate National Highway System that are reliable	C-2
Freight	
Truck Travel Time Reliability (TTTR) Index (on the Interstate System)	F-1
Congestion Mitigation and Air Quality	
Particulate Matter less than 10 microns (PM10) (kg/day)	A-1
Transit Asset Management	
Equipment: The percentage of non-revenue service vehicles (by type) that meets or exceeds the <u>Useful Life Benchmark</u> (ULB)	T-1
Rolling Stock: The percentage of revenue vehicles (by type) that meets or exceeds the ULB (Buses, Paratransit Vans, and Vanpools)	T-2
Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	T-2

Supporting Information

Figures 7 and 8 provide maps of the National Highway System for reference.

Figure 7: National Highway System, Thurston County

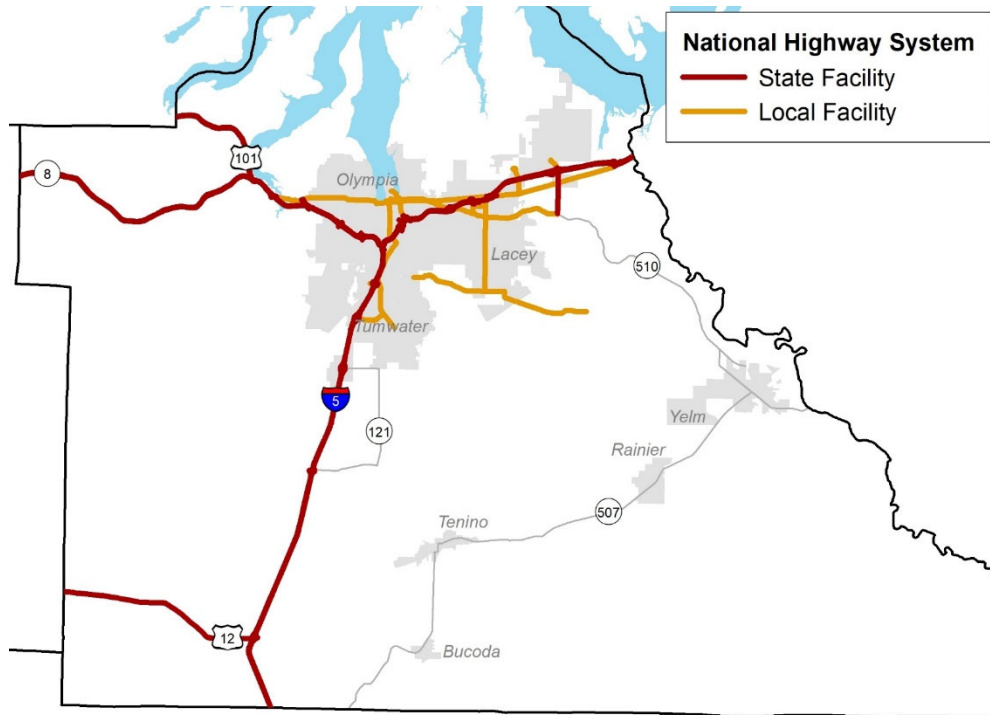
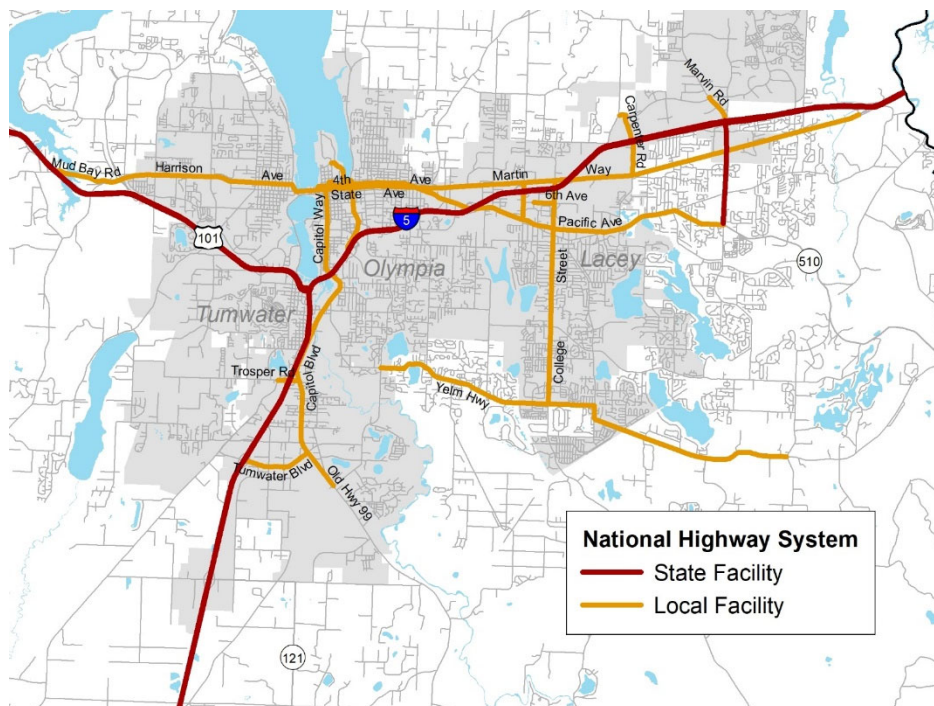


Figure 8: National Highway System, Urban Area



Provided below are the bridges listed in WSDOT's performance measure data set. There are three local bridges in the inventory, and 59 WSDOT bridges.

Owner	Bridge Number	Name
City (Tumwater)	2	CAPITOL BOULEVARD XING
City (Olympia)	1	OLYMPIA-YASHIRO BRIDGE
City (Olympia)	0000001A	WEST OLYMPIA-YASHIRO BR
WSDOT	101/502E	SCHNEIDER CREEK
WSDOT	101/502W	SCHNEIDER CREEK
WSDOT	101/506E	PERRY CR
WSDOT	101/506W	PERRY CR
WSDOT	101/507	2ND AVE SW OVER US 101
WSDOT	101/508E	MUD BAY
WSDOT	101/508W	MUD BAY
WSDOT	101/510	EVERGREEN PKWY OVER US 101
WSDOT	101/512	US 101 OVER BLACK LAKE BLVD
WSDOT	101/513E	US 101 OVER PERCIVAL CR
WSDOT	101/513W	US 101 OVER PERCIVAL CR
WSDOT	101/515E-N	US 101 OVER I-5
WSDOT	101/515E-S	E-S RAMP OVER S-S RAMP
WSDOT	510/1	SR 510 OVER I-5
WSDOT	5/302E	PRAIRIE CREEK
WSDOT	5/302W	PRAIRIE CREEK
WSDOT	5/305	SCATTER CREEK
WSDOT	5/308	I-5 OVER SR 121-MAYTOWN
WSDOT	5/314	TROSPER RD OVER I-5
WSDOT	5/315	I-5 OVER LINWOOD AVE
WSDOT	5/320	I-5 OVER DESCHUTES PKWY
WSDOT	5/320S-W	S-W RAMP
WSDOT	5/321	CAPITOL LAKE
WSDOT	5/322	CAPITOL BLVD OVER I-5
WSDOT	5/323	I-5 OVER RAILROAD
WSDOT	5/324	I-5 OVER HENDERSON BLVD
WSDOT	5/324W-S	W-S RAMP OVER HENDERSON
WSDOT	5/325A	N-14TH RAMP
WSDOT	5/325N-W	N-W RAMP
WSDOT	5/325S-W	S-W RAMP
WSDOT	5/327E-N	PLUM-N RAMP OVER EASTSIDE
WSDOT	5/327S-W	S-PLUM RAMP OVER EASTSIDE
WSDOT	5/328E-N	PLUM ST RAMP OVER I-5
WSDOT	5/332	I-5 OVER PACIFIC AVE
WSDOT	5/332W-S	W-S RAMP
WSDOT	5/335	SLEATER-KINNEY OVER I-5
WSDOT	5/336	COLLEGE ST OVER I-5
WSDOT	5/337E	I-5 OVER MARTIN WAY
WSDOT	5/337W	I-5 OVER MARTIN WAY
WSDOT	5/339	CARPENTER RD OVER I-5
WSDOT	5/342E	MCALLISTER CR
WSDOT	5/342N-E	MCALLISTER CR
WSDOT	5/342W	MCALLISTER CREEK
WSDOT	5/342W-S	MCALLISTER CR
WSDOT	5/344E	NISQUALLY R-SO OVERFLOW
WSDOT	5/344S-E	S-E RAMP

WSDOT	5/344W	NISQUALLY OVERFLOW
WSDOT	5/345E	NISQUALLY RIVER
WSDOT	5/345W	NISQUALLY RIVER
WSDOT	8/104N	SR 8 OVER US 101
WSDOT	8/104S	SR 8 OVER US 101
WSDOT	12/102	OVERFLOW CHANNEL
WSDOT	12/104C	SLOUGH
WSDOT	12/106	SLOUGH
WSDOT	12/108	SLOUGH
WSDOT	12/111	SCATTER CREEK
WSDOT	12/114	US 12 OVER RAILROAD
WSDOT	12/117	US 12 OVER TACOMA RR
WSDOT	12/118	US 12 OVER I-5