



## STAFF REPORT/RESOLUTION

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director  
**DATE:** May 28, 2019   
**SUBJECT:** 2019-2022 TIP Amendment: Performance Measures, Resolution 06-19-14

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### AT A GLANCE - ACTION

*The action requested is to amend the introduction of the 2019-2022 Transportation Improvement Program (TIP) to reflect RTC's support of WSDOT and C-TRAN's performance measures. This change is needed to allow RTC to process future project amendments to the Transportation Improvement Program.*

### INTRODUCTION

The federal transportation act, MAP-21 (2012), established performance driven transportation planning and decision making, and these provisions were carried into the current federal transportation act, the FAST Act (2015).

Metropolitan Planning Organizations (MPOs) are required to establish and reference the performance targets and performance based plans in their Transportation Improvement Programs (TIPs) and Regional Transportation Plans (RTPs). The Transportation Improvement Program must reference all performance targets and plans prior to any project amendments after May 20, 2019.

The Regional Transportation Advisory Committee (RTAC) reviewed the proposed performance measures language change to the TIP at their May 17, 2019 meeting and recommended RTC Board adoption.

### PROPOSED TIP AMENDMENTS

RTC has agreed to support WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. RTC's region is an air quality attainment area and congestion mitigation and air quality program performance measures do not apply.

Attached to this memorandum are the proposed performance measure language changes to the introduction of the 2019-2022 Transportation Improvement Program.

### POLICY IMPLICATION

This amendment will bring RTC's 2019-2022 Transportation Improvement Program into federal compliance, and reference performance measures goals and plans. This will allow RTC staff to

efficiently administer any amendments to the Transportation Improvement Program that may arise during the remainder of the calendar year.

**BUDGET IMPLICATION**

There is no direct budget impact to RTC. RTC will continue to use performance management information to guide decision-making on how to invest transportation funds for needed transportation projects.

**ACTION REQUESTED**

Adoption of Resolution 06-19-14 “2019-2022 TIP Amendment: Performance Measures.”

ADOPTED this 4<sup>th</sup> day of June 2019, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

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Anne McEnery-Ogle  
Chair of the Board

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Matt Ransom  
Executive Director

Attachment

## On-Road Emission Reduction Strategies

The State Implementation Plan (SIP) for Washington State includes an enhanced I/M vehicle emissions testing program for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997.

Although not required as TCM's, there are plans for improved public transit and transit facilities. Additional efforts that contribute to emissions reductions include the 2006 Commute Trip Reduction (CTR) Efficiency Act that replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors updated RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in May 2015 (Resolution 05-15-10). Vancouver has also voluntarily implementing a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

## PERFORMANCE MEASURES

### Introduction

Federal 23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision making through performance-based planning and programming. Federal 23 USC Part 134 directs metropolitan planning organizations (MPOs) to take a performance-based approach to transportation planning. Metropolitan Planning Organizations (MPOs) are required to establish and reference the performance targets and performance based plans in their TIPs and Regional Transportation Plans. The framework gives flexibility to RTC to either support WSDOT statewide performance targets, or to establish targets for the MPO. In addition C-TRAN must develop transit performance targets. By supporting WSDOT targets, RTC is agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT performance target.

RTC has agreed to supported WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. RTC's region is an air quality attainment area and Congestion Mitigation and Air Quality program performance measures do not apply.

The TIP programs projects which support the implementation of the performed based targets and plans. As part of future Annual Listing of Obligation, RTC will classify obligated projects from the TIP by their primary performance measure. This as a way to show the effect of the transportation improvement program toward achieving the performance targets. Provided below is a status on target setting:

## Safety

The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for number of fatalities, rate of fatalities per 100 million VMT, number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish the same five target areas with the state Department of Transportation for all public roads within 180 days of submittal of the state established targets. RTC agreed to plan and program projects so that they contribute to the WSDOT safety targets as reported to the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

## Pavement & Bridge

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, 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 has 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 & 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 (Congestion) & Freight Movement

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, MPOs, regional transportation planning organizations (RTPOs), 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 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 would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network. Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

## Transit Asset Management

Transit Asset Management (TAM) uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. C-TRAN is required to develop a Transit Asset Management Plan, and report annually on progress towards helping to meet these targets. In 2018, C-TRAN adopted a four-year Transit Asset Management Plan.

C-TRAN conducts an investment prioritization analysis on an annual basis as part of ongoing TAM activities to maintain a State of Good Repair (SGR) for each asset. The TAM Plan determines the required capital investment in what order and magnitude (amount) to maintain service levels. The Plan also provides ranking of SGR programs to inform the logical repair/refurbish/replace decisions associated with assets or asset classes. Based on this ranking C-TRAN will program projects in the Transportation Improvement Program.