

Background:

SHB 1490 passed the 2017 Legislature, which revised the pavement preservation reporting requirements under RCW 46.68.113. The revised RCW 46.68.113 requires the department in consultation with cities, towns and the transportation commission to review the pavement preservation rating reporting requirements and recommend to the legislature whether a repeal of the pavement preservation rating report is warranted.

In its analysis, the department shall determine (a) what pavement preservation rating information exists through other reporting requirements and how the department's migration toward an asset management accountability framework affects the pavement preservation rating report and (b) whether such other reporting requirements will serve as a replacement or an addition to the report. The department must report its findings to the Legislature by December 1, 2017.

What other Pavement Preservation rating information exists:

- Federal requirements in Moving Ahead for Progress (MAP) 21 and the Fixing America's Surface Transportation (FAST) Act contain performance measures that require WSDOT to collect pavement conditions on both WSDOT and locally owned National Highway System (NHS) pavements. Over 850 miles of principle arterials in cities are part of the NHS.
- Many cities collect pavement condition information as part of their own pavement management programs. The rating system and the frequency of data collection are determined by the individual cities based upon a variety of factors including local traffic volumes and weather-related pavement degradation.
- The Transportation Improvement Board (TIB) collects local pavement conditions for small cities and towns (population under 5000) and as part of their field reviews of proposed projects in larger jurisdictions.
- The County Road Administration Board (CRAB) through WAC 136-70-040 requires counties to maintain a pavement management system, which also emphasizes pavement condition reports for county owned roads.

Conclusion:

In consultation with the Association of Washington Cities and the Transportation Commission, meeting the requirements of RCW 46.68.113 has been challenging, especially when it comes to gathering and compiling the data, to complete the report. The specific language of the statute required an assessment to determine how much of the total city and town arterial network was represented by the data submitted. This required significant data compilation and analysis, and no resources were provided by the Legislature to carry out this work.

The report does demonstrate that there is unmet need for locally owned pavements but the report itself to our knowledge has not produced any resources to address these unmet needs. For the report itself, information is gathered, the report is compiled and submitted to the Transportation Commission and the Legislature with little recognition or feedback. It is unclear why the reporting requirement exists.

Outside of RCW 46.68.113, there is no comprehensive pavement preservation-reporting requirement for locally owned pavements. Nevertheless, many cities collect pavement condition information as part of their own pavement management programs.

Recommendation:

In order to continue with this pavement rating reporting requirement, we recommend that the statute be amended to simplify the data collection and synthesis in order to produce a meaningful report with much less effort. Specifically we recommend RCW 46.68.113 be revised to require cities to report the latest average pavement condition, for the two primary federal road classifications: arterials and collectors. This information would be transmitted each biennium to WSDOT and the Legislature.

WSDOT continues to migrate towards an Asset Management accountability framework. Organizations responsible for prioritizing, funding, and programming projects, e.g., WSDOT, Metropolitan Planning Organizations (MPOs), TIB, Freight Mobility Strategic Investment Board (FMSIB), etc. should continue to collaborate to incentivize all local agencies to implement an asset management framework for locally owned pavements.