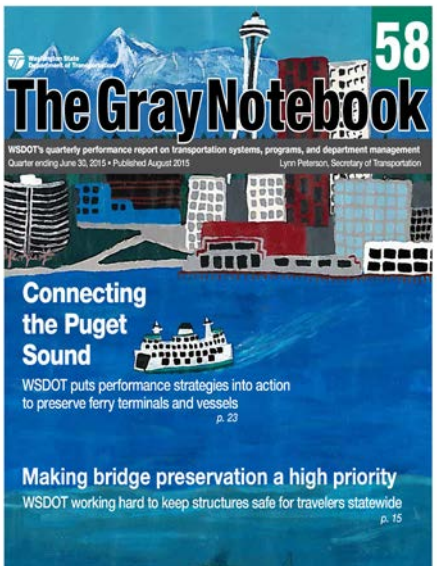
Washington State Department of Transportation

Gray Notebook Lite 58



PERFORMANCE HIGHLIGHTS reported for the quarter ending June 30, 2015

92.1% OF WSDOT BRIDGES BY DECK AREA

were in FAIR or BETTER condition AS OF JUNE 2015

9

fish passage barriers corrected by WSDOT in 2014 restored fish access to 24 miles of potential upstream habitat

2,630 hours

of WSDOT staff time saved by using **general environmental permits** to streamline maintenance activities

30 days

average reduction in time it takes WSDOT to get **local program projects** through the FHWA environmental process

28.8%

reduction in **traffic fatalities** on all public roadways in Washington since 2005, down from 649 to 462 in 2014

$30.8 million

awarded to **Disadvantaged Business Enterprise** firms from October 2014 to March 2015

3.3%

increase in the **number of freight trucks** crossing the Canadian border from 2013 to 2014

MORE THAN 50% OF WSDOT FERRIES

VESSEL SYSTEM VALUE ($539.6 million) does not currently need REPLACEMENT

The Gray Notebook Lite *provides selected highlights from WSDOT's quarterly performance report on transportation systems, programs and department management. To see the full* Gray Notebook *report, visit* http://wsdot.wa.gov/publications/fulltext/graynotebook/Jun15.pdf.

Bridges

GNB 58, p. 15

Bridge conditions see slight improvement

- In 2015, 92.1% of WSDOT bridges measured by deck area are in fair or better condition, a slight increase from 91.8% in 2014
- Of the 3,288 state-owned bridges, 120 had weight restrictions in fiscal year 2015, a decrease from 137 weight restricted bridges in fiscal year 2014

WSDOT is shifting its focus to bridge conditions weighted by deck area in order to align with Moving Ahead for Progress in the 21st Century (MAP-21) and Results Washington. Both of these programs set a goal of having no more than 10 percent of bridges measured by deck area be in poor condition, which Washington state met in 2014 and is on track to meet in 2015.

Majority of WSDOT's bridges by deck area are in fair or better condition, meeting performance goals
Number of bridges and percent of bridges by deck area by condition category; Deck area in millions of square feet

STRUCTURAL CONDITION		2010	2014	2015	Trend
GOOD/VERY GOOD & FAIR TOTALS: Goal = 90% or more deck area in fair or better condition	Bridge deck area	46.6	48.9	49.1	↑
	Percent of deck area	90.4%	91.8%	92.1%	
	Number of bridges[1]	3,039	3,145	3,150	↑
POOR: A bridge in poor condition has advanced deficiencies such as section loss, deterioration, scour, or seriously affected structural components, and may have weight restrictions. A bridge in poor condition is still safe for travel.	Bridge deck area	4.9	4.4	4.2	↓
	Percent of deck area	9.6%	8.2%	7.9%	
	Number of bridges[1]	145	141	138	↓

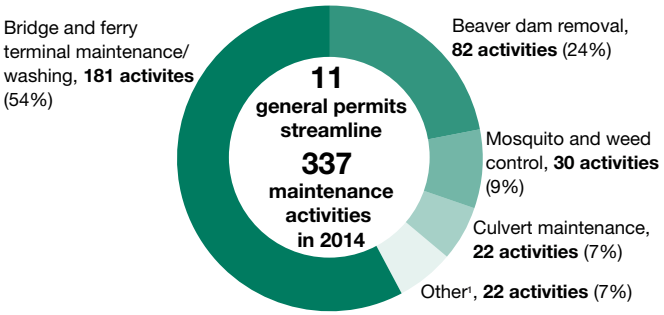
Data source: WSDOT Bridge and Structures Office.
Notes: The above data only includes state-owned bridges. 1 WSDOT is phasing out this measure because the Results Washington and MAP-21 bridge performance measures focus on conditions by deck area.

General Environmental Permits

GNB 58, p. 40

Permits expedite WSDOT maintenance work

- WSDOT saved approximately 2,630 hours of staff time in 2014 by using general permits to streamline maintenance activities
- In 2014, WSDOT used the National Pollution Discharge Elimination System permit for 32 bridge, ferry terminal washing activities



Data source: WSDOT Environmental Services Office.
Notes: In 2014, WSDOT used two permits for bridge and ferry terminal maintenance/washing, one for beaver dam removal, three for mosquito and weed control, one for culvert maintenance and four for other maintenance activities. Categories were split out by permit-granting agency in previous years. Percentages do not add to 100 percent due to rounding. 1 "Other" includes channelized stream maintenance, removing and relocating debris from bridge piers or footings, geotechnical test boring in fresh waters, and removing and replacing piles in marine waters.

Fish Passage

GNB 58, p. 37

WSDOT repaired this culvert along with five others along State Route (SR) 530 after a landslide in March of 2014. These repairs, part of WSDOT's overall effort to repair SR 530 after the landslide, corrected three documented fish passage barriers.

WSDOT working to meet culvert injunction

- WSDOT corrected nine fish passage barriers in 2014, restoring fish access to 24 miles of potential upstream habitat
- WSDOT has corrected 16 barriers applicable to the federal culvert injunction, restoring access to 4.3% of blocked habitat in the case area

Vessels and Terminals — GNB 58, p. 23

Terminal work improves system conditions

- Of WSDOT Ferries' 177 landing aid systems, 39 (22.1%) were in poor or substandard condition in 2014

Approximately 88.6 percent of WSDOT Ferries' terminal systems — which assist in the safe, efficient movement of people and vehicles to and from ferry vessels — were in fair or better condition at the end of calendar year 2014.

This is an improvement of 0.3 percentage points over the 88.3 percent that were in good or fair condition in 2013.

Structural system conditions of WSDOT Ferries terminals see slight overall improvement in 2014
Calendar years 2013-2014; Inspection results by category

Type of facility or system	Number of systems	Good or fair (70-100)	Poor or substandard (0-69)	Not rated
Buildings	136	99.3%	0.0%	0.7%
Landing aids	177	78.0%	22.1%	0.0%
Overhead loading systems	66	89.4%	10.6%	0.0%
Passenger-only ferry facilities	14	78.6%	21.4%	0.0%
Pavement	80	90.1%	10.1%	0.0%
Trestles and bulkheads	70	92.8%	7.2%	0.0%
Vehicle transfer spans	210	89.0%	11.0%	0.0%
Total/average 2014	**753**	**88.6%**	**11.3%**	**0.1%**
Total/average 2013	**752**	**88.3%**	**11.6%**	**0.1%**

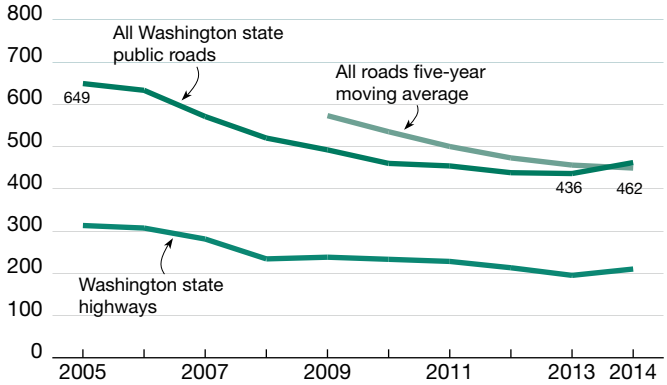
Data source: WSDOT Ferries.
Note: The condition categories do not indicate whether systems are safe or unsafe, but rather how closely their condition should be monitored prior to spending funds on preservation.

Highway System Safety — GNB 58, p. 12

Washington traffic fatalities trend downward

2005 through 2014[1]; Number of fatalities

Traffic fatalities



Data sources: Fatality Analysis Reporting System (FARS).
Note: 1 FARS data for 2014 is preliminary and may change until January 2016.

- Washington's traffic fatality rate for all public roads is below the federal threshold, with 0.80 fatalities per 100 million vehicle miles traveled in 2014

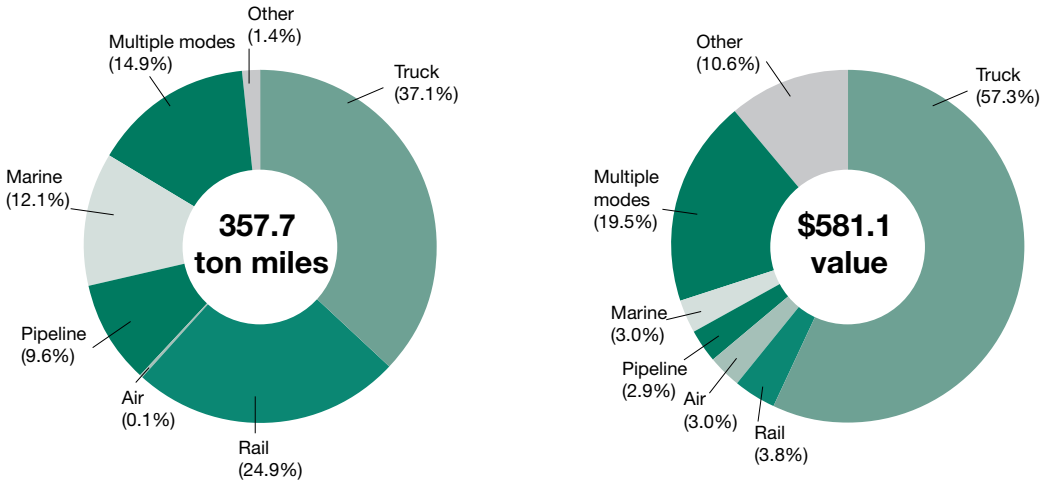
There were 462 traffic fatalities on all Washington state public roads in 2014. Although this is up 6 percent from the 436 recorded in 2013, the number of fatalities has trended downward from the 649 fatalities recorded in 2005.

Serious injuries on all public roads also increased slightly from 1,914 in 2013 to 2,010 in 2014 (5 percent), but have decreased overall since the 2,867 recorded in 2005.

Trucks, Goods and Freight — GNB 58, p. 41

Most freight moves by truck or rail in Washington state

2012[1]; Percentages determined by ton miles[2] and value in millions



Data source: Freight Analysis Framework Data, Federal Highway Administration (FHWA).
Notes: Percentages may not add to 100 due to rounding. 1 The most recent year for which data is available. 2 A unit of freight transportation representing a ton of freight moved one mile.

- The number of trucks crossing the Canadian border into Washington grew 3.3% in 2014, continuing an upward trend since 2009
- Air cargo shipments in Washington state increased 9.7% between 2012 and 2013, the most recent year for which data is available
- Waterborne freight shipments in Washington state decreased 3% between 2012 and 2013

58 Statewide Transportation Policy Goals

Statewide policy goal/ WSDOT performance measure	Previous period	Current period	Goal	Goal met	Five-year trend *(unless noted)*	Desired trend
Safety						
Rate of **traffic fatalities** per 100 million vehicle miles traveled (VMT) statewide (Annual measure: calendar years 2013 & 2014)	0.77	0.80[1]	Below 1.00	✓		↓
Rate of **recordable incidents** for every 100 full-time WSDOT workers (Annual measure: calendar years 2013 & 2014)	5.7	5.4	Below 5.0	—		↓
Preservation						
Percentage of state **highway pavement** in fair or better condition by vehicle miles traveled (Annual measure: calendar years 2012 & 2013)	91.9%	92.6%	Above 90.0%	✓		↑
Percentage of **state bridges** in fair or better condition by bridge deck area (Annual measure: fiscal years 2014 & 2015)	91.8%	92.1%	Above 90.0%	✓		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle **hours of delay** statewide at **maximum throughput speeds**[2] (Annual measure: calendar years 2012 & 2013)	30.9 million	32.4 million	N/A	N/A		↓
Highways: Average **incident clearance times** for all Incident Response program responses (Calendar quarterly measure: Q1 2015 & Q2 2015)	12.2 minutes	12.3 minutes	N/A	N/A	(Five-quarter trend)	↓
Ferries: Percentage of trips departing on time[3] (Fiscal quarterly measure: year to year Q4 FY2014 & Q4 FY2015)	95.8%	94.2%	Above 95%	—		↑
Rail: Amtrak Cascades on time performance (Annual measure: calendar years 2013 & 2014)	77.3%	70.0%	Above 80%	—		↑
Environment						
Number of WSDOT **stormwater management facilities** constructed (Annual measure: fiscal years 2013 & 2014)	169	189	N/A	N/A		Not applicable
Cumulative number of WSDOT **fish passage improvement projects** constructed (Annual measure: calendar years 2013 & 2014)	282[4]	291	N/A	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA **projects completed,** and **percentage on time**[5] (Calendar quarterly measure: Q1 2015 & Q2 2015, trendline for percentage on time)	366/ 87%	366/ 87%	More than 90% on time	—	(Five-quarter trend)	↑
Cumulative number of Nickel and TPA **projects completed** and **percentage on budget**[5] (Calendar quarterly measure: Q1 2015 & Q2 2015, trendline for percentage on budget)	366/ 91%	366/ 91%	More than 90% on budget	✓	(Five-quarter trend)	↑
Variance of total project costs compared to **budget expectations**[5] (Calendar quarterly measure: Q1 2015 & Q2 2015)	under budget by 1.9%	under budget by 1.9%	On or under budget	✓	(Five-quarter trend)	Not applicable

Data source: WSDOT Office of Strategic Assessment and Performance Analysis.

Notes: N/A = not available: goal has not been set. Dash (—) = goal was not met in the reporting period. For the Economic Vitality Policy Goal, see p. 7 for "Goal 2: Prosperous Economy" measures. 1 Data considered preliminary until January 2016. 2 Compares actual travel time to travel time associated with "maximum throughput" (defined as 70 to 85 percent of the posted speeds), where the greatest number of vehicles occupy the highway at the same time. 3 WSDOT Ferries' "on time" departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. 4 Data from 2013 does not match previous editions as numbers were updated. 5 Budget and schedule expectations are defined in the last approved State Transportation Budget. See p. 47 for more information.