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Department of Transportation

Quarter ending March 31, 2013
Lynn Peterson,
Secretary of Transportation

Notable performance results include:

■ WSDOT's highway safety investments show sustained benefits

Serious injury and fatal collisions decreased by 32.5% between 2004 and 2011 (*GNB pp. 4-6*)

■ Ferry vessel preservation challenges ahead

New ferry vessel asset management tool identified 7% of systems past due for preservation, valued at \$52 million (*GNB pp. 12-16*)

■ Electronic transponders save time and fuel for commercial truckers

The Commercial Vehicle Information Systems and Networks program bypasses saved an estimated 101,000 hours of travel time and \$12.4 million in operating expenses for the trucking industry (*GNB pp. 45-46*)

■ WSDOT protects wetlands, enhances state's transportation system

WSDOT has constructed and monitored 220 wetlands and mitigation sites on 1,047 acres since 1988 (*GNB pp. 34-36*)

The Gray Notebook Lite provides selected highlights from WSDOT's quarterly performance report on transportation systems, program and department management. To see the full Gray Notebook report, go to <http://wsdot.wa.gov/publications/fulltext/graynotebook/Mar13.pdf>

Four-strand cable barrier shows good results

WSDOT's preliminary analysis shows there have not been any serious or fatal injury collisions against its 81 miles of four-strand, high-tension cable median barrier since it was first installed in 2009.

- There was a 20% reduction in all types of officer-reported collisions from 2005 to 2011



A four-strand, high-tension cable median barrier system.

Use of automated license plate recognition and vehicle transponders up 3.2% in 2012



An Automated License Plate Recognition device and transponder reader (on top of the pole, right) relay information to commercial vehicle enforcement officers about a truck as it approaches a weigh station.

WSDOT estimates that 42.2% of all commercial vehicles moving through the state were using Commercial Vehicle Information Systems and Networks transponders in 2012, an 8.2% increase from 2009.

Condition of ferry terminals holds steady

- In 2012, 86.9% of ferry terminal systems were rated in "good or fair" condition, 0.4% better than in 2011
- Systems rated in "poor" or "very poor" condition improved 0.5% since 2011, to 12.5%. WSDOT is required to inspect and evaluate ferry terminal assets at least once every three years



Examples of ferry terminal systems.

Seven percent of ferry vessel systems are overdue for replacement

Inspection results for 2012

Condition Category 3, 7%

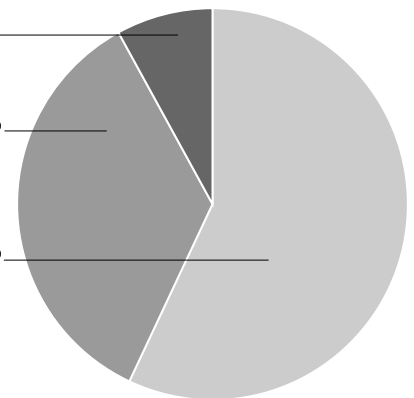
System is overdue for replacement

Condition Category 2, 35%

System is approaching the point at which replacement should occur in the current or ensuing biennia

Condition Category 1, 58%

System does not currently need replacement



Data source: WSDOT Ferries Division.

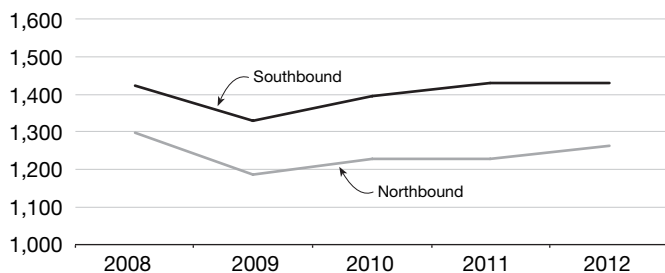
The condition assessment of ferry vessels is presented for the first time. As of March 31, 2013, 58% of Washington State Ferries' 1,816 vessel systems do not need to be replaced, 35% are approaching the point where they will need to be replaced, and 7% are overdue for replacement, as illustrated in the pie chart above.

Nearly half of state's jobs depend on freight

- 44% of the state's jobs depend on freight
- Container shipments increased 2% at the ports of Seattle and Tacoma

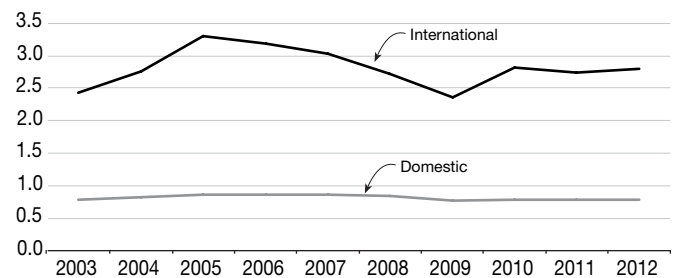
Western Washington border crossings at Blaine, Lynden and Sumas see nearly 80% of all border truck traffic between the state and Canada, and increased 1.3% in 2012.

Western Washington border truck traffic increases 2008 through 2012; Average daily truck volumes at Blaine, Lynden and Sumas border crossings



Data source: U.S. Customs & Border Protection, Statistics Canada; Compiled by Whatcom Council of Governments.

Container traffic volumes trend slightly upward at the Port of Seattle and Port of Tacoma 2003 through 2012; Millions of containers (20-foot equivalent units)



Data source: Ports of Seattle and Tacoma.

Note: Measures of container traffic include full and empty containers.

Between 2011 and 2012, domestic container volumes at the ports of Seattle and Tacoma grew by 1.4%, while international volumes increased by 2.2%. Together, these ports handled a total of 3.58 million 20-foot equivalent units in 2012.

Though the ports of Seattle and Tacoma handle nearly 100% of Washington waterborne container traffic, other ports specialize in different types of cargo.

Wetlands Protection

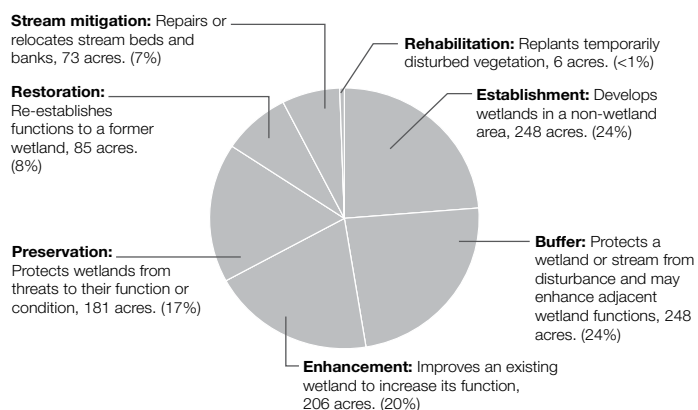
GNB 49, p. 34

WSDOT protects wetlands, enhances state's transportation system

- Wetlands mitigation efforts have increased by 89% since 2006

WSDOT has constructed and monitored 220 wetlands and stream mitigation sites on 1,047 acres since 1988. The inventory of these mitigation sites is shown in the pie chart below.

WSDOT replacement wetlands 1988 through 2012; Total acreage (and percent) of replacement wetlands and stream mitigation sites by type



Data Source: WSDOT Environmental Services Office.

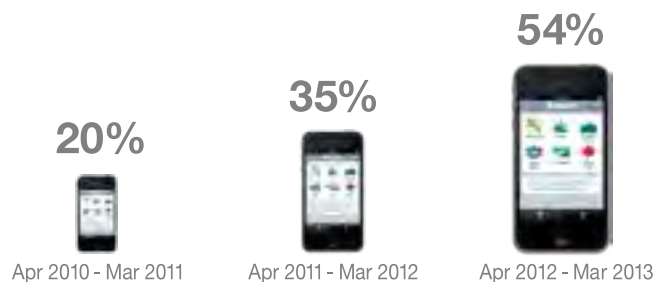
Travel Information

GNB 49, p. 32

Traveler information calls to 511 decline in 2012 while mobile device use increases

- In fiscal 2012, 1.4 million calls were received by the 511 system, compared to 2.2 million calls in fiscal 2009
- 54% of visits to WSDOT's website now come through mobile devices

The popularity of social media (such as Twitter and Facebook) is enhancing the way WSDOT shares information with the traveling public. WSDOT achieved nearly 3,000 "likes" on Facebook and gained nearly 9,000 followers on the agency's Twitter feed, making it one of the most popular social networking sites in the Washington marketplace.

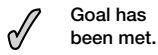


Mobile devices become the method of choice for accessing WSDOT's website

April 2010 through March 2013; Percentage of visits to WSDOT website through mobile devices

Data source: WSDOT Communications Office.

WSDOT's Performance Dashboard



Goal has been met.



Performance is trending in a favorable direction.



Trend is holding.



Performance is trending in an unfavorable direction.

| Policy goal/Performance measure | Previous reporting period | Current reporting period | Goal | Goal met | Progress | Comments |
|--|---------------------------|--------------------------|---------------|-----------|----------|--|
| Safety | | | | | | |
| Rate of traffic fatalities per 100 million vehicle miles traveled (VMT) statewide (Annual measure: calendar years 2010 & 2011) | 0.80 | 0.80 | 1.00 | ✓ | ↔ | The rate of highway fatalities held steady (a lower rate is better). But the total is the lowest since 1954. |
| Rates of recordable incidents and days away, restricted or transferred for every 100 WSDOT workers ¹ (Cumulative year to date 2012 & 2013) | 4.6/ 2.2 | 4.2/ 1.3 | 5.0/ N/A | ✓/ N/A | ↑ | Both the rate of worker injuries and the incident rate requiring days away from work improved. |
| Preservation | | | | | | |
| Percentage of state highway pavement in fair or better condition (Annual measure: calendar years 2010 & 2011) | 92.0% | 90.5% | 90.0% | ✓ | ↓ | A 1.5 percent decrease from previous year. Pavement condition has been declining since 2008. |
| Percentage of state bridges in fair or better condition ² (Annual measure: fiscal years 2011 & 2012) | 95.0% | 95.0% | 97.0% | — | ↔ | Structural condition ratings criteria continue to be a challenge. |
| Mobility (Congestion Relief) | | | | | | |
| Highways: annual (weekday) vehicle hours of delay statewide at maximum throughput speeds ² (Annual measure: calendar years 2009 & 2011) | 28.1 million | 32.5 million | N/A | N/A | ↓ | Increase of 16 percent from 2009 to 2011, with 2009 being the least congested year in past five years. |
| Highways: Average clearance times for major (90+ minute) incidents on nine key western Washington corridors (Calendar quarterly measure: Q4 2012 & Q1 2013) | 161 minutes | 143 minutes | 155 minutes | ✓ | ↑ | Average clearance time decreased for the quarter, and met the goal of 155 minutes. |
| Ferries: Percentage of trips departing on time ³ (Fiscal quarterly measure: year to year: Q3 FY2012 & Q3 FY2013) | 96.3% | 97.8% | 95% | ✓ | ↑ | Performance is higher than the same quarter a year ago and exceeds the goal. |
| Rail: Percentage of Amtrak Cascades trips arriving on time ⁴ (Calendar quarterly measure: year to year Q1 2012 & Q1 2013) | 68% | 71% | 80% | — | ↑ | On-time performance improved over the same quarter last year and did not meet the goal. |
| Environment | | | | | | |
| Cumulative number of WSDOT stormwater management facilities constructed or retrofitted ⁵ since 1995 (Annual measure: calendar years 2010 & 2011) | Over 800 | Over 1,037 | N/A | N/A | ↑ | Stormwater facilities will now be constructed under a new permit, with new requirements. |
| Cumulative number of WSDOT fish passage barrier improvements constructed since 1990 (Annual measure: calendar years 2011 & 2012) | 257 | 269 | N/A | N/A | ↑ | Past reporting period number was corrected from 258 to 257. |
| Stewardship | | | | | | |
| Cumulative number of Nickel and TPA projects completed, and percentage on time ⁶ (Calendar quarterly measure: Q4 2012 and Q1 2013) | 341/ 88% | 344/ 88% | 90% on time | — | ↔ | Performance remained the same this quarter and did not meet goal by a small margin. |
| Cumulative number of Nickel and TPA projects completed and percentage on budget ⁶ (Calendar quarterly measure: Q4 2012 and Q1 2013) | 341/ 91% | 344/ 91% | 90% on budget | ✓ | ↑ | Performance improved over last quarter and continued to meet the goal. |
| Variance of total project costs compared to budget expectations ⁶ (Calendar quarterly measure: Q4 2012 and Q1 2013) | under budget by 1.3% | under budget by 1.4% | on budget | ✓ | ↔ | Total Nickel and TPA construction program costs are within 1.4 percent of budget. |

Notes: N/A means not available: new reporting cycle data not available or goal has not been set. Dash (—) means goal was not met in the reporting period.

1 Recordable incident rate reported as the number of incidents for every 100 full-time employees; the days away, restricted or transfer (DART) rate is a subset of the recordable incident rate (RIR), and reports the number of incidents requiring time off or affecting on-the-job duties for every 100 full-time employees.

2 Compares actual travel time to travel time associated with "maximum throughput" speeds, where the greatest number of vehicles occupy the highway system at the same time (defined as 70 to 85 percent of the posted speeds).

3 "On-time" departures for Washington State Ferries includes any trip recorded by the automated tracking system as leaving the terminal within 10 minutes or less of the scheduled time.

4 "On-time" arrivals for Amtrak Cascades are any trips that arrive at their destination within 10 minutes or less of the scheduled time. See page 24.

5 Number of estimated facilities in permitted counties: Clark, King, Pierce, and Snohomish.

6 Budget and schedule expectations are defined in the last approved State Transportation Budget. See page 49 for more information on capital projects in the current 2012 Legislative Transportation Budget.