



Crews prepare to hoist a precast panel into place along State Route 520 as part of a series of corridor walls that will help abate noise for neighboring residents.

PERFORMANCE HIGHLIGHTS

Quarter ending March 31, 2014

Lynn Peterson,
Secretary of Transportation

20.8 M

number of visitors to WSDOT **safety rest areas** in 2013

2.3 M

the number of monthly visitors to **WSDOT's traffic website**

59,431

number of followers of WSDOT's **Twitter** account

30%

increase in the **value of paid contracts** with FHWA Disadvantaged Business Enterprise goals in federal fiscal year (FFY) 2013 compared to FFY2012

8

number of **Results Washington** measures for which WSDOT is the lead

25

number of **air quality studies** WSDOT prepared, reviewed and approved in 2013

15

number of new **wetland stream mitigation sites** WSDOT constructed in **2013**

1.3 M

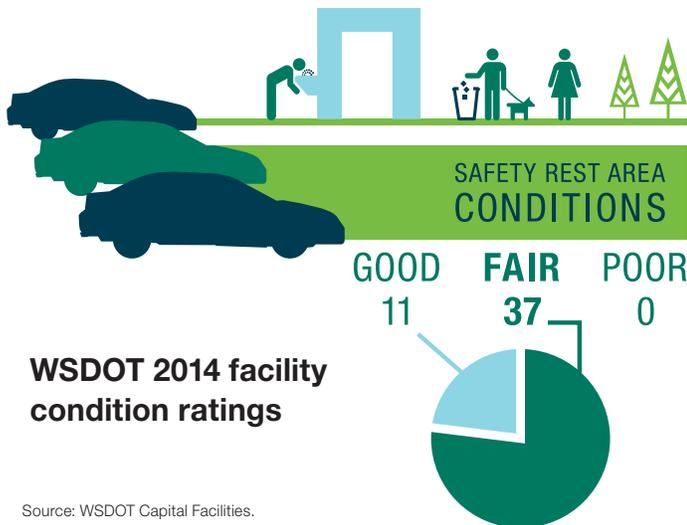
number of times trucks with CVISN **transponders** bypassed open weigh stations in FFY 2013

52

number of new **traffic noise reports** completed by WSDOT in **2013**



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, scan the QR code above or go to <http://wsdot.wa.gov/publications/fulltext/graynotebook/Mar14.pdf>



WSDOT 2014 facility condition ratings

Source: WSDOT Capital Facilities.

All WSDOT safety rest areas in good or fair condition, now facing preservation backlog

- WSDOT’s safety rest area backlog for preservation climbed to \$24.4 million in 2014, a 69 percent increase from the \$14.4 million reported in 2012.
- Inflation and aging facilities are contributors, but a significant increase in the backlog is due to the identification of large sewer and water projects.

Most of these rest areas were built between 1967 and 1978, and in 2014 the majority have at least one system (building, water or sewer) beyond their expected service life, which adds to the preservation backlog. An estimated 20.8 million visitors used WSDOT’s 48 safety rest areas in 2013, which is about 1.5 million or 6.7 percent less than the 22.3 million visitors estimated in 2012, and more in line with the 20.5 million visitors estimated in 2011.

WSDOT reducing roadway, project noise

- WSDOT’s rumble strip research found designs that make half the noise of standard plans while maintaining safety benefits

WSDOT completed a \$60,000 research project in April 2014 that evaluates how well various centerline rumble strip designs promote driver safety and reduce noise for residents living near highways.

The study was conducted for two years at nine test sites. The results showed that some alternative designs are quieter than the current standard design by as much as 15 decibels (dB), which is less than half as loud or roughly the difference between a motorcycle and a vacuum.

WSDOT aims to improve state’s air quality

- WSDOT expects its ferry vessel emissions reduction projects to lower emissions by approximately 28,000 tons annually

According to the most recent Puget Sound Maritime Air Emissions Inventory, released August 2012 and updated May 2013, WSDOT’s ferry vessels emitted an estimated 201,102 tons of carbon dioxide equivalents (CO₂e) in 2011. This accounts for roughly 53 percent of all CO₂e emissions from harbor vessels (ships that spend most of their time in or near ports) operating in Puget Sound.



After the M/V Hyak’s new propulsion system is installed it will be able to strategically use battery power to conserve fuel.

WSDOT has undertaken various projects to further reduce emissions from its ferry vessels.

WSDOT’s social media presence expanding

- The use of WSDOT’s social media channels increased more than 50% in the past year, with nearly 60,000 Twitter followers
- Revenue from advertising on WSDOT’s traffic website increased 36% this year
- WSDOT’s 511 system received its 15 millionth call, providing information to travelers since 2003

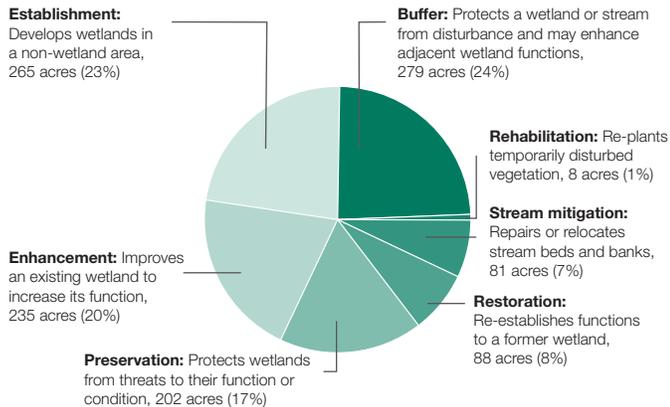


Use of WSDOT’s mobile application is on the rise.

WSDOT’s social media channels showed significant increases in usage between April 2013 and March 2014, with the Twitter following increasing 78 percent from 33,308 to 59,431, and Facebook “likes” increasing 52 percent from 7,328 to 11,153. Information that WSDOT shares through social media such as Twitter and Facebook helps travelers make informed travel choices.

WSDOT replacement wetlands: 1988 through 2013

Total acreage (and percent) of replacement wetlands and stream mitigation sites by type (235 sites on 1,158 acres)



Data source: WSDOT Environmental Services Office.

WSDOT has constructed and monitored 235 wetland and stream mitigation sites on 1,158 acres since 1988, including 15 new sites on 110 acres in 2013. WSDOT plans, designs and builds transportation projects to avoid and minimize disturbance to wetlands and streams.

WSDOT designs and builds wetland mitigation sites as compensation when impacts to wetlands cannot be avoided and other options are either too far away to use or are not cost-effective.

Commercial Vehicle Information Systems and Networks (CVISN) keeps freight moving

- WSDOT's commercial vehicle electronic screening program allowed trucks to bypass weigh stations 1.3 million times in 2013
- Weigh station bypasses in 2013 helped commercial trucks avoid \$13.3 million in operating costs

The Commercial Vehicle Information Systems and Networks (CVISN) program uses weigh-in-motion technology, transponders and Automated License Plate Recognition (ALPR) to electronically screen trucks as they approach open weigh stations.

Weight, credentials and carrier safety characteristics are rapidly verified; if satisfactory, the truck is allowed to bypass the weigh station rather than having to stop for inspection. For more information on transponders and ALPR, see *Gray Notebook 26*, p. 79, and *Gray Notebook 37*, p. 54, respectively.



Crews work to assemble wooden girder braces for the new State Route 520 bridge.

WSDOT meets one FHWA Disadvantaged Business Enterprise goal, shows improvement

- Nearly 700 Disadvantaged Business Enterprise (DBE) firms are certified to work with WSDOT
- WSDOT met its Federal Highway Administration DBE goal for contracts that were awarded and committed, but did not meet the goal for those completed

As of April 2014, there are a total of 684 DBEs certified to do transportation-related work in the state, including out of state contractors. As of September 2013, 571 businesses were certified as DBEs; 195 of those did business with WSDOT between October 2009 and September 2013. An effective outreach campaign led to the increase in certified DBEs.

In addition to those located in the state, 123 firms from other states are certified to do work in Washington. WSDOT establishes goals for the participation of disadvantaged businesses by evaluating contracts and establishing contract-specific DBE subcontracting goals necessary to achieve the agency's overall goal.

What is a Disadvantaged Business Enterprise?

According to the United States Department of Transportation, "DBEs are for-profit small business concerns where socially and economically disadvantaged individuals own at least a 51 percent interest and also control management and daily business operations. African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis."

WSDOT's Goals, Performance and Trends

Policy goal/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 2011 & 2012)	0.80	0.77	1.00	✓		↓
Rate of recordable incidents for every 100 WSDOT workers ¹ (Annual measure: calendar years 2012 & 2013)	5.5	5.7	5.0	—	 (Two-year trend)	↓
Preservation						
Percentage of state highway pavement in fair or better condition by vehicle miles traveled (Annual measure: calendar years 2011 & 2012)	91.9%	91.9%	92.0%	—		↑
Percentage of state bridges in fair or better condition by bridge deck area (Annual measure: fiscal years 2012 & 2013)	91.1%	91.7%	95.0%	—		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle hours of delay statewide at maximum throughput speeds ² (Annual measure: calendar years 2010 & 2012)	31.6 million	30.9 million	N/A	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses (Calendar quarterly measure: Q4 2013 & Q1 2014)	12.8 minutes	12.8 minutes	N/A	N/A		↓
Ferries: Percentage of trips departing on time ³ (Fiscal quarterly measure: year to year Q3 FY2013 & Q3 FY2014)	97.8%	96.9%	95%	✓		↑
Rail: Amtrak Cascades ridership ⁴ (Calendar quarterly measure: year to year Q1 2013 & Q1 2014)	169,000	163,000	N/A	N/A		↑
Environment						
Number of WSDOT stormwater management facilities constructed (Annual measure: fiscal years 2012 & 2013)	146	169	N/A	N/A		Not applicable
Cumulative number of WSDOT fish passage barrier improvements constructed (Annual measure: calendar years 2012 & 2013)	270	285	N/A	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed, and percentage on time ⁵ (Calendar quarterly measure: Q4 2013 & Q1 2014 – trend shows last 5 quarters)	352/ 88%	353/ 88%	90% on time	—		↑
Cumulative number of Nickel and TPA projects completed and percentage on budget ⁵ (Calendar quarterly measure: Q4 2013 & Q1 2014 – trend shows last 5 quarters)	352/ 91%	353/ 91%	90% on budget	✓		↑
Variance of total project costs compared to budget expectations ⁵ (Calendar quarterly measure: Q4 2013 & Q1 2014 – trend shows last 5 quarters)	under budget by 1.6%	under budget by 1.6%	on budget	✓		Not applicable

Notes: N/A = not available; new reporting cycle data not available or goal has not been set. Dash (—) = goal was not met in the reporting period. 1 WSDOT began reporting the recordable incident rate in January 2012; trend shows two years. 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 Division's "on-time" departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. 4 On-time performance is not reported due to data availability and construction work on the rail line. 5 Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 36](#) for more information.