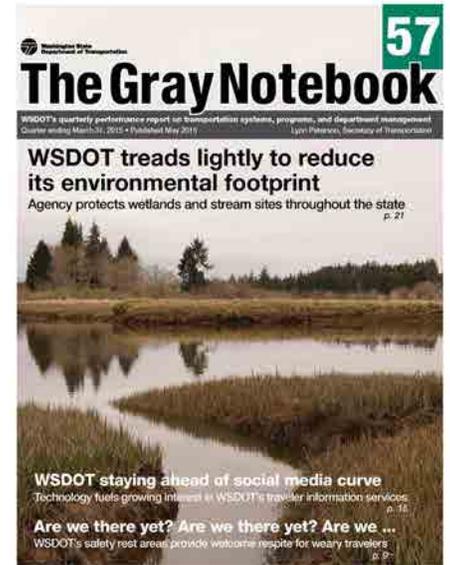


Gray Notebook Lite 57



PERFORMANCE HIGHLIGHTS reported for the quarter ending March 31, 2015

1.7 MILES

**OF NEW
NOISE
WALLS
CONSTRUCTED**

BETWEEN

APRIL 2014 AND MARCH 2015

1.4 million

green lights given to commercial trucks by WSDOT's Commercial Vehicle Information Systems and Networks (CVISN) transponders

\$99.6 million

awarded to **Disadvantaged Business Enterprises** by WSDOT in FFY2014, a 33% increase since reforms began in 2013

270

acres included in 13 new sites added to WSDOT's **wetland and stream mitigation** inventory in 2014

3.9%

decrease in **gas prices** from 2013, marking a five-year low of \$3.56 per gallon in 2014

22.5 million

visits to WSDOT's statewide network of **safety rest areas**, an 8.2% increase from 20.8 million in 2013

7%

decrease in the **recordable incident rate** for WSDOT employees between 2010 and 2014

**THERE WERE
MORE THAN 40,500**

**NEW
WSDOT**

 **TWITTER
FOLLOWERS**

**FOR TRAFFIC AND ROADWAY
CONDITION UPDATES**

**FROM APRIL 2014
THROUGH MARCH 2015**

Safety Rest Areas

GNB 57, p. 9



WSDOT operates 48 safety rest areas in Washington state, 20 with recreational vehicle dump stations.

Safety rest areas get 22.5 million visitors

An estimated 22.5 million visitors used WSDOT's safety rest areas in 2014, which is about 1.7 million or 8.2 percent more than the 20.8 million visitors estimated in 2013. Since 2011, about 21.5 million visitors have used WSDOT's safety rest areas annually.

While visitor use increased, WSDOT safety rest areas again met their maintenance goals and scored a "B" rating through 2014 the Maintenance Accountability Process.

Travel Information

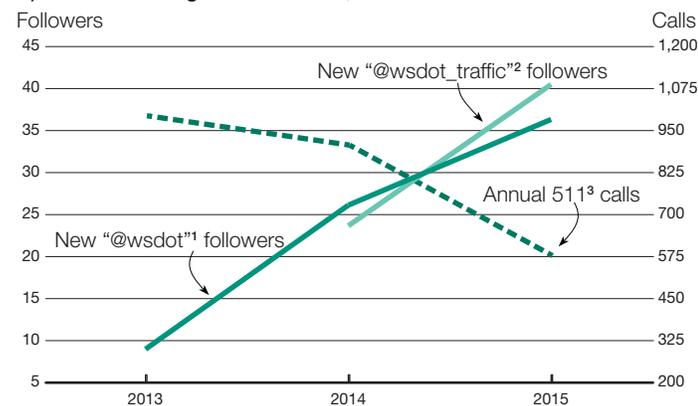
GNB 57, p. 15

Demand for WSDOT travel information rising

- About 98,700 customers downloaded WSDOT mobile applications from April 2014 through March 2015
- Twitter followers for traffic and roadway condition updates doubled from April 2014 through March 2015, from 40,633 to 81,141

New Twitter followers trend up, 511 calls decrease

April 2013 through March 2015; Numbers in thousands



Data source: WSDOT Communications and Traffic Office.

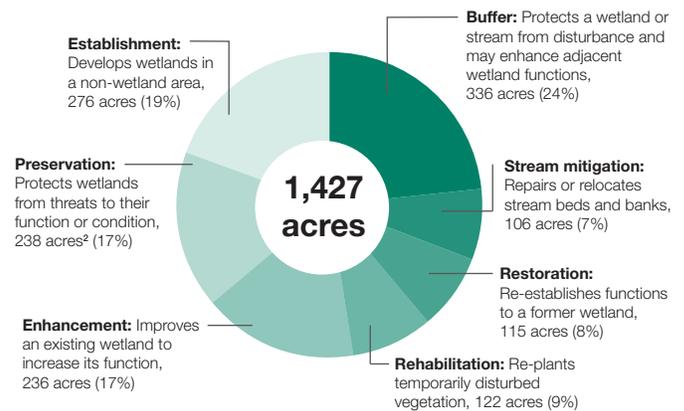
Notes: 1 Official WSDOT Twitter account. 2 Official WSDOT traffic information Twitter account. 3 Travel information phone system.

Wetlands Protection

GNB 57, p. 21

WSDOT replacement wetlands: 1988 through 2014

Total acreage (and percent) of replacement wetlands and stream mitigation sites by type (248 sites on 1,427 acres¹)



Data source: WSDOT Environmental Services Office

Notes: 1 Acreage does not add up to 1,427 due to rounding. 2 WSDOT incorrectly reported 201 acres instead of 202 acres in *Gray Notebook* 53.

WSDOT adds 270 wetlands mitigation sites

WSDOT started monitoring 13 new sites on 270 acres in 2014, bringing the total to 248 wetland and stream mitigation sites on 1,427 acres since 1988. WSDOT designs and builds its transportation projects to avoid and minimize disturbance to wetlands and streams.

Worker Safety and Health

GNB 57, p. 8

WSDOT's agency-wide incident rate improves

WSDOT's agency-wide Recordable Incident Rate (RIR) dropped from 5.7 in 2013 to 5.4 in 2014, indicating a decrease in the number of OSHA recordable injuries per 100 workers at agency worksites. The "days away, restricted or transferred" or DART rate also decreased from 3.0 in 2013 to 2.7 in 2014.

WSDOT's recordable incident and DART rates¹

2010 through 2014; Average number of recordable incidents and DART rate for every 100 full-time employees per year

	2010	2011	2012	2013	2014	5-year % change ²
Incident rate						
WSDOT	5.2	5.8	5.4	5.5	5.7	+10%
Ferries ³	7.7	7.5	5.5	6.1	4.5	-42%
Agency-wide	5.8	6.2	5.5	5.7	5.4	-7%
DART rate						
WSDOT	2.6	2.1	2.4	2.6	2.5	-4%
Ferries ³	6.7	6.4	3.5	4.2	3.1	-54%
Agency-wide	3.5	3.1	2.7	3.0	2.7	-23%

Data source: WSDOT Office of Human Resources and Safety

Notes: 1 The recordable incident rate is calculated as the number of recordable incidents multiplied by 200,000 hours and divided by the total hours worked. The "days away" or DART rate is the count of recordable incidents involving days away, restricted duty, or job transfer, multiplied by 200,000 hours, and divided by the total hours worked. 2 Incident rate changes: improved = decrease (-%); worsened = increase (+%). 3 The Ferries Division is separate due to its marine work environment.



WSDOT installed 1.7 miles of new noise walls on State Route 520 between Lake Washington and Interstate 405 in 2014.

Noise walls reduce impacts to communities

WSDOT constructed 1.7 miles of new noise walls between April 2014 and March 2015 on State Route 520 for the Eastside Transit and High Occupancy Vehicle Project. In the upcoming year, WSDOT plans to complete 1.8 additional miles of noise walls, including a noise berm and upgrades to existing walls for the Interstate 405 Bellevue to Lynnwood project.

Employment returns to pre-recession levels

- Employment for highway, street and bridge construction increased 2.2% between 2013 and 2014
- Gas prices fell to a five-year low of \$3.56 per gallon in 2014, a 3.9% decrease from 2013 gas prices

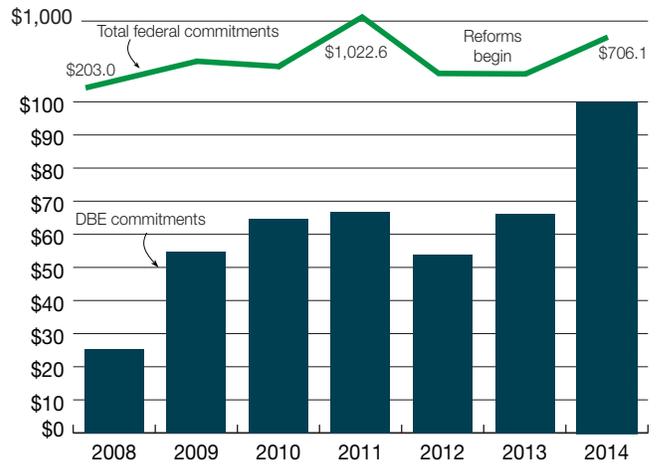
Economic trends continued to move in a positive direction in 2014. Maintaining the steady recovery, statewide non-farm employment reached 3.08 million workers in calendar year 2014, a 2.8 percent increase from the previous year. This exceeds the 2007 employment level of 2.97 million workers (prior to the Great Recession that started in 2008).

WSDOT reforms result in DBE commitments

Since WSDOT began implementing reforms, WSDOT's commitments to Disadvantaged Business Enterprises (DBEs) have risen from \$66.3 million in Federal Fiscal Year (FFY) 2013 (October 2013 through September 2014) to \$99.6 million in FFY2014, a 33 percent improvement.

The graph below shows an increase in WSDOT's DBE commitments since the reforms began in 2013. WSDOT attributes the increase at least in part to the completion of several DBE reform tasks designed to increase and broaden DBE participation.

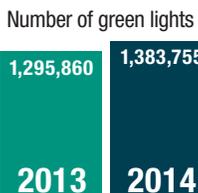
Growth in Disadvantaged Business Enterprise commitments follows WSDOT Reform efforts
Federal fiscal years 2008 through 2014; Dollars in millions



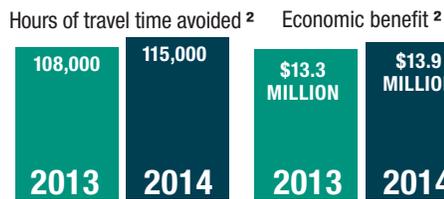
Data source: WSDOT Office of Equal Opportunity.

Notes: The federal match of Disadvantaged Business Enterprise (DBE) participation in WSDOT projects is illustrated in the bars and the total federal dollar commitments are in the line above. Only that portion of the contract that is federally funded counts toward participation. For example, if a contract is 90 percent federally funded, only 90 percent of the DBE participation can be counted. Additional DBE participation may occur but cannot be counted toward the overall goal.

Statewide CVISN transponder use ¹



Estimated CVISN program benefits ²



CVISN saves trucking industry time, money

WSDOT's electronic screening system helped the trucking industry avoid 115,000 travel hours and \$13.9 million in operating costs by giving commercial trucks 1.4 million "green lights" to bypass open weigh stations in 2014. This beats the previous 2010 record of 1.3 million. These bypasses helped the trucking industry save 553,502 gallons of diesel fuel, which kept 12.4 million pounds of carbon dioxide, a known greenhouse gas, from being emitted.

Data source: WSDOT Commercial Vehicle Information Services Office.

Notes: 1 WSDOT's previous record for green lights was 1,359,740 in 2010. A truck's transponder is read multiple times when it passes multiple weigh stations. There were 2,170,019 transponder readings in 2013 and 2,315,908 in 2014. 2 Travel hours avoided and economic benefit are calculated based on industry standard values of five minutes and 0.4 gallons of fuel saved per bypass. The value per bypass was \$10.04 in 2014 down from \$10.28 in 2013 due to lower average diesel fuel prices.

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 <small>(Annual measure: calendar years 2012 & 2013)</small>	0.77	0.77	1.00	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2013 & 2014)</small>	5.7	5.4	5.0	—		↓
Preservation						
Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2012 & 2013)</small>	91.9%	92.6%	90.0%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2013 & 2014)</small>	91.7%	91.8%	90.0%	✓		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle hours of delay statewide at maximum throughput speeds ¹ <small>(Annual measure: calendar years 2012 & 2013)</small>	30.9 million	32.4 million	N/A	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q4 2014 & Q1 2015)</small>	13.2 minutes	12.2 minutes	N/A	N/A		↓
Ferries: Percentage of trips departing on time ² <small>(Fiscal quarterly measure: year to year Q3 FY2014 & Q3 FY2015)</small>	96.9%	97.3%	95%	✓		↑
Rail: Amtrak Cascades on time performance <small>(Annual measure: calendar years 2013 & 2014. Data from 2013 does not match previous editions as numbers were updated)</small>	77.3%	70.0%	80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2013 & 2014)</small>	169	189	N/A	N/A		Not applicable
Cumulative number of WSDOT fish passage barrier improvements constructed <small>(Annual measure: calendar years 2012 & 2013)</small>	270	285	N/A	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed, and percentage on time ³ <small>(Calendar quarterly measure: Q4 2014 & Q1 2015)</small>	364/ 87%	366/ 87%	90% on time	—		↑
Cumulative number of Nickel and TPA projects completed and percentage on budget ³ <small>(Calendar quarterly measure: Q4 2014 & Q1 2015)</small>	364/ 91%	366/ 91%	90% on budget	✓		↑
Variance of total project costs compared to budget expectations ³ <small>(Calendar quarterly measure: Q4 2014 & Q1 2015)</small>	under budget by 1.9%	under budget by 1.9%	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 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. 2 WSDOT Ferries' "on time" departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. 3 Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 31](#) for more information.