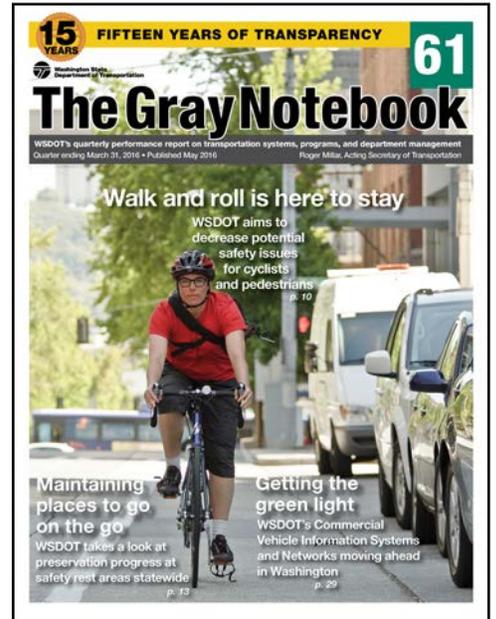


Gray Notebook Lite 61



15
YEARS

FIFTEEN YEARS OF TRANSPARENCY

Performance Highlights reported for the quarter ending March 31, 2016

 **47 ACRES**
were included
in **15 sites**
added to WSDOT's
WETLAND & STREAMS
inventory in 2015

\$12.4 million

in operating costs were avoided by trucks using WSDOT's **Commercial Vehicle Information Systems and Networks**

371

of 421 **Nickel and Transportation Partnership Account** funded projects have been completed

23.1 million

visits to WSDOT's statewide network of **safety rest areas**, a 3% increase from 22.5 million in 2014

26

air quality studies completed in 2015 to demonstrate compliance with federal guidelines

100

pedestrian and bicyclist fatalities in 2015, an increase from 85 fatalities in 2014

24.2%

decrease in the **average gas price** in 2015 from 2014 gas prices, representing a 12-year low

90

miles of **noise walls** have been constructed since 1963 by WSDOT as part of projects or to address concerns

**THE WSDOT WEBSITE HAD
over 165 MILLION PAGE VIEWS
during the last year**

67%

**WERE
RETURNING
USERS**

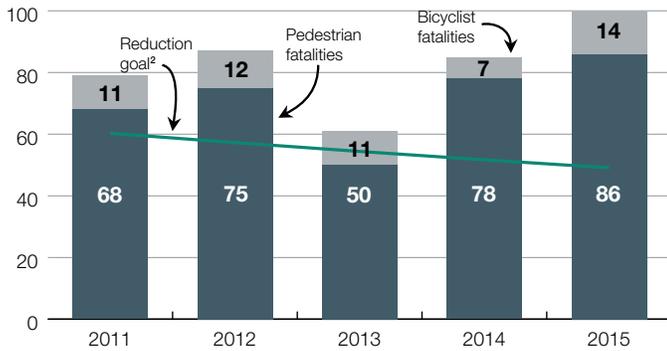
49%

**WERE
FROM A
MOBILE
DEVICE**

7

new **Lean projects** started by WSDOT during the quarter, bringing the total number of projects to 77

Pedestrian, bicyclist fatalities increase in Washington 2011 through 2015¹; all public roads



Data source: Washington State Fatality Analysis Reporting System.
 Notes: Some fatality numbers have changed from past GNBs due to updates to FARS. 1 2015 data is considered preliminary until January 2017. 2 The state fatality reduction goal is 5% annually. See [Gray Notebook 48, p. 5](#) for more information on the goal.

- Pedestrian and bicyclist fatalities in Washington increased in 2015 to 100, up from 85 fatalities in 2014
- Most pedestrian (82%) and bicyclist (75%) fatalities occurred on roads with posted speeds of 30 mph or higher from 2011 through 2015

There has been a general upward change in the number of pedestrian and bicyclist fatalities from 2011 through 2015 with an average over the five-year period of 82.4 fatalities per year. These increases may be partially due to the increase in the number of people walking and biking. Preliminary results from the Washington State Bicycle and Pedestrian Documentation Project indicate a 10% increase in walking and biking between 2011 and 2015.

Safety Rest Area usage increases statewide

- Visits to safety rest areas increased statewide by 3% between 2014 and 2015, to 23.1 million
- WSDOT met its 2015 safety rest area maintenance goal

An estimated 23.1 million visitors used WSDOT safety rest areas in 2015, which is about 600,000 more than the 22.5 million estimated visitors in 2014, and the highest number in the past decade. Since 2011, about 21.9 million visitors stop at WSDOT’s 47 rest areas annually.

This is one of two new buildings in a \$1.3 million project at the southbound Gee Creek Safety Rest Area along Interstate 5 north of Vancouver, Washington.



The Motor/Vessel Chelan was the first Issaquah Class ferry retrofitted with new Critical Pitch Propeller blades to reduce fuel use. WSDOT is currently seeking funding to retrofit the five other Issaquah Class ferries.

WSDOT works to improve its ferries’ fuel efficiency

- Biodiesel made up 4% of fuel used by WSDOT’s ferries and 14% used by its heavy-duty vehicles and off-road equipment in 2015

WSDOT’s ferry vessels used roughly 692,000 gallons of biodiesel fuel in 2015, down about 3% from the 716,000 gallons used in 2014. Biodiesel made up 4% of all ferry vessel fuel used in 2015, down from 4.2% in 2014. The Legislature mandates WSDOT to ensure biodiesel makes up 5% of ferries’ total fuel use and the agency continues to work to address cost and supply issues.

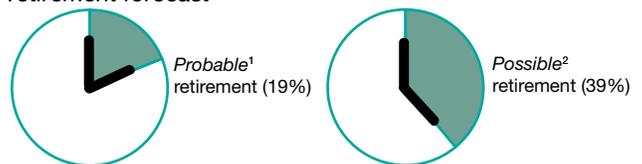
WSDOT has undertaken various projects to further reduce emissions from its ferries. In December 2015, the agency replaced the old fixed-blade propellers on the 124-car Motor/Vessel *Chelan* with new critical pitch propeller blades which help vessels run more efficiently. Test data shows an average fuel savings of about 9% resulting from the change.

WSDOT’s workforce level increases slightly

WSDOT had 6,490 permanent full-time employees as of March 31, 2016. This is 53 more than the same quarter one year ago, and 10.9% below the peak of 7,280 employees in June 2010. WSDOT’s 2015 retirement forecast indicates that 39% (about 2,530) of employees agency-wide have the possibility of retiring by 2020; 19% (roughly 1,230) of employees agency-wide are probable to retire.

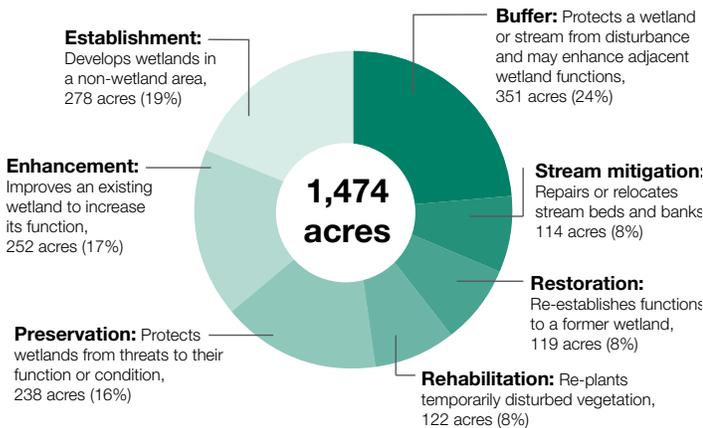
Thirty-nine percent of WSDOT employees eligible to retire by 2020

2015 retirement forecast



Data source: WSDOT Office of Human Resources and Safety.
 Notes: 1 “Probable” refers to employees eligible to retire with full benefits. 2 “Possible” refers to those eligible to retire with reduced or full benefits.

WSDOT mitigation site acreage increases to 1,474
 1988 through 2015; Total acreage (and percent) of replacement wetlands and stream mitigation sites by type



Data source: WSDOT Environmental Services Office.
 Note: These totals do not include mitigation banks.

- WSDOT added 15 new wetland and stream mitigation sites on 47 acres in 2015, bringing the total to 263 sites on 1,474 acres
- WSDOT closed out eight mitigation sites in 2015; one site closed before the end of the 10-year monitoring period

WSDOT designs and builds transportation projects to avoid and minimize disturbance to wetlands and streams. When construction impacts cannot be avoided and are outside the service areas of other cost-effective mitigation options, WSDOT designs and builds wetland and stream mitigation sites as compensation.

Gas prices boost transportation funding

Gas prices in Washington dropped 24.2%, from \$3.56 per gallon in 2014 to \$2.70 per gallon in 2015. This was the lowest average annual price since 2004, when gas was \$2.45 per gallon.

Lower gas prices in 2015 led to increased vehicle miles traveled and 2.6% more gallons purchased in Washington, which is directly linked to increased funding for transportation projects.

WSDOT working to reduce highway noise

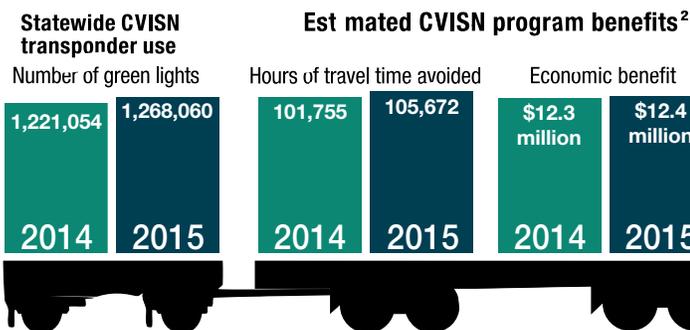
- WSDOT evaluated and approved 28 traffic noise studies for upcoming transportation projects between April 2015 and March 2016
- Approximately 90 miles of noise walls have been constructed since 1963, with 26 miles constructed between 2001 and 2016

WSDOT prepared, reviewed and approved 28 traffic noise studies for Type 1 transportation projects from April 1, 2015, through March 31, 2016, to comply with federal and state noise requirements. Type 1 projects include new construction found to have potential increases in traffic noise for nearby residents. WSDOT works to mitigate noise to improve quality of life for residents living close to major roadways across the state.

CVISN saves trucking industry time and money

- WSDOT's electronic screening system helped the trucking industry avoid 106,000 travel hours and \$12.4 million in operating costs

- The Washington State Patrol reopened the southbound I-5 Everett weigh station which now electronically screens 3,800 trucks daily



WSDOT gave commercial trucks equipped with Commercial Vehicle Information Systems and Networks transponders the green light to bypass open weigh stations 1.27 million times in 2015. Trucks not equipped with CVISN transponders must pull into each open weigh station they pass. CVISN stations saved truckers an estimated 507,000 gallons of diesel fuel. As a result of the reduced diesel, carbon dioxide emissions were cut by 11.4 million pounds.

Data source: WSDOT Commercial Vehicle Information Services Office.

Notes: A trucks' transponder is read each time it nears an open weigh station. There were 1,513,559 readings in 2015 and 1,427,299 in 2014. Not all resulted in a green light. 1 WSDOT updated its method for extracting CVISN data which lowered green lights given in 2014. 2 WSDOT assumes five minutes and 0.4 gallons of fuel saved per bypass providing an economic benefit of \$9.75 in 2015 and \$10.04 in 2014.

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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 statewide <small>(Annual measure: calendar years 2013 & 2014)</small>	0.76 ¹	0.80	Below 1.00	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2014 & 2015)</small>	5.4	4.3	Below 5.0	✓		↓
Preservation						
Percentage of state highway pavement in fair or better condition by Vehicle Miles Traveled <small>(Annual measure: calendar years 2013 & 2014)</small>	92.6%	93.3%	Above 90.0%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2014 & 2015)</small>	91.8%	92.1%	Above 90.0%	✓		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle hours of delay statewide at maximum throughput speeds ² <small>(Annual measure: calendar years 2013 & 2014)</small>	32.5 million	32.3 million	N/A	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q4 2015 & Q1 2016)</small>	13.6 minutes	12.3 minutes	N/A	N/A		↓
Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q3 FY2015 & Q3 FY2016)</small>	97.3%	96.3%	Above 95%	✓		↑
Rail: Amtrak Cascades on-time performance <small>(Annual measure: fiscal years 2014 & 2015)</small>	74.2%	71.5%	Above 80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2014 & 2015)</small>	189	130	N/A	N/A		Not applicable
Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2013 & 2014)</small>	282	291	N/A	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed, and percentage on time ⁴ <small>(Calendar quarterly measure: Q4 2015 & Q1 2016, trendline for percentage on time)</small>	371/ 87%	371/ 87%	More than 90% on time	—		↑
Cumulative number of Nickel and TPA projects completed and percentage on budget ⁴ <small>(Calendar quarterly measure: Q4 2015 & Q1 2016, trendline for percentage on budget)</small>	371/ 91%	371/ 91%	More than 90% on budget	✓		↑
Variance of total project costs compared to budget expectations ⁴ <small>(Calendar quarterly measure: Q4 2015 & Q1 2016)</small>	Under budget by 1.9%	Under budget by 1.9%	On or under budget	✓		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. 9](#) for Results Washington “Goal 2: Prosperous Economy” measures. 1 Data has been updated from past GNBS. 2 Compares actual travel time to travel time associated with “maximum throughput” (defined as 70-85% 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 Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 34](#) for more information.