



The Motor/Vessel Wenatchee cuts its way across the Puget Sound with the Olympic Mountains serving as a serene backdrop.

PERFORMANCE HIGHLIGHTS

Quarter ending June 30, 2014

Lynn Peterson,
Secretary of Transportation

92%

of WSDOT's **bridges** were in fair or better condition in 2014

40%

of roadway fatalities from 2011-2013 involved vehicles **running off the roadway**

137

of the **3,286** bridges WSDOT manages have **weight restrictions**

2,500

hours of staff time saved in 2013 by using general environmental permits

1

of three new Ferries, the **M/V Tokitae**, is complete and started service this summer

↑ 2.5%

increase in the number of freight trucks crossing the **Canadian border** into **Washington**

88%

of the ferries' **terminals** are in **fair** or **better** condition

5

the number of Puget Sound area **commute corridors** that had travel time changes of more than two minutes

↑ 95.5%

of ferry trips were **on time** this quarter



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/Jun14.pdf>

Bridge conditions remain steady statewide

- Ninety-two percent of state and local bridges measured by deck area are in fair or better condition
- Of the 3,286 bridges WSDOT manages, 137 have weight restrictions

WSDOT has 137 load posted or load restricted bridges
Fiscal years (July through June), 2011-2014; Number of bridges with weight restrictions



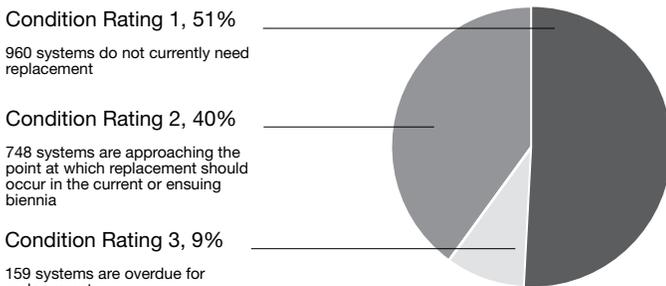
| | 2011 | 2012 | 2013 | 2014 |
|-----------------|------------|------------|------------|------------|
| LOAD POSTED | 17 | 15 | 14 | 13 |
| LOAD RESTRICTED | 125 | 133 | 126 | 124 |
| TOTAL | 142 | 148 | 140 | 137 |

Data source: WSDOT Bridge and Structures Office.
 Note: On load posted bridges, truck weights are restricted to a posted weight limit that is less than typical legal limits. On load restricted bridges, trucks must comply with reduced axle weights that are lower than typical legal limits.

Bridges are designed to carry the standard truck weight load when they are built. If results show the structure cannot safely carry certain loads, WSDOT implements weight restrictions to reduce the risk of further damage.

Nine percent of WSDOT Ferries vessel systems are past due for replacement

Fiscal year 2014; Inspection results by number of systems



Data source: WSDOT Ferries Division.

WSDOT Ferry vessel system preservation backlog increases in fiscal year 2014

- The number of vessel systems that are past due for replacement increased from 7% in calendar year 2012 to 9% in fiscal year 2014
- More than 88% of WSDOT Ferries Division's terminal systems are in fair or better condition

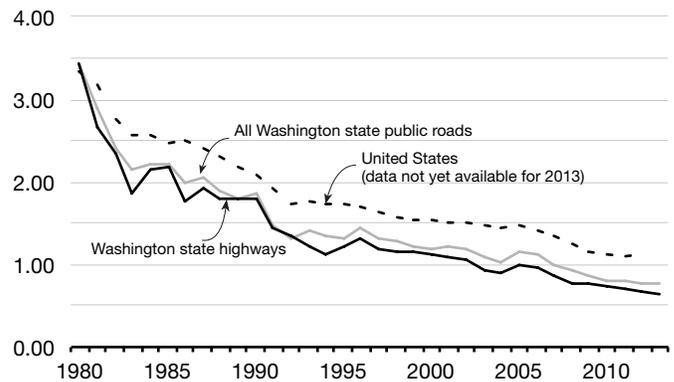
Traffic fatalities, injuries trending down

- Washington continues its historic low level trend with 439 collision fatalities in 2013
- In 2013, there were 1,916 serious injuries resulting from collisions, a 28% decrease from 2009

Since 2009, we have seen an 11 percent reduction in fatalities on all public roadways in Washington, declining from 492 fatalities to 439 fatalities in 2013. For the same time period, a 28 percent reduction in serious injuries occurred, with 2,646 serious injuries in 2009 and 1,916 in 2013. The state has experienced a general reduction in the number of traffic fatalities since 2007.

Traffic fatality rates in Washington state continue to be below the U.S. average

1980 through 2013¹; fatalities per 100 million vehicle miles traveled



Data sources: U.S. Fatality Analysis Reporting System (FARS) Encyclopedia; Washington Traffic Safety Commission, FARS; WSDOT Transportation Data and Geographic Information Systems Office.
 Note: 1 FARS data for 2013 is preliminary and may change until January 2015.

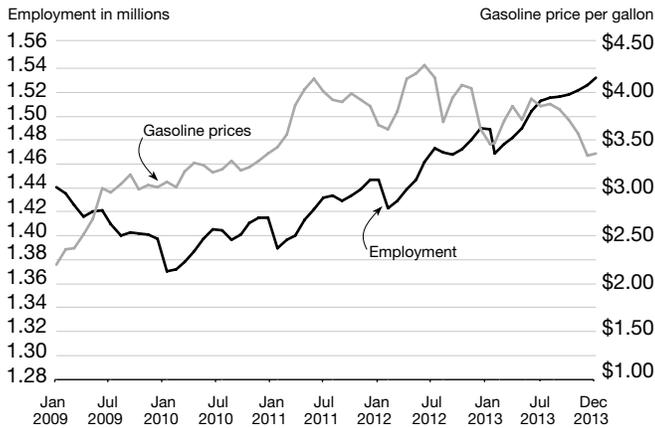
WSDOT to purchase up to eight locomotives

- WSDOT plans to purchase up to eight new diesel electric locomotives, which are scheduled to be delivered between fall 2016 and early 2017.
- The locomotives will be manufactured at the Siemens plant in Sacramento, California.



The new Amtrak Cascades locomotives (shown in the rendering above) will be capable of traveling at speeds of up to 125 mph.

Washington employment rises, gas prices stabilize
 January 2009 through December 2013; Seattle-Bellevue-Everett metropolitan area



Data source: Bureau of Labor Statistics – Current Employment Statistics; U.S. Department of Energy – Energy Information Administration.
 Note: Gasoline prices are inflation-adjusted using the Consumer Price Index.

Puget Sound travel mirrors region’s economy

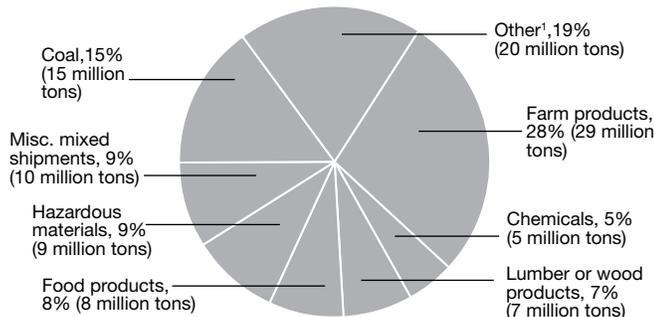
- Puget Sound area traffic volumes and travel times in the second half of 2013 were impacted by a slightly improving economy
- Five commute routes on Interstate 5 (I-5) and I-405 experienced significant changes in travel times while 13 others had no changes

More trucks crossing into state from Canada

- The number of trucks crossing the Canadian border into Washington grew 2.5% in 2013
- In 2012, farm products and coal accounted for 43% of all freight rail shipments

Farm products comprise more than a quarter of Washington's freight rail

2012; Tons of goods shipped by commodity

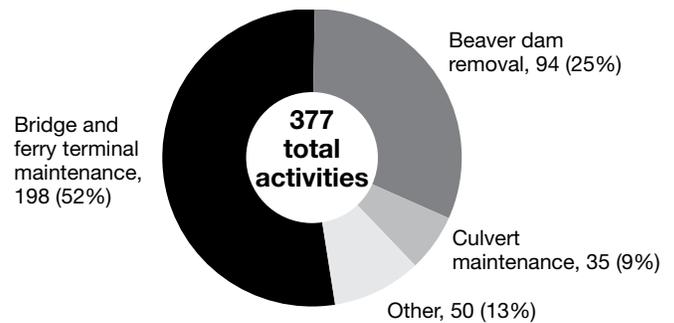


Data source: WSDOT Freight Systems Division, Surface Transportation Waybill Data.
 Note: 1 Includes commodities that comprised 4 percent or less of all commodities shipped by freight rail in 2012. This category includes crude oil, which accounted for 85,360 tons (0.08 percent) of freight rail shipments in 2012.

WSDOT saves time by using general permits

WSDOT estimated it saved about 2,500 hours of staff time in 2013, by using nine different general permits issued by Washington State Department of Fish and Wildlife (Fish and Wildlife) and four from the Washington State Department of Ecology (Ecology). WSDOT saves four hours for every activity conducted under the Fish and Wildlife permit and Ecology’s weed and mosquito permit, and 40 hours for each use of the bridge and ferry terminal washing permit.

WSDOT used nine Fish and Wildlife permits for 377 activities in 2013



Data source: WSDOT Environmental Services Office.
 Note: Other category includes channelized stream maintenance, maintenance of existing fishway facilities, removing and relocating debris from bridge piers or footings, geotechnical test boring in fresh and marine waters, and removing and replacing piles in marine waters. Percentages may not equal 100% due to rounding.



The Incident Response’s mission is clearing roads and helping drivers on Washington state highways. These two essential functions help keep all motorists safe during incidents and help keep traffic moving.

Incident response times decrease this quarter

- WSDOT teams helped clear 13,153 incidents this quarter
- Teams cleared incidents in 11.4 minutes on average, the fastest time for the quarter since WSDOT’s first *Gray Notebook* in 2001

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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 <small>(Annual measure: calendar years 2012 & 2013, data for 2013 considered preliminary)</small> | 0.77 | 0.77 | 1.00 | ✓ | | ↓ |
| Rate of recordable incidents for every 100 WSDOT workers ¹ <small>(Annual measure: calendar years 2012 & 2013)</small> | 5.5 | 5.7 | 5.0 | — | | ↓ |
| Preservation | | | | | | |
| Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2011 & 2012)</small> | 91.9% | 91.9% | 92.0% | — | | ↑ |
| 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 ² <small>(Annual measure: calendar years 2010 & 2012)</small> | 31.6 million | 30.9 million | N/A | N/A | | ↓ |
| Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q1 2014 & Q2 2014)</small> | 12.4 minutes | 11.4 minutes | N/A | N/A | | ↓ |
| Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q4 FY2013 & Q4 FY2014)</small> | 95.3% | 95.8% | 95% | ✓ | | ↑ |
| Rail: Amtrak Cascades ridership ⁴ <small>(Calendar quarterly measure: year to year Q2 2013 & Q2 2014)</small> | 210,000 | 202,000 | N/A | N/A | | ↑ |
| Environment | | | | | | |
| Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2012 & 2013)</small> | 146 | 169 | 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 ⁵ <small>(Calendar quarterly measure: Q1 2014 & Q2 2014)</small> | 353/ 88% | 355/ 87% | 90% on time | — | | ↑ |
| Cumulative number of Nickel and TPA projects completed and percentage on budget ⁵ <small>(Calendar quarterly measure: Q1 2014 & Q2 2014)</small> | 353/ 91% | 355/ 91% | 90% on budget | ✓ | | ↑ |
| Variance of total project costs compared to budget expectations ⁵ <small>(Calendar quarterly measure: Q1 2014 & Q2 2014)</small> | under budget by 1.6% | under budget by 1.7% | 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. 35](#) for more information.