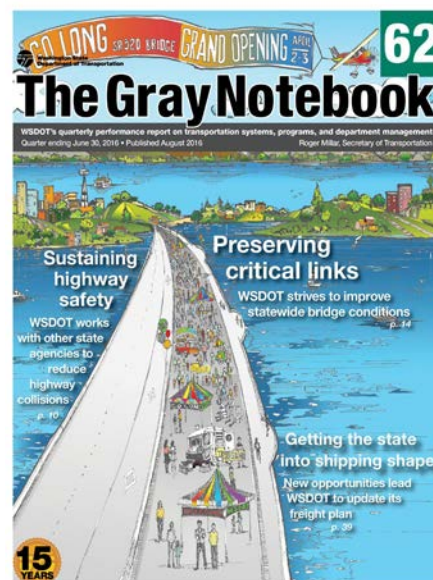
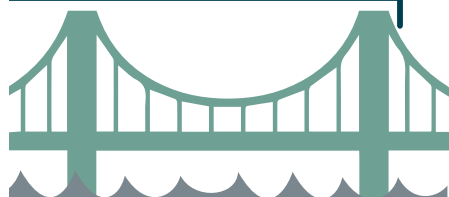


Gray Notebook Lite 62



PERFORMANCE HIGHLIGHTS reported for the quarter ending June 30, 2016

91.2% OF WSDOT
BRIDGES BY
DECK AREA



were in FAIR or
BETTER condition
AS OF JUNE 2016

96%

of **local agency projects** received environmental approval from WSDOT in fiscal year 2016, reducing the timelines for these projects by about 30 days

22.7%

increase in **traffic fatalities** on all public roadways in Washington from 462 in 2014 to 567 in 2015¹

4,600 hours

of WSDOT staff time saved by using **general environmental permits** to streamline maintenance activities

3.2%

increase in the **number of freight trucks** crossing the Canadian border from 2014 to 2015

10

fish passage barriers corrected by WSDOT in 2015 restored fish access to 46 miles of potential upstream habitat

13

federally funded **rail projects** complete and seven in construction



**MORE THAN
89% OF WSDOT
FERRIES**

**VESSEL SYSTEM VALUE
(\$1.08 billion)
IS NOT OVERDUE
for REPLACEMENT**

Note: 1 Data is preliminary until January 2017.

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, visit <http://wsdot.wa.gov/publications/fulltext/graynotebook/Jun16.pdf>.

More than 89% of total value of ferries vessel systems are not overdue for replacement

Fiscal year 2016; Percent of total dollar value

Condition Rating 1, 42.6%

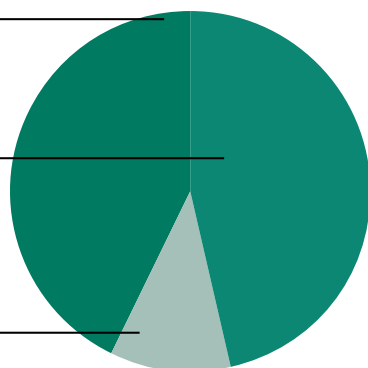
\$518.7 million of system value does not currently need replacement

Condition Rating 2, 46.5%

\$565.9 million of system value is approaching the point at which replacement should occur in the current or the ensuing biennium

Condition Rating 3, 10.9%¹

\$132.3 million of system value is overdue for replacement



Data source: WSDOT Ferries.

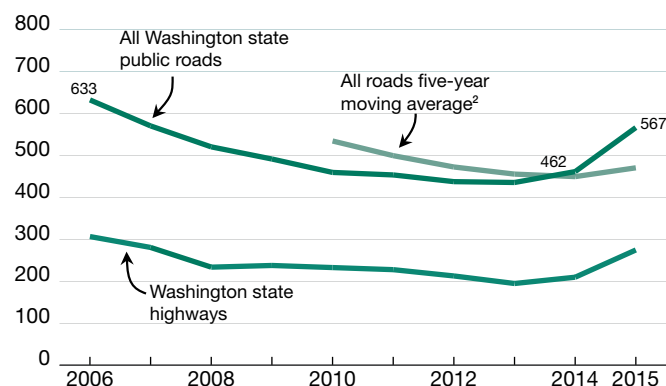
Notes: 1 Measure used for Results Washington. Percentages may not add to 100 due to rounding.

With total vessel systems valued at approximately \$1.22 billion in fiscal year 2016, valuations indicate that \$1.08 billion (89.1%) of items do not currently need replacing. Meanwhile, 10.9% of vessel systems (\$132.3 million) of the total system value is past due for replacement.

- The total value of vessel systems needing replacement increased from \$88.3 million in FY2015 to \$132.3 million in FY2016
- WSDOT had 87% of its ferry terminal systems in fair or better condition in 2015, a 1.6 percentage point decrease from 2014

Washington traffic fatalities increase in 2015

2006 through 2015¹; Number of fatalities



Data sources: Fatality Analysis Reporting System, WSDOT Transportation Data and Geographic Modeling Office.

Notes: 1 FARS data for 2015 is preliminary until January 2017. 2 A five-year moving average reflects five years of change at a time. The graph above shows the average of 2006-2010 (the first five years) through 2011-2015 (the most recent five years).

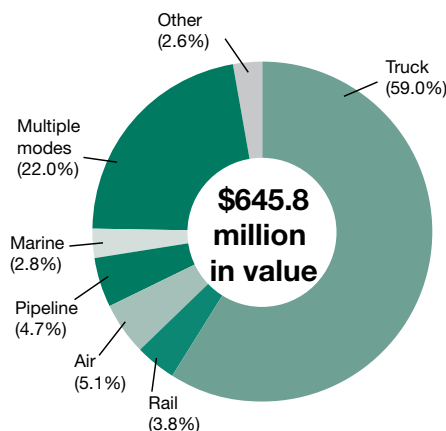
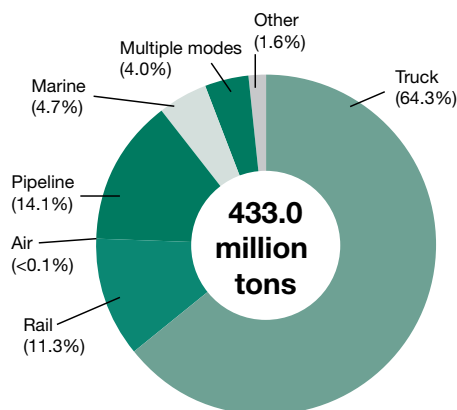
There were 567 traffic fatalities on all Washington state public roads in 2015. This is a 22.7% increase from the 462 recorded in 2014. Overall, the number of fatalities has trended downward 10.4% from the 633 recorded 10 years ago in 2006.

- A 3.6% increase in Vehicle Miles Traveled in Washington from 2014 to 2015 that potentially resulted from an improving economy and lower fuel prices
- State roadways had 2,102 serious injury crashes in 2015, a 4.7% increase from the 2,007 in 2014

Freight

Most freight moves by truck, pipeline or rail in Washington state

2015; Percentages determined by tons and value



Data source: Freight Analysis Framework Data, Federal Highway Administration.

Notes: Percentages may not add to 100 due to rounding.

On a per capita basis, Washington is the most trade-dependent state in the nation (followed by Texas and Louisiana) with total imports and exports valued at \$137.5 billion and gross business income for freight-dependent industry sectors valued at \$550.5 billion in 2015. This is up from Washington's third-place position in 2014.

- Interstate 5 near Tacoma continued to have the highest daily truck volume in the state with 15,793 trucks per day on average in 2015
- The number of trucks crossing the Canadian border into Washington grew 3.2% in 2015

Bridge conditions see slight decline

- Of WSDOT's 3,294 vehicular bridges, 126 had weight restrictions in FY2016, an increase from 120 bridges in FY2015
- Washington continues to meet the MAP-21 and Results Washington goals of having less than 10% of bridges in poor condition

As of June 2016, 91.2% of WSDOT-owned bridges by deck area were in fair or better structural condition. This is a long-term improvement since 2011, when 90.8% of bridges by deck area were in fair or better condition, but a slight decrease from the 92.1% of bridges in fair or better condition in June 2015. This decrease is primarily due to the natural rate of concrete deterioration statewide.

WSDOT has 91.2% of its bridges by deck area in fair or better condition, meeting performance goals

Number of bridges and percent of bridges by deck area by condition category; Deck area in millions of square feet

STRUCTURAL CONDITION

		2011	2015	2016	Trend
GOOD/VERY GOOD & FAIR TOTALS: Goal = 90% or more deck area in fair or better condition	Bridge deck area	47.0	49.1	48.9	↓
	Percent of deck area	90.8%	92.1%	91.2%	↓
	Number of bridges	3,049	3,150	3,140	↓
POOR A bridge in poor condition has advanced deficiencies such as section loss, deterioration, scour, or seriously affected structural components, and may have weight restrictions. A bridge in poor condition is still safe for travel.	Bridge deck area	4.8	4.2	4.7	↑
	Percent of deck area	9.2%	7.9%	8.8%	↑
	Number of bridges	155	138	154	↑

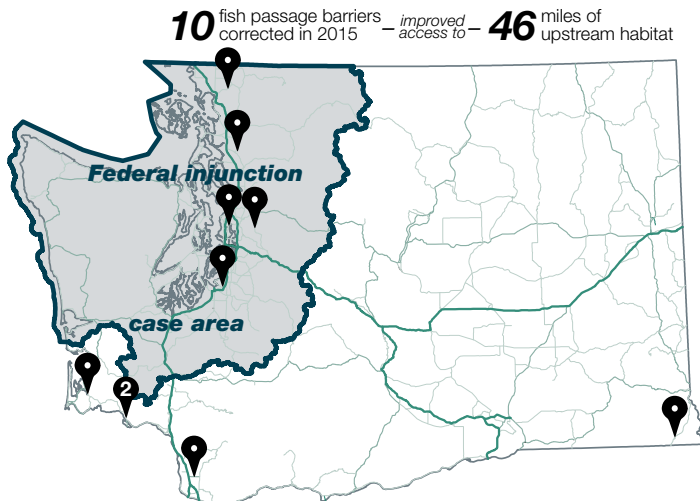
Data source: WSDOT Bridge and Structures Office.

Notes: The above data shows WSDOT-owned bridges, culverts, and ferry terminals over 20 feet in length that carry vehicular traffic.

All numbers shown in the table above are based on the revised "out-to-out" calculation method (which includes curbs and rails on the bridge) instead of the bridge width curb-to-curb. The 2011 data has been updated using this revised calculation method.

Fish Passage

GNB 62, p. 35



Data source: WSDOT Environmental Services Office.

Notes: Five projects completed in 2015 were applicable to the federal injunction. Markers with numbers represent the site of multiple fish passage barrier corrections, all others represent one.

WSDOT restores access to fish habitat

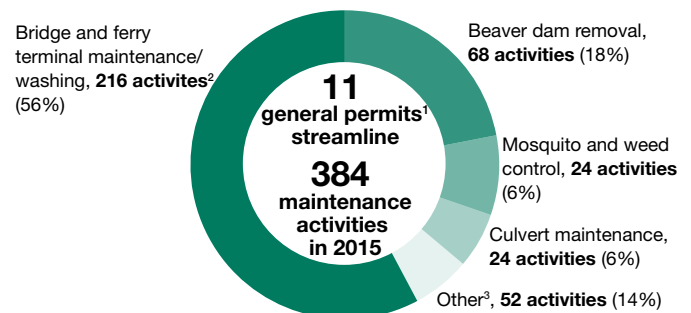
- WSDOT corrected 10 fish passage barriers in 2015, restoring fish access to 46 miles of potential upstream habitat
- To date, WSDOT has corrected 23 culverts applicable to a 2013 federal fish passage injunction, restoring access to 6.2% of blocked habitat

General Environmental Permits

GNB 62, p. 38

Environmental permits expedite WSDOT maintenance work throughout the state

- WSDOT saved approximately 4,600 hours of staff time in 2015 by using general permits to streamline 384 maintenance activities
- Bridge and ferry terminal maintenance and washing activities made up 56% of general permit usage in 2015



Data source: WSDOT Environmental Services Office.

Notes: 1 In 2015, WSDOT used two permits for bridge and ferry terminal maintenance/washing, one for beaver dam removal, three for mosquito and weed control, one for culvert maintenance and four for other maintenance activities. 2 Seventy-seven of the 216 activities discharged wash water and used both the NPDES permit from Ecology and a WDFW permit. 3 "Other" maintenance activities in 2015 included channelized stream maintenance; maintenance and repair of fishway structures; debris removal from bridge structures; and removing, repairing and replacing piles in marine waters.

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 (Annual measure: calendar years 2014 & 2015)	0.80	0.95 ¹	<1.00	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers (Annual measure: calendar years 2014 & 2015)	5.4	4.3	<5.0	✓		↓
Preservation						
Percentage of state highway pavement in fair or better condition by Vehicle Miles Traveled (Annual measure: calendar years 2013 & 2014)	92.6%	93.3%	≥ 90.0%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area (Annual measure: as reported for 2015 & 2016)	92.1%	91.2%	≥ 90.0%	✓		↑
Mobility (Congestion Relief)						
Highways: Annual (weekday) vehicle hours of delay statewide at maximum throughput speeds ² (Annual measure: calendar years 2013 & 2014)	32.5 million	32.3 million	N/A	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses (Calendar quarterly measure: Q1 2016 & Q2 2016)	12.3 minutes	11.3 minutes	N/A	N/A	 (Five-quarter trend)	↓
Ferries: Percentage of trips departing on time ³ (Fiscal quarterly measure: year to year Q4 FY2015 & Q4 FY2016)	94.2%	93.0%	≥ 95%	—		↑
Rail: Amtrak Cascades on-time performance (Annual measure: fiscal years 2014 & 2015)	74.2%	71.5%	≥ 80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed (Annual measure: fiscal years 2014 & 2015)	189	130	N/A	N/A		Not applicable
Cumulative number of WSDOT fish passage improvement projects constructed (Annual measure: calendar years 2014 & 2015)	291	301	N/A	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed and percentage on time ⁴ (Calendar quarterly measure: Q1 2016 & Q2 2016, trendline for percentage on time)	371/ 87%	371/ 87%	≥ 90% on time	—	 (Five-quarter trend)	↑
Cumulative number of Nickel and TPA projects completed and percentage on budget ⁴ (Calendar quarterly measure: Q1 2016 & Q2 2016, trendline for percentage on budget)	371/ 91%	371/ 91%	≥ 90% on budget	✓	 (Five-quarter trend)	↑
Variance of total project costs compared to budget expectations ⁴ (Calendar quarterly measure: Q1 2016 & Q2 2016)	Under budget by 1.9%	Under budget by 1.9%	On or under budget	✓	 (Five-quarter trend)	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 Traffic fatality data for 2015 is considered preliminary until January 1, 2017. 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. 46](#) for more information.