



STATE OF WASHINGTON

2020 BIENNIAL TRANSPORTATION ATTAINMENT REPORT

WASHINGTON'S TRANSPORTATION SYSTEM:
GOALS, OBJECTIVES AND PERFORMANCE MEASURES

COMPILED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

OCTOBER 2020

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Message from the Office of Financial Management

Dear Governor, Legislators and Interested Readers,

I am pleased to comment on the 2020 Biennial Transportation Attainment Report prepared by the Washington State Department of Transportation (WSDOT).

This report is a concise summary of the goals and measures established in RCW 47.04.280 to monitor the state's progress toward achieving the transportation goals of economic vitality, preservation, safety, mobility, environment and stewardship. As the transportation landscape continues to evolve, the Office of Financial Management is committed to collaborating with WSDOT and other transportation agencies to enhance performance measures and related metrics to ensure maximum value for our state transportation investments.

The performance measure data in this report paints a picture of a transportation system that supports a rapidly growing population and diverse economy, while simultaneously withstanding significant pressures. The data show that continued investment in our transportation infrastructure has boosted the state's performance in numerous areas, yet areas of further improvement and analysis remain.

Where things are improving:

- Reduction in fraudulent driver's licenses
- Decreased percentage of state bridges in poor condition
- Drop in percentage of commuters driving alone
- Increase in transit, walking, and cycling trips
- Rise in ferry passenger satisfaction

Where challenges remain:

- Continued rise in greenhouse gas emissions caused by transportation
- Decline in percentage of pavement condition rated fair or better by National Highway System
- Decrease in ferry system ridership
- Increase in severe traffic collisions resulting in serious injury

With the immense financial pressures of the current COVID-19 pandemic, we remain steadfast in our commitment to the state's transportation system. We will continue to maintain public safety, enhance economic vitality, and proactively address the wide-ranging effects of climate change.

Sincerely,



David Schumacher
Director

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Executive Summary

This 2020 Biennial Transportation Attainment Report has been compiled by the Washington State Department of Transportation. Where possible, performance measures are presented that encompass five or more years of data.

Where things are improving since the 2018 Biennial Transportation Attainment Report:

- Increased the percentage of ferry terminal systems in fair or better condition.
- Increased public transit use, resulting in more personal vehicle usage avoided.
- Increased tolling transactions, improving traffic flow.
- Increased Amtrak Cascades ridership.
- Corrected eight more fish passage culverts in 2019; 51 corrected between 2015 and 2019.
- Decreased diesel particulate emissions, expected to reduce impacts on vulnerable populations.

Where challenges remain:

- Increasing demand on Washington state's transportation system as a result of population growth.
- Rising traffic fatalities.
- Increased passenger injuries on Washington State Ferries.
- Decreased the percentage of ferry vessels in fair or better condition.
- Increased the time that ferry vessels are out of service.
- Increased annual weekday delay on the central Puget Sound region's major urban highways.
- The value of freight exports and imports decreased.

Although the full impact of the COVID-19 on the state's transportation system is not yet known, it has affected some data availability (see Measure 6.1 on page 20). Washington state has seen a significant decline in travel across all modes of transportation since mid-March 2020. WSDOT has created a COVID-19 Multimodal Transportation System Performance Dashboard that as of this publication date is being updated weekdays. View this at <https://www.wsdot.wa.gov/about/covid-19-transportation-report/>. The agency also continues to publish a Strategic Plan Dashboard at <https://bit.ly/wsdotdashboard>.

This report was compiled using data and information from:

- Washington State Department of Transportation
- Washington State Office of Financial Management
- Washington Traffic Safety Commission
- Washington State Department of Health
- Washington State Department of Licensing
- Washington State Department of Ecology
- County Road Administrative Board
- Washington State Transportation Commission
- Washington State Agriculture & Food Processing Economic/Fiscal Impact Study

Purpose of the Transportation Attainment Report

Washington state's transportation attainment report provides a high-level assessment of the state's progress in achieving its transportation goals, using key performance measures and data.

Statewide transportation goals

In 2007, the Washington State Legislature amended RCW 47.04.280, establishing five statewide transportation policy goals used to guide the planning, operation, performance of and investment in the state's transportation system. A sixth goal, Economic Vitality, was added by the Legislature in 2010.

- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services;
- **Mobility (Congestion Relief):** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- **Environment:** To enhance Washington state's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment;
- **Stewardship:** To continuously improve the quality, effectiveness and efficiency of the transportation system; and
- **Economic Vitality:** To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

Biennial transportation progress reports

The purpose of these reports is to assess progress on the statewide transportation goals and the performance of the transportation system. Rather than report on agency-specific performance, the focus is on overall system performance. Most of the objectives and measures were developed with input from transportation agencies, stakeholders and the Legislature in 2008, and are updated herein. This report provides high-level indicators for each measure to allow quick progress assessment. Many of the measures and supporting data are being used to make investment decisions, develop strategies and programs, promote accountability and transparency, and provide for stronger internal management through organizational performance assessments and improvements. Measures may evolve as progress is made in assessing the performance of the multifaceted components of Washington state's transportation system.

A note about reporting periods

This report provides the latest available data for each measure. Depending on the measure, the latest available data may be from as long ago as 2015, or as recent as the fourth quarter of Fiscal Year 2020. Unless otherwise stated, data is reported for the calendar year (CY) which is January through December. In some cases, the state's fiscal year (FY), which runs July through June, is the basis for reporting. In others, the federal fiscal year (FFY) is used, which runs October through September.

Washington State Transportation System - Just the Facts

Factors including, but not limited to, population increases, job creation, new housing units constructed, and increased numbers of vehicles and drivers generate pressure on the transportation system. The following data helps contextualize this pressure.

Population

Washington state's population reached approximately 7.6 million in 2019, up 3.2% from 2017. The state's population has increased by 55% since 1990, and the Office of Financial Management forecasts that Washington's population is expected to reach 9.3 million in 2040.

Housing

Washington state added an estimated 161,000 housing units from 2015 through 2019. In 2019, there were about 3,171,000 housing units in Washington state, an increase of 5.4% from 3,010,000 in 2015.

Employment

Non-farm employment in Washington state has grown from 3.1 million workers in June 2015 to 3.5 million workers in June 2019, representing a 10.2% increase. The number of people working in Washington state increased steadily between 2011 and 2019. Additionally, the unemployment rate fell from 5.5% in June 2015 to 4.2% in June 2019. Employment has significant impacts on commute rates and road congestion at peak travel times, transit usage, ferry ridership, port activity, train and airport boardings, and vehicle miles traveled (VMT) on public roads. Average travel time to work was 28.4 minutes in 2018, up 6% from 26.8 minutes in 2014.

Vehicle ownership

In December 2019, there were 8.1 million vehicles registered in Washington state. This represents an increase of approximately 100,000 vehicles, or 1.3% from 8.0 million vehicles registered in 2017.

Licensed drivers

The number of licensed drivers in Washington state increased by 3.6%, from 5.6 million drivers in 2015 to 5.8 million drivers in 2019.

2019 Key Transportation Facts

On the ground

5.8 million licensed drivers	1.4 million lane miles of roads treated for snow and ice control
5.2 million registered passenger vehicles	7,456 bridges statewide
8.1 million total registered vehicles	308 miles of HOV freeway lanes complete
62.5 billion vehicle miles traveled	350 park-and-ride lots with 60,000 spaces
3.6 billion gallons of fuel consumed	32 transit systems
25.1 miles per gallon fuel economy (National average, 2018)	241 million transit passenger trips (2018)
10,752 miles traveled per licensed driver on average (2018)	3,122 vanpools in operation per month on average
18,699 state highway lane miles (2018)	8.5 million vanpool passenger trips
4,044 interstate freeway lane miles (2018)	829,000 state-supported Amtrak Cascades passenger trips
78,720 county road lane miles (2018)	3,032 miles of freight rail line (2017)
35,976 city road lane miles (2018)	135 million tons of rail freight (2018)
41.8% of vehicles miles traveled were on county and city roads (2018)	287 million tons of freight carried by truck (2018)
56.7% of vehicle miles traveled were on state highways (2018)	\$127 billion of cargo passing through ports (2017)

In the air

16 state-managed airports (nine owned by the state)	2 million tons of air cargo
134 public use airports	51.8 million passenger boardings at Seattle-Tacoma International Airport

On the water

24.3 million passengers and 10.6 million vehicles carried on state ferries	75 port districts
22 state ferries	3.8 million 20-foot container equivalent units through Seattle and Tacoma ports
20 state ferry terminals	124.2 million tons of waterborne freight tonnage (2018)
10 state ferry routes	446 daily state ferry sailings

Sources: Washington State Office of Financial Management; Washington State Department of Licensing; Washington State Department of Transportation; Washington State Department of Ecology; Results Washington; U.S. Department of Transportation; U.S. Department of Commerce. Data is for 2019 unless otherwise noted.


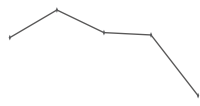

Statewide Transportation Goals, Objectives and Performance Measures

Summary of progress and five-year trend

Goal 1- SAFETY					
To provide for and improve the safety and security of transportation customers and the transportation system.					
Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 1.1 Traffic fatalities Number and rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT)	Reduce traffic fatalities	Traffic fatalities numbered 500 (preliminary) in 2019, an 0.4% increase from 498 fatalities in 2015.	—	↓	
	Reduce the rate of traffic fatalities per 100 million VMT	The rate of traffic fatalities per 100 million VMT was 0.080 (preliminary) in 2019, down 4.2% from 0.083 in 2015.	—	↓	
Lead agency: WTSC Between 2015 and 2019, the number of traffic fatalities (including fatalities of bicyclists and pedestrians) in Washington increased by 0.4%, going from 498 to 500 (2019 data is preliminary). The rate of fatalities per 100 million Vehicle Miles Traveled (VMT) was 0.080 in 2019, down 4.2% from 0.083 in 2015. For more information, see: Gray Notebook 75, Highway Systems Safety Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf#page=7 ; Washington State Crash Data Portal at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/ .					
Measure 1.2 Collision reduction Number of collisions and percentage resulting in serious or fatal injuries	Reduce number of collisions	Traffic collisions numbered 111,585 (preliminary) in 2019, a 4.7% decrease from 117,079 in 2015.	✓	↓	
	Reduce severity of collisions	Serious injuries resulting from traffic collisions numbered 1,945 (preliminary) in 2019, a 10.0% increase from 1,767 in 2015.	—	↓	
Lead agency: WTSC The number of traffic collisions in the state decreased 3.9% from 116,071 in 2018 to 111,585 in 2019—the third consecutive year of decreases in collisions. The number of traffic related serious injuries increased 0.4% from 1,938 in 2018 to 1,945 in 2019. The number of serious injuries has increased steadily since 2013, when Washington observed a 10-year low of 1,606 serious injuries. For more information, see: Gray Notebook 75, Highway Systems Safety Annual Report at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf#page=7 ; WSDOT Crash Data Portal at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/ .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. — = Performance is not moving in a favorable direction based on the five-year trend.					


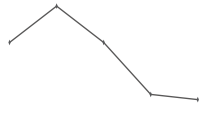
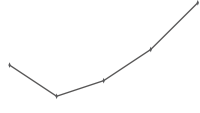
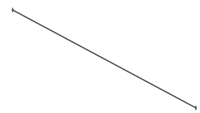
Goal 1- SAFETY (continued)

To provide for and improve the safety and security of transportation customers and the transportation system.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 1.3 Pedestrian & bicyclist fatalities Reduce pedestrian and bicyclist fatalities	Reduce the rate of pedestrian fatalities per 100,000 population	The rate of pedestrian fatalities was 1.36 in 2019 (preliminary), down 2.0% from 1.37 in 2018 and up 11.5% from 1.22 in 2015.	-	↓	
	Reduce the rate of bicyclist fatalities per 100,000 population	The rate of bicyclist fatalities was 0.12 in 2019 (preliminary), down 40% from 0.20 in both 2015 and 2018.	✓	↓	
Lead agency: WTSC There were 104 pedestrian fatalities and nine bicyclist fatalities in Washington state in 2019 (data is considered preliminary until January 1, 2021). This is one (0.97%) more pedestrian fatality and six (40.0%) fewer bicyclist fatalities than in 2018. For more information, see: Gray Notebook 78, Active Transportation Annual Safety Report at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun20.pdf .					
Measure 1.4 Ferry passenger injuries Number of passenger injuries per one million passengers	Reduce passenger injuries	The ferries passenger injury rate was 1.9 in FY2020.	N/A	↓	N/A
Lead agency: WSDOT In FY2020, 19.3 million passengers used the Washington State Ferries system. In FY2020, there were 36 passenger injuries on WSF, resulting in an injury rate of 1.9 injuries per million passengers. This was an increase from 0.4 injuries per million passengers in FY2016, but the National Transit Database standard changed in FY2019 from reporting only injuries that resulted in passengers being transported from the scene via aid car to reporting all injuries for which medical care was sought. For more information, see: Gray Notebook 78, Ferries Quarterly Update at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun20.pdf .					
Measure 1.5 Facial recognition; license suspensions & record cancellations Number of identity theft complaints	Reduce fraudulent driver's licenses and records	Identity theft complaints numbered 7,110 in 2019, a decrease of 21.4% since 2015.	✓	↓	
Lead agency: DOL Washington state ranked 11th in the nation among states for fraud complaints in 2019, worsening from 31st in 2015. A first place ranking equates to the highest amount of complaints per 100,000 population while a 50th place ranking equates to the lowest amount of complaints per 100,000 population. For every 100,000 residents in Washington state, there were 658 fraud complaints in 2019, up from 501 in 2015. Washington state ranked 34th in the nation among states for identity theft complaints in 2019, improving from 15th in 2015. For every 100,000 residents in Washington state, there were 94 identity theft complaints in 2019, an improvement from 119 in 2015. For more information, see: Federal Trade Commission Consumer Sentinel Network Reports at https://www.ftc.gov/enforcement/consumer-sentinel-network/reports .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

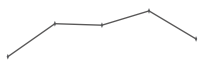
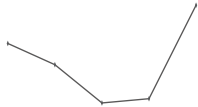

Goal 2- PRESERVATION

To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 2.1 Pavement Percentage of National Highway System pavement in Washington state in fair or better condition Lead agency: WSDOT	Extend the useful life of pavement	92.7% of NHS pavement was in fair or better condition in 2018, up from 92.4% in 2017 but down from 93.3% in 2014.	-	↑	
Washington state consistently maintained more than 90% of National Highway System (NHS) state and local highway pavement in fair or better condition between 2014 and 2018. The NHS is a network of strategic highways in the United States. It includes both state and local highways as well as roads serving major airports, ports, rail and/or truck terminals and other strategic facilities. Washington state's NHS network consists of 14,789 lane miles of pavement, of which 77% is state-owned roadway and 23% is owned by local agencies. In 2018, 92.7% of NHS pavement in Washington was in fair or better condition—an increase of 0.3 percentage points from 92.4% in 2017. For more information, including information on the condition of non-NHS state-owned pavement, see: Gray Notebook 76, Pavement Annual Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec19.pdf#page=11 .					
Measure 2.2 Bridges Percentage of state bridges in poor condition Lead agency: WSDOT	Keep bridges safe and open to traffic	6.5% of bridges by deck area statewide were in poor condition in FY2019, improving from 7.6% in both FY2017 and FY2015.	✓	↓	
In FY2019, 6.5% of Washington state (state owned and locally owned) bridges by deck area were in poor condition, an improvement from 7.6% in both FY2017 and FY2015. Measuring bridge conditions by deck area factors in the size of the bridge, providing a more comprehensive view of system-wide bridge conditions than reporting the number of bridges in each condition rating category. For more information, see: Gray Notebook 74, Bridge Annual Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun19.pdf#page=7 .					
Measure 2.3 Ferry terminals Percentage of state ferry terminal and vessel systems in fair or better condition Lead agency: WSDOT	Extend the useful life of ferry terminals	93% of ferry terminal systems were in fair or better condition in 2018, up from 89% in 2014.	✓	↑	
	Extend the useful life of ferry vessels	82% of ferry vessels were in fair or better condition in FY2019, down from 91% in 2018.	-	↑	
Over the past five years, the average ferry terminal condition rating improved from 89% to 93%. In fiscal year 2019 (July 2018 through June 2019), 82% of Washington State Ferry vessels were in fair or better condition, down from 91% in FY2018. Previous editions of the Transportation Attainment Report reported the percentage of ferry vessel systems overdue for preservation or replacement. WSDOT has transitioned to reporting vessel conditions in terms of State of Good Repair. A vessel in Good condition has less than 10 percent of its systems overdue for preservation or renewal, a vessel in fair condition has between 10% and 20% of its systems overdue, and a vessel in poor condition has more than 20% of its systems overdue. For more information, see: Gray Notebook 75, Washington State Ferries Vessels & Terminals Annual Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf#page=15 .					
Data source: WSDOT Transportation Safety and Systems Analysis Division, WSDOT Capital Program Development and Management Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

Goal 3 - MOBILITY

To improve the predictable movement of goods and people throughout the state, including congestion relief and improved freight mobility.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 3.1 Annual hours of delay per traveler Annual hours of delay per traveler on major corridors statewide and central Puget Sound areas</p>	Reduce congestion on urban highways and arterials statewide	Delay in the central Puget Sound region reached 8.1 million hours in 2019, increasing 4.9% from 7.7 million hours in 2015.	-	↓	
<p>Lead agency: WSDOT</p> <p>Annual weekday delay—including all traffic—on major urban highways (Interstate 5, I-405, I-90, State Route 520 and SR 167) in King and Snohomish counties grew 4.9% from 7.7 million vehicle hours of delay in 2015 to 8.1 million in 2019. This increase can be primarily attributed to growing employment during the period. For more information, see: WSDOT's Corridor Capacity Report at http://www.wsdot.wa.gov/Accountability/Congestion/; United States Census Bureau, American Community Survey at https://www.census.gov/programs-surveys/acs/.</p>					
<p>Measure 3.2 Avoided annual Vehicle Miles Traveled (VMT) Vehicle miles avoided due to public transportation use</p>	Reduce congestion by making systems more efficient	Nearly 868 million vehicle miles were avoided in 2018 (latest available data) due to public transit use, up from 859 million vehicle miles in 2014.	✓	↑	
<p>Lead agency: WSDOT</p> <p>Public transportation services help manage demand on transportation systems and facilitate reduced congestion for all travelers—especially when transportation demand is on the rise due to increasing population. Washington experienced a 5.7% increase in population from roughly 7.0 million in 2014 to 7.4 million in 2018. Public transportation services around the state have reduced 868 million vehicle miles traveled in personal vehicles in 2018. This is a 1% increase from 859 million vehicle miles avoided due to transit use in 2014. Vehicle miles avoided by transit use are the approximate number of miles that were not traveled in personal vehicles due to people taking transit instead. For more information, see: WSDOT's Corridor Capacity Report at http://www.wsdot.wa.gov/Accountability/Congestion/.</p>					
<p>Measure 3.3 Tolling operations Annual toll trips in Washington state</p>	Improve traffic flow through tolling operations	Tolling transactions totaled 53.0 million in FY2019, an increase of 41.0% from 37.6 million transactions in FY2015.	✓	↑	
<p>Lead agency: WSDOT</p> <p>There were 53.0 million tolling transactions on Washington's tolled facilities in FY2019, an increase of 40% from 37.6 million transactions in FY2015. During FY2019, WSDOT's tolled facilities included the SR 520 bridge between Seattle and Bellevue, the eastbound SR 16 Tacoma Narrows Bridge between Gig Harbor and Tacoma, the SR 167 high occupancy toll lanes between Auburn and Renton, and the Interstate 405 express toll lanes (which came online in FY2016) between Lynnwood and Bellevue. Tolls for SR 99 are not included in this report. Some travelers will not choose to pay a toll when the adjacent toll-free lanes are not congested. For more information, see: Tolling Annual Report, fiscal year 2019 at https://www.wsdot.wa.gov/Tolling/publications.htm; Gray Notebook 72, Tolling Annual Report at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec18.pdf#page=36.</p>					
<p>Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.</p>					



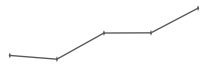
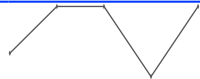

Goal 3 - MOBILITY (continued)

To improve the predictable movement of goods and people throughout the state, including congestion relief and improved freight mobility.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 3.4 High occupancy vehicle (HOV) lanes Person Miles Traveled on the Seattle-area network of HOV lanes	Improve performance of HOV lanes	Average weekday Person Miles Traveled on the Seattle area HOV network increased 28.1% from 2014 through 2018.	✓	↑	
Lead agency: WSDOT Roughly 8.5 million person miles were traveled on the Seattle-area HOV network on an average weekday in 2018. That is 46% of all person miles traveled (PMT) on the main highway corridors in the region. I-5 HOV lanes accounted for approximately four million daily PMT, or 47% of Seattle-area HOV network. PMT on Seattle-area HOV lanes grew 28.1% between 2014 and 2018. The corridor with the greatest growth in PMT on its HOV lanes was SR 520, which experienced 85% growth between 2014 and 2018. For more information, see: WSDOT Corridor Capacity Report at http://www.wsdot.wa.gov/Accountability/Congestion/ . For PMT definition, see: https://wsdot.wa.gov/publications/fulltext/graynotebook/CCR_methodology_2nd_edition.pdf#page=11 .					
Measure 3.5 Drive-alone rate Percentage of commute trips taken while driving alone	Reduce percentage of commuters who travel to work by driving alone	The drive-alone rate decreased 1.4 percentage point from 72.4% in 2014 to 71% in 2018.	✓	↓	
Lead agency: WSDOT Of the approximately 3.7 million workers age 16 or older in Washington state in 2018, 71% (approximately 2.6 million) commuted by driving alone to work. This represents a slight decrease of 1.4 percentage points from 72.4% in 2014. The total number of workers age 16 or older in the state increased about 10.6% from 3.3 million in 2014 to 3.7 million in 2017, and the number of drive-alone commuters increased by approximately 202,000. For more information, see: WSDOT Public Transportation Division at https://www.wsdot.wa.gov/transit/ctr/home ; Washington State Commute Trip Reduction Board at http://ctr.wa.gov/ ; United States Census Bureau, American Community Survey at https://www.census.gov/programs-surveys/acs/ .					
Measure 3.6 Ferries Ridership and percentage of trips on time for Washington State Ferries	Increase ridership	Ferries ridership was 19.4 million in FY2020, decreasing 19.5% from FY2016.	-	↑	
	Increase percentage of on-time trips	Ferries annual on-time performance was 92% in FY2020, a decrease from 93.9% in FY2016.	-	↑	
Lead agency: WSDOT Washington State Ferries ridership decreased by 19.5% from approximately 24.1 million in FY2016 to 19.4 million in FY2020. In FY2020 ridership declined dramatically compared to previous years. The COVID-19 pandemic began impacting Ferries ridership in March 2020, following Governor Inslee's Stay Home, Stay Healthy executive order. Annual on-time performance for Ferries declined from 93.9% in FY2016 to 92% in FY2020. WSF's on-time performance goal is 95%. On-time performance fell short of this goal every year from FY2016 through FY2020. (FY2020: July 2019 through June 2020) For more information, see: Gray Notebook 78, Ferries Quarterly Update at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun20.pdf#page=15 .					
Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

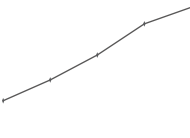



Goal 3 - MOBILITY (continued)

To improve the predictable movement of goods and people throughout the state, including congestion relief and improved freight mobility.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 3.7 Passenger rail Ridership and percentage of trips on time for WSDOT-sponsored Amtrak Cascades train service	Increase ridership	Amtrak Cascades ridership increased 11.3% from 745,000 in 2015 to 829,000 in 2019.	✓	↑	
	Increase percentage of on-time trips	Amtrak Cascades' annual average on-time performance decreased from 73% in 2015 to 58% in 2019.	-	↑	
Lead agency: WSDOT Ridership on the Washington Amtrak Cascades routes increased by 11.3% from approximately 745,000 in 2015 to 829,000 in 2019. Annual on-time performance for Amtrak Cascades decreased from 73% in 2015 to 58% in 2019. In 2019, the three primary causes of delay were slow speed restrictions due to track conditions (including congestion, raised bridges and weather), freight train interference and passenger train interference. WSDOT's on-time performance goal of 88% has not been met for any of the past five years (2015 through 2019). For more information, see: WSDOT's Corridor Capacity Report at http://www.wsdot.wa.gov/accountability/congestion/ ; WSDOT's Amtrak Cascades Performance Reports at https://www.wsdot.wa.gov/Rail/PerformanceReports.htm .					
Measure 3.8 Transit Transit ridership in Washington state	Increase ridership across the state	Statewide transit ridership increased by 4.6% from 218.1 million riders in 2014 to 228.2 million riders in 2018 (not including some rural ridership).	✓	↑	
Lead agency: WSDOT Annual statewide transit ridership has grown from 218.1 million in 2014 to 228.2 million in 2018, an increase of more than 10.1 million passenger trips or approximately 4.6%. Transit service availability, economic activity and employment are the most important factors in determining ridership. Transit modes include bus, light rail, monorail and vanpool. For more information, see: Washington State Public Transportation Plan at https://www.wsdot.wa.gov/transit/planning .					
Measure 3.9 Walking or biking Percentage of commute trips taken walking or biking	Promote walking and biking to improve public health	Walking as a percentage of all commute modes increased from 3.5% in 2014 to 3.7% in 2018.	✓	↑	
		Bicycling as a percentage of all commute modes decreased from 1.0% in 2014 to 0.9% in 2018	-	↑	
Lead agency: WSDOT The percentage of commuters walking or bicycling to work has remained relatively steady between 2014 and 2018 (3.5% to 3.7% for walking and 1.0% to 0.9% for bicycling). The actual number of commuters using these modes grew by 13% between 2014 and 2018 from about 158,400 to 168,300. The total number of workers statewide grew by 8.8% during the same period from roughly 3.4 million to 3.7 million. For more information, see: Gray Notebook 75, Active Transportation: Annual Safety Report at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf#page=30 ; United States Census Bureau, American Community Survey at https://www.census.gov/programs-surveys/acs/ .					
Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					


Goal 4 - ENVIRONMENT

To enhance Washington state's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 4.1 Fish passage Number of fish passage barriers fixed and miles of stream habitat with improved access	Increase number of fish passage barriers fixed	Fifteen fish passage barriers were corrected in 2018, and 8 were corrected in 2019; 51 were corrected between 2015 and 2019.	✓	↑	
	Increase number of potential miles of habitat with improved access	As of 2019, WSDOT improved access to approximately 1,170 miles of potential fish habitat, increasing from 1,000 in 2015.	✓	↑	
Lead agency: WSDOT					
<p>To date, WSDOT has corrected 352 fish passage barriers located where highways intersect streams, which improved access to 1,170 miles of potential fish habitat. Seventy-three of the corrected fish passage barriers were applicable to the 2013 federal injunction. In 2019, WSDOT focused on planning and design of future projects in order to absorb the increase in work needed to meet the terms of the federal injunction, resulting in fewer fish passage barriers being corrected for the year.</p> <p>For more information, see: Gray Notebook 78, Fish Passage Barriers Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun20.pdf; WSDOT Fish Passage Performance Report at https://www.wsdot.wa.gov/sites/default/files/2019/09/20/Env-StrRest-FishPassageAnnualReport.pdf.</p>					
Measure 4.2 Stormwater runoff quality Amount of sediment removed from bodies of water Note: This was a new measure in FY2016. Trend shown is for four years.	Improve water quality by managing stormwater runoff	WSDOT removed 2,983 cubic yards of sediment from bodies of water in FY2019, a decrease of 22.4% (860 cubic yards) from 3,843 cubic yards in FY2018.	✓	↓	
Lead agency: WSDOT					
<p>WSDOT constructed 78 new stormwater treatment and flow control facilities during FY2018 and 66 during FY2019; all 144 of these projects were components of larger WSDOT transportation projects.</p> <p>For more information, see: Gray Notebook 75, Water Quality Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf#page=43.</p>					
Measure 4.3 Greenhouse gases Tons of greenhouse gases produced statewide	Reduce greenhouse gas emissions caused by transportation	Transportation greenhouse gas emissions have increased by 2.6% from 2013 to 43.5 million metric tons of emissions in 2017.	-	↓	
Lead agencies: Ecology and DOL					
<p>Transportation-related greenhouse gas emissions in Washington remain above the statutory goal of 37.5 million metric tons per year by 2020. Washington state is not projected to meet the statutory goal of 37.5 million metric tons (MMt) of emissions released per year by the 2020 target.</p> <p>For more information, see: Washington State Department of Ecology's Greenhouse Gas reporting website at https://ecology.wa.gov/Air-Climate/Climate-change/Greenhouse-gases/2017-greenhouse-gas-data.</p>					
<p>Data source: WSDOT Transportation Safety & Systems Analysis. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.</p>					

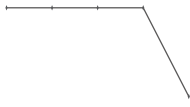



Goal 4 - ENVIRONMENT (continued)

To enhance Washington state's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 4.4 Diesel emissions Tons of diesel particulate emissions produced statewide</p> <p>Lead agencies: Ecology and DOH</p>	Reduce the impacts of diesel emissions on vulnerable populations	Diesel particulate emissions decreased by 37% from 6,237 annual tons in 2013 to 3,930 annual tons in 2017, which is on track to meet the 2020 target of 3,500 annual tons.	✓	↓	
<p>Washington state is on track to meet the state target of achieving diesel particulate emissions of 3,500 annual tons by 2020, which would represent an overall reduction of 69% from 2005, following the launch of the Clean Diesel Program by the Washington State Department of Ecology in 2003. Between 2013 and 2017, diesel emissions decreased by approximately 37%.</p> <p>For more information, see: Washington Department of Health "Washington State Health Assessment 2018," DOH Pub 78945, March 2018 at https://www.doh.wa.gov/DataandStatisticalReports/StateHealthAssessment.</p>					
<p>Data source: Data source: WSDOT Transportation Safety & Systems Analysis.</p> <p>Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. – = Performance is not moving in a favorable direction based on the five-year trend.</p>					

Goal 5- STEWARDSHIP

To continuously improve the quality, effectiveness and efficiency of the transportation system.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 5.1 Capital project delivery Percentage of 2003 Nickel and 2005 Transportation Partnership Account revenue packages' capital projects completed on time and on budget (based on last legislatively approved list)	Deliver 90% of Nickel and TPA projects on time	86% of Nickel and TPA projects are considered completed on time at the end of FY2020, down from 87% in FY2018.	-	↑	
	Deliver 90% of Nickel and TPA projects on budget	91% of Nickel and TPA projects are considered completed on budget at the end of FY2020, the same as at the end of FY2018.	✓	↑	
Lead agency: WSDOT There are 421 projects on the combined Nickel and TPA construction project list. As of June 2019, 382 projects have been completed with 86% on time and 91% on budget. For more information, see: Gray Notebook 74, Capital Project Delivery Programs at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun19.pdf#page=31 .					
Measure 5.2 Ferry terminal capital projects Ferry terminal capital projects completed on time	Deliver 90% of ferry terminal capital projects on time	100% of ferry terminal capital projects were completed on time in FY2019, up from 75% in FY2017.	✓	↑	
	Lead agency: WSDOT In FY2019, 100% of ferry terminal projects were completed on time, up from 75% of projects completed on time in FY2017. WSDOT completed one ferry terminal project in FY2019, a 75% decrease from four in FY2017. For more information, see: Gray Notebook 75, Ferries Terminals and Vessels Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf ; WSF Division FY2018 Performance Report at https://www.wsdot.wa.gov/publications/fulltext/LegReports//17-19/FY2018WSFPerformanceMeasuresReport.pdf .				
Measure 5.3 Ferry vessels' weeks out of service Time that ferry vessels are out of service	Limit out-of-service time for ferry vessels	Each vessel averaged 11.9 weeks out-of-service in FY2019, up 28% from 9.3 weeks in FY2017.	-	↓	
	Lead agency: WSDOT Ferry vessels spent an average of 11.9 weeks per vessel in out-of-service status during FY2018, up 28% from 9.3 weeks in FY2017. WSF has a goal for average out-of-service time of eight weeks or less per year. This is the fifth year in a row WSF has missed the goal. Given the average age of the fleet, annual maintenance (vessel out-of-service time) exceeding eight weeks per vessel is likely to continue. For more information, see: Gray Notebook 75, Ferries Terminals and Vessels Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf .				
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

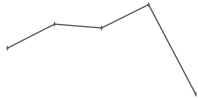
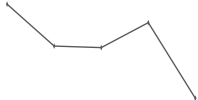
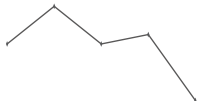
Goal 5- STEWARDSHIP (continued)

To continuously improve the quality, effectiveness and efficiency of the transportation system.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 5.4 Rail capital project delivery Nickel and TPA rail projects completed on time and on budget	Deliver 90% of rail capital projects both on time and on budget	100% of Nickel and TPA rail projects since 2006 have been completed both on time and on budget.	✓	↑	
Lead agency: WSDOT From FY2006 through FY2019, 23 rail projects on the combined Nickel and TPA construction project list have been completed, with 100% completed on time and 100% completed on budget. A project is considered “on time” if it is operationally complete within the quarter planned in the last approved project schedule. A project is considered “on budget” if the costs are within 5% of the last approved project budget. For more information, see: Gray Notebook 68, Rail Quarterly Update at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec17.pdf#page=35 ; Gray Notebook 75, Current Legislative Evaluation & Accountability Program (LEAP) Update at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf .					
Measure 5.5 Grade transportation system Survey local, regional and statewide customers	Measure public perception about condition and needs of the statewide transportation system Measure public perception about condition and needs of their local transportation system	59% of survey respondents rated statewide transportation systems average or better in 2017, compared to 65% in 2015. 55% of survey respondents rated local transportation systems average or better in 2017, compared to 57% in 2015.	-	↑	
Lead agency: WSTC Reporting the most recent data available; Washington State Traffic Commission's Voice of Washington State (VOWS) survey is no longer administered due to budget cuts. The 7,327 respondents, on average, gave the statewide transportation system an overall grade of “C-” (1.62 out of 4.0). Respondents in the Benton-Franklin and Palouse areas gave the statewide system the highest average ratings of “above average” (“B”) or “excellent” (“A”). Respondents in the Puget Sound area, southwest Washington (including Longview-Kelso) and Skagit areas gave the state transportation system the lowest overall ratings of “below average” (“D”) or “failing” (“F”). For more information, see: Washington State Transportation Commission's 2017 Statewide VOWS Transportation Survey at http://wstc.wa.gov/StatewideTransportationSystem/documents/2016_17_StatewideVOWSTelephone_FinalReport_001.pdf .					
Measure 5.6 Passenger satisfaction – ferry system Survey ferry system passengers	Measure passenger satisfaction with the ferry system	76% of survey respondents are “satisfied” or “very satisfied” with the ferry system in 2018, up from 74% in 2014.	✓	↑	
Lead agency: WSTC Overall, 76% of ferry riders were satisfied or very satisfied with WSF’ service in 2018, up from 74% in 2014. On average, ferry riders were dissatisfied with inadequate parking at terminals, uncomfortable terminals and lack of cleanliness in terminal bathrooms. For more information, see: 2018-2019 WSF Customer Research Consolidated Report at https://wstc.wa.gov/wp-content/uploads/2019/09/2018-WSF-CustomerResearchConsolidated-Report.pdf and Gray Notebook 75, Ferries Vessel and Terminal Annual Report at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

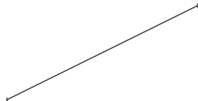
Goal 6- ECONOMIC VITALITY

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 6.1 Jobs created Number of jobs created or sustained by transportation projects (projected)</p> <p>Lead agency: WSDOT</p>	<p>Create and sustain jobs through investments in transportation</p>	<p>In 2018, WSDOT capital expenditures were projected to create approximately 2,680 jobs at the peak in 2021. Updated projections are not available due to the pandemic.</p>	-	↑	
<p>Due to the uncertainty created by the pandemic, updated projections of WSDOT capital expenditures (and the jobs that would be created by them) are not currently available.</p> <p>WSDOT's capital expenditures were projected to create about 1,320 jobs in 2018. Job growth due to WSDOT capital expenditures was projected to peak in 2021, with approximately 2,680 jobs expected to be created. These projections account for projects that were funded by current legislative packages in 2018. Based on a 10-year average from 2018 through 2027, over half (59.3%) of the projected job growth was anticipated to be a result of highway expenditures. Expenditures on ferries were expected to provide the next-largest job growth with 29.0%, followed by rail expenditures (6.7%) and facilities expenditures (5.0%).</p>					
<p>Measure 6.2 Freight Value of Washington state international trade.</p> <p>Lead agency: WSDOT</p>	<p>Enhance transportation systems to facilitate movement of freight</p>	<p>The value of freight exports and imports in Washington was \$113.0 billion in 2019, a decrease of 17.8% overall since 2015.</p>	-	↑	
<p>Washington state was the eleventh most trade-dependent state in the U.S. in 2019. Total imports and exports in 2019 were valued at \$113.0 billion, down 10.5% from \$126.2 billion in 2017, when Washington was the fifth most trade-dependent state behind Louisiana, Michigan, Texas and Kentucky. Between 2018 and 2019, gross business income for freight-dependent sectors in Washington decreased by 0.4%, going from \$660.1 billion to \$657.7 billion.</p> <p>For more information, see: Gray Notebook 78, Freight Semi-Annual Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun20.pdf.</p>					
<p>Measure 6.3 Agricultural freight Percentage of county roads in Washington that fail to meet all-season requirements</p> <p>Lead agency: CRAB</p>	<p>Reduce seasonal road restrictions to facilitate agricultural freight movement</p>	<p>20.5% of county roads in Washington were considered inadequate in 2019, decreasing slightly from 21.1% in 2015</p>	✓	↓	
<p>The county Freight and Goods Transportation System (FGTS) is made-up of 12,949 centerline miles of arterial, collector and local access roads. Of the 39,178 total system centerline miles of county roads, 33.1% are classified as FGTS; nearly 88% of these routes are in rural areas. Eastern Washington has 8,316 miles of FGTS roads and there are another 4,632 miles of FGTS roads in western Washington. Twenty-five percent of the all-season county roads in eastern Washington and 12.9% of all-season county roads in western Washington are inadequate for winter and spring use.</p>					
<p>Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.</p>					

Goal 6- ECONOMIC VITALITY

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Measure	Objective	Status	Progress	Desired trend	Five-year trend ¹
Measure 6.4 Housing and transportation costs Combined cost of housing and transportation as a percentage of income for median income households.	Increase transportation and housing affordability for Washingtonians	During the period 2011-2015, median-income Washington households spent an average of 52% of their income on transportation and housing combined, up from 47% during the five-year period 2007-2011.	—	↓	
Lead agency: DOH					
For the period 2011-2015, median-income Washington households spent an average of 52% of their income on transportation and housing combined—substantially more than the affordable level of 45%. The burden of housing and transportation costs was lower during the previous five-year period (2007-2011), but at 47% was still not considered affordable.					
For more information, see: Washington State Tracking Network: https://fortress.wa.gov/doh/wtn/WTNPortal#!q0=1012 Center for Neighborhood Technology, Housing and Transportation Affordability Index: https://htaindex.cnt.org/ .					
Note: 1 The trend shown is for the two five-year periods for which data is available: 2007-2011 and 2011-2015.					
Data source: WSDOT Transportation Safety & Systems Analysis Division.					
Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. — = Performance is not moving in a favorable direction based on the five-year trend.					