

*WSDOT strives to keep
pavement conditions from
falling between the cracks*

A right-turn only lane on State Route 900 near Tukwila shows its age in 2014.

PERFORMANCE HIGHLIGHTS reported for the quarter ending December 31, 2014



\$391 million
needed to address WSDOT's
pavement backlog in 2013,
a \$48 million increase from 2012

10.8% increase of shipments made on Washington's
Grain Train between 2013 and 2014



35.4% increase in WSDOT's
Construction Cost Index
due to higher prices of common
construction activities and
materials



\$126.6 million
in toll revenues collected in fiscal year
2014, **up 9.9%** from \$115.2 million
in fiscal year 2013



66% of **fatal crashes**
involving pedestrians and bicyclists
occurred in urban areas between 2009
and 2013



18 environmental violations
occurred in 2014 — a year when
WSDOT had **160,000** ferry sailings,
690 active construction projects and
2.5 million maintenance work hours



15 of 18 Puget Sound region routes saw vehicle
travel times increase during the first half of 2014 compared to
the same period in 2013



79% of targets set for WSDOT's
highway **maintenance**
conditions were met in 2014, a
1% decline from 2013



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 at right or go to <http://wsdot.wa.gov/publications/fulltext/graynotebook/Dec14.pdf>



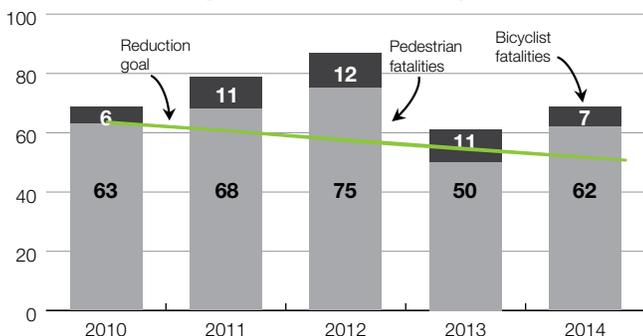
Bicyclist and pedestrian crashes vary in 2014

Pedestrian fatality crashes saw a slight increase from 2013 to 2014, while bicyclist fatality crashes declined slightly. Combined, both have remained relatively steady overall since 2010 with an average of 73 fatalities per year.

- From 2009 to 2013, 66% of fatal crashes involving bicyclists and pedestrians occurred in urban areas
- Pedestrian and bicyclist fatalities accounted for an average of 16% of all traffic fatalities statewide from 2008 to 2013
- WSDOT helps organize efforts to count pedestrians and bicyclists at nearly 300 locations in more than 40 cities

Pedestrian and bicyclist fatalities increase in 2014

2010 through 2014; Washington public roads; Reduction trendline goal is 5 percent annually



Data source: WA State Fatality Analysis Reporting System (FARS).

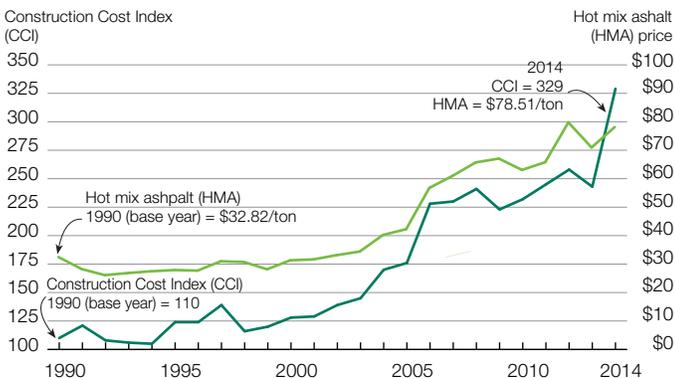
Notes: 1 2014 data is preliminary. 2 See [Gray Notebook 48, p. 5](#) for more details on the goal to reduce fatalities. 3 Some of the number of fatalities have changed compared to reported fatalities in [Gray Notebook 48, p. 2](#) due to using the Washington State FARS data source.

WSDOT Construction Cost Index increases

WSDOT uses the Construction Cost Index to track seven common highway construction work activities to gauge the inflation rate for WSDOT's construction program as a whole. It increased by more than one-third from 2013 to 2014.

WSDOT's Construction Cost Index increases by more than one-third in 2014

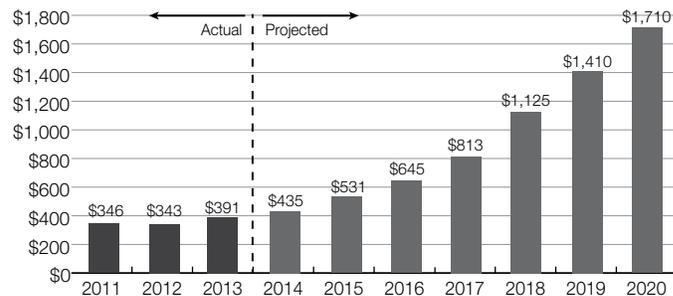
1990 through 2014; Costs of construction materials and activities relative to 1990 levels



Data source: WSDOT Construction Office.

WSDOT's Deferred Preservation Liability expected to more than quadruple between 2013 and 2020

Fiscal years 2011 through 2020; Dollars in millions; Projections based on agency budget assumptions



Data source: WSDOT Materials Lab.

Notes: Deferred Preservation Liability is defined as the funding necessary to address deferred pavement rehabilitation for all pavement types. WSDOT's goal is to have \$0 in Deferred Preservation Liability.

Pavement preservation faces tough road

The Remaining Service Life of WSDOT pavement (a long-term performance measure) has declined 3.4 percent since 2011, indicating the need for more pavement preservation work.

- WSDOT estimates a \$1.5 billion pavement preservation gap in the next 10 years as funding is anticipated to meet 40% of actual needs
- The deferred pavement preservation backlog was \$391 million in 2013, an increase from \$343 million in the previous year



Several sections of State Route 100 near Ilwaco were damaged in 2014 by heavy truck traffic. As a result, WSDOT reduced the speed limit from 35 mph to 25 mph to help reduce further deterioration of the roadway.

Highway maintenance backlog increases

- WSDOT achieved 79% of its highway maintenance asset condition targets in 2014
- WSDOT estimates a current maintenance backlog of \$90 million, an \$18 million increase from 2013

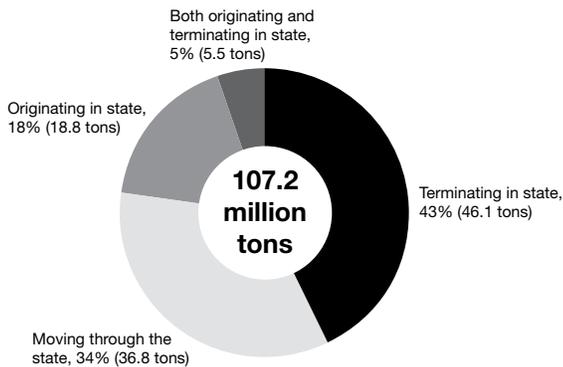
Maintenance plays a critical role in WSDOT's asset management by meeting the daily needs of almost 19,000 highway and state route lane miles and 2,000 miles of ramps and special use lanes on the state highway system, focusing on preventive maintenance, repairs, and the safe operation of highway infrastructure.

Freight rail tonnage increases in 2013

Washington state railroads transported 107.2 million tons of freight in 2013, an increase of 3.8 percent from 2012 levels. Farm products such as wheat and soybeans continue to be the largest commodity transported.

- Hazardous material comprised 12% of all commodities shipped by freight rail in 2013, marking an increase of 46.2% from 2012
- Grain Train shipments increased 10.8% between the third quarters of 2013 and 2014

Washington rail freight tonnage by type of movement Calendar year 2013; Millions of tons shipped



Data source: WSDOT Freight Systems Division, Surface Transportation Board Waybill Data.

Toll facilities transactions and revenues increase

Fiscal years 2013 and 2014 (July through June); Transactions and revenues in millions

Facility (Transactions)	FY2013	FY2014	Percent change
SR 520 Bridge	20.2	21.0	+4%
Tacoma Narrows Bridge	13.8	14.0	+1.4%
SR 167 HOT Lanes	1.0	1.1	+10%
Total	35.0	36.1	+3.1%

Facility (Revenues)	FY2013	FY2014	Percent change
SR 520 Bridge	\$55.4	\$61.9	+11.7%
Tacoma Narrows Bridge	\$58.7	\$63.5	+8.2%
SR 167 HOT Lanes	\$1.1	\$1.2	+9.1%
Total	\$115.2	\$126.6	+9.9%

Data source: WSDOT Toll Division.

Note: Numbers and percentages have been rounded.

Toll revenues increase across the board

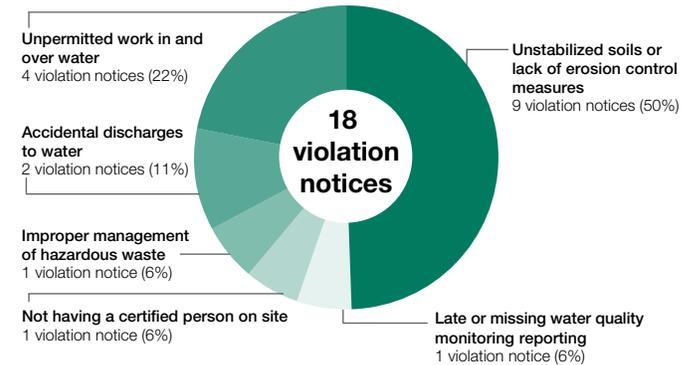
- Toll revenues increased to \$126.6 million in fiscal year 2014, up 9.9 percent from \$115.2 million in fiscal year 2013
- Toll transactions increased 3.1 percent from 35 million in fiscal year 2013 to 36.1 million in fiscal year 2014

Eighty-two percent of tolls collected on the State Route 520 Bridge and 85 percent from the Tacoma Narrows Bridge support WSDOT projects.

WSDOT reducing environmental violations

WSDOT received 18 environmental violation notices out of hundreds of thousands of work activities conducted in 2014. The agency also received two monetary penalties during 2014 that totalled \$750.

WSDOT receives 18 environmental violation notices 2014; Number of notices by violation category

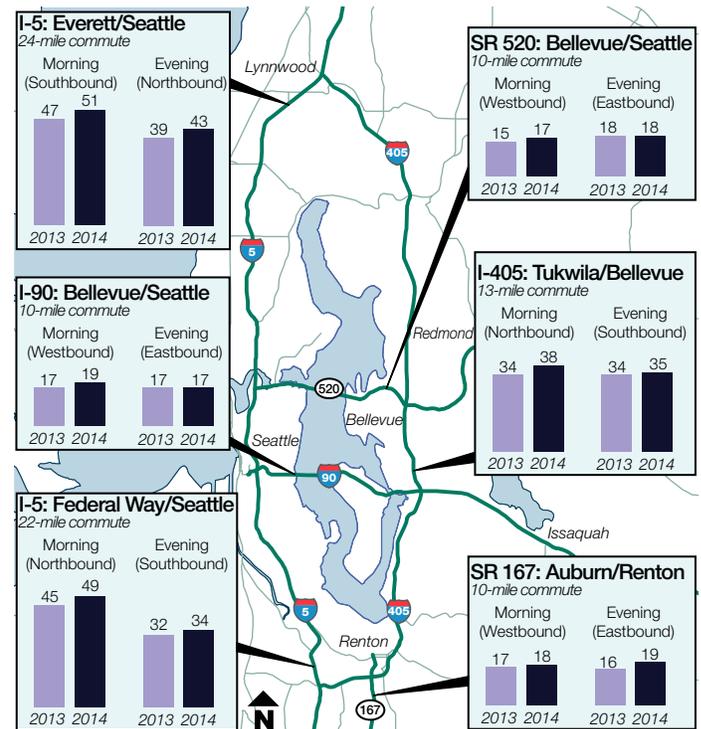


Data source: WSDOT Environmental Services Office.

Note: Percents may not equal 100 due to rounding.

Puget Sound area travel times trending higher

Peak period travel times increased on 15 of 18 Puget Sound region commute routes evaluated. Some Interstate 5 (I-5) and I-405 commutes saw travel time increases of four minutes, while State Route 167 had a three-minute increase.



Source: WSDOT Northwest Region and the Washington State Transportation Center (TRAC)

Notes: Travel times are for single occupant vehicles in minutes. Data is for the first half of 2013 and 2014 (January through June). Peak periods are 5-10 a.m. for morning and 2-8 p.m. for evening.

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 full time WSDOT workers <small>(Annual measure: calendar years 2013 & 2014)</small>	5.7	5.4	5.3	—		↓
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: Q3 2014 & Q4 2014)</small>	12.2 minutes	13.2 minutes	N/A	N/A		↓
Ferries: Percentage of trips departing on time ² <small>(Fiscal quarterly measure: year to year Q2 FY2014 & Q2 FY2015)</small>	96.6%	96.4%	95%	✓		↑
Rail: Amtrak Cascades on time performance ³ <small>(Annual measure: calendar years 2012 & 2013)</small>	72.6%	76.9%	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 ⁴ <small>(Calendar quarterly measure: Q3 2014 & Q4 2014)</small>	361/ 87%	364/ 87%	90% on time	—		↑
Cumulative number of Nickel and TPA projects completed and percentage on budget ⁴ <small>(Calendar quarterly measure: Q3 2014 & Q4 2014)</small>	361/ 91%	364/ 91%	90% on budget	✓		↑
Variance of total project costs compared to budget expectations ⁴ <small>(Calendar quarterly measure: Q3 2014 & Q4 2014)</small>	under budget by 1.7%	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 Division's "on time" departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. 3 On time performance is only available for the past three years. 4 Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 34](#) for more information.