

Gray Notebook Lite **71**



PERFORMANCE HIGHLIGHTS reported for the quarter ending September 30, 2018



**WASHINGTON STATE
FERRIES VESSEL
& TERMINAL
PRESERVATION
BACKLOG grows
to \$287 MILLION**

37
PERCENT of WSDOT-owned
primary
buildings
are more than
50 years old

1.16 BILLION
miles traveled by **active**
transportation users in 2017

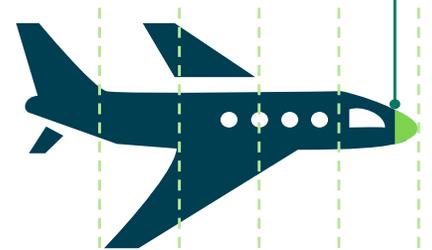
63
PERCENT farebox recovery
rate by **WSDOT-**
owned **Amtrak**
Cascades in federal
fiscal year 2018

78
stormwater **treatment facilities**
were constructed by WSDOT in fiscal
year 2018

\$25.9
MILLION in economic benefit
provided by WSDOT's
Incident Response
teams clearing
15,948 incidents
during the quarter

Construction projects
completed with
Nickel or
Transportation
Partnership
Account funds **380**

**WSDOT SURPASSED
ITS 95% GOAL**



**FOR REGISTRATION
COMPLIANCE WITH
6,565 WASHINGTON
AIRCRAFT RENEWED**

The GNB Lite provides selected highlights from WSDOT's quarterly performance report on transportation systems, programs and department management. To see the full GNB visit <http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep18.pdf>

Rates of walking and bicycling continue to increase throughout Washington

The number of trips made via active transportation modes in Washington state increased by an average of 4.29% per year from 2009 through 2017. During this time, walking trips increased at a higher rate year-over-year (4.36%) compared to bicycle trips (3.75%). The state's population for this same period has grown 1.15% per year on average, indicating that a larger percentage of Washingtonians are walking and biking to meet their transportation and recreational needs.

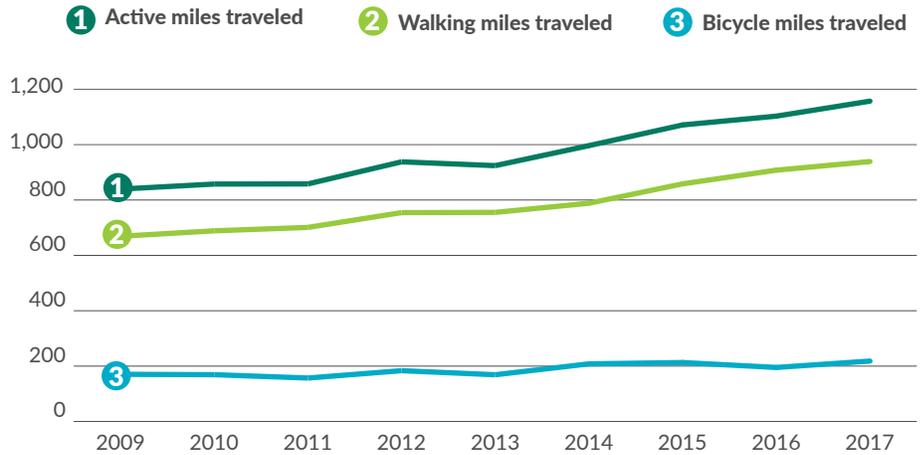
In 2017, it is estimated that people made 1.47 billion trips walking, biking, riding skateboarder and scooters, or using mobility assistive devices (such as wheelchairs or walkers) in Washington state, amounting to over 1.16 billion miles traveled. Approximately

94% of these trips were made by pedestrians, for an estimated 938 million pedestrian miles traveled (PMT). Although people biking

accounted for 6% of all active trips, bicyclist miles traveled (BMT) represented 19% (218 million BMT) of all active miles traveled.

Active transportation travel sees upward trends in Washington

Miles in hundreds of thousands



Data source: WSDOT Active Transportation Division.

Note: Active miles traveled is a combination of walking and bicycle miles traveled.

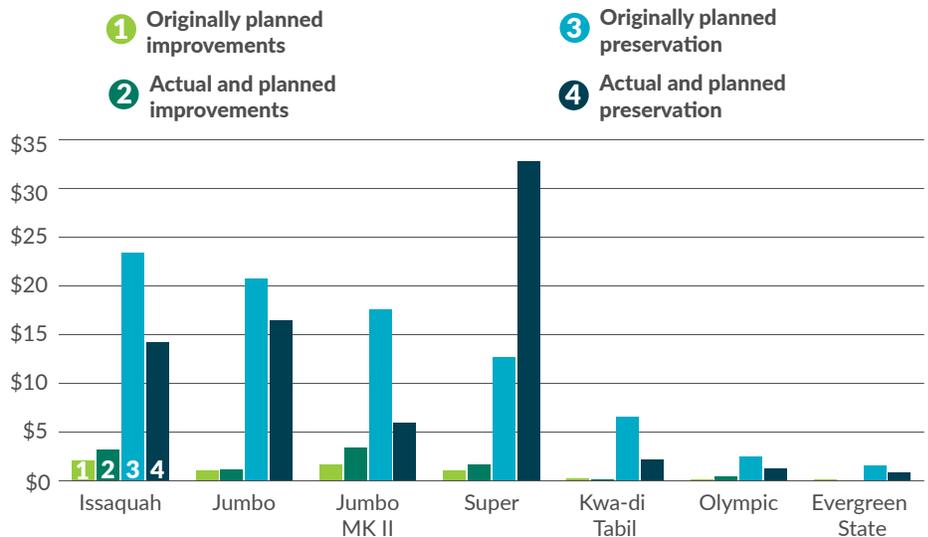
Washington State Ferries vessel needs change during 2017-2019 biennium

Among the seven vessel classes, the Issaquah Class accounted for almost 30% of originally projected Life Cycle Cost Model improvement and preservation expenditures for the 2017-2019 biennium. It was followed closely by the Jumbo and Jumbo Mark II classes (see chart above).

However, the average LCCM expenditures per vessel have been considerably more for Jumbo Class and the Jumbo Mark II Class vessels than the Issaquah Class vessels. Funds originally planned to address issues on the heavily used Issaquah Class vessels were diverted to a steel replacement project on the aging M/V *Elwha*, a Super Class vessel. Super Class vessels, which were originally slated to have \$13.7 million in work done, ended up needing more than \$34.4 million in vessel preservation and improvement dollars in the 2017-2019 biennium.

Issaquah Class vessels rank first for originally projected improvement and preservation dollars, third for average expenditures during the biennium

2017-2019 biennium; Originally planned vs. revised actual and planned expenditure comparison of improvements and preservation by vessel class; Dollars in millions



Data source: Washington State Ferries.

Note: Approximately \$1.4 million in originally planned total fleet-wide funding and \$534,000 in actual and planned total fleet-wide funding are not shown in the table.

Majority of WSDOT's primary buildings in "fair" condition

Number and percent of WSDOT primary buildings¹ by condition as of September 2018, compared to September 2017

Condition rating	September 2017	September 2018
Good	22 (8%) ²	20 (7%)
Fair	135 (48%) ²	137 (48%)
Poor	126 (45%) ²	127 (45%)
Total	283	284

Data source: WSDOT Capital Facilities Office.

Notes: 1 Primary buildings are agency-owned buildings 2,000 square feet or larger.

2 Percentages do not add to 100 due to rounding.

Smoothly operating buildings and systems such as heating and ventilation help WSDOT support its workforce as it delivers services to the public. Twenty (7%) of WSDOT's 284 primary buildings (agency-owned buildings larger than 2,000 square feet) achieved a condition rating of "good" in 2018. The good rating means they are new

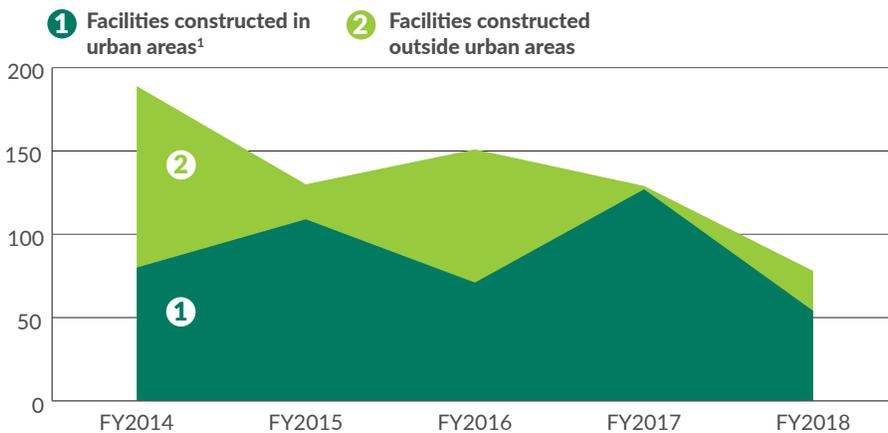
construction and/or meet current industry standards. This is a decrease from about 22 (8%) in 2017. WSDOT conducts building condition assessments on a biennial cycle in odd years; 2018 is an "off year" and updates or adjustments made to 2017 assessments resulted in minor changes to the overall condition ratings.

WSDOT builds 78 new stormwater facilities in FY2018

WSDOT built 78 stormwater treatment and flow control facilities during fiscal year 2018 to help prevent adverse effects to rivers, lakes and other water bodies. Of the 78 facilities, 54 were constructed in urban areas of the state covered by the agency's municipal stormwater permit.

Most stormwater management facilities constructed in urban areas in FY2018

Fiscal years 2014-2018; number of facilities constructed

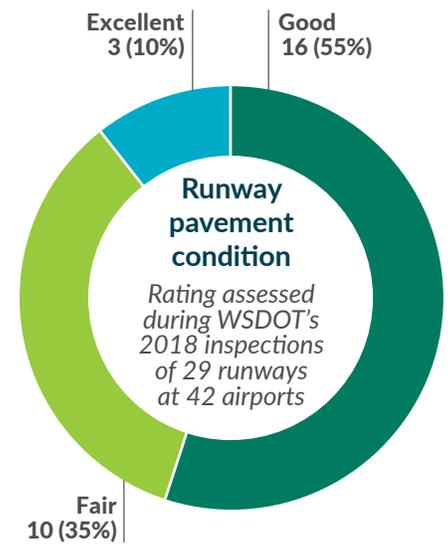


Data source: WSDOT Environmental Services Office.

Note: 1 Urban areas are defined as areas covered by the municipal stormwater permit, which authorizes WSDOT to discharge stormwater into state waters and sets requirements for pollution reduction.

Majority of runway pavement in "good" condition in 2018

WSDOT inspected 29 runways at 42 airports in 2018 (some airports have more than one runway) and determined that 55% (16) were in good condition, 35% (10) were in fair, and 10% (three) were in poor condition. With more than 130 airports in its system, WSDOT inspectors examine about 40 airports each year, which puts airports on a three-year inspection rotation. Inspectors grade airport pavement condition as being: "excellent," "good," "fair," "poor" or "failed."



Data source: WSDOT Aviation.

WSDOT also inspected markings on 27 runways at 42 airports in 2018 (some airports do not have runway markings) and determined that 70% (19) were in good condition, 15% (four) were in fair, and 15% (four) were in poor condition. Runway markings such as runway directional headings and centerlines, are rated at three different levels: "good," "fair," and "poor." A poor rating would include a marking that, while usable, shows signs of fading.

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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 2016 & 2017)</small>	0.88	0.92	<1.00 ¹	✓		↓
Rate of recordable incidents for every 100 full-time WSDOT workers <small>(Annual measure: calendar years 2016 & 2017)</small>	4.6	4.7	<5.0	✓		↓
Preservation						
Percentage of state highway pavement in fair or better condition by vehicle miles traveled <small>(Annual measure: calendar years 2015 & 2016)</small>	93.0%	91.7%	≥ 90%	✓		↑
Percentage of state bridges in fair or better condition by bridge deck area <small>(Annual measure: fiscal years 2017 & 2018)</small>	91.8%	92.5%	≥ 90%	✓		↑
Mobility² (congestion relief)						
Highways: Vehicle Miles Traveled (VMT) on state highways <small>(Annual measure: calendar years 2016 & 2017)</small>	34.2 billion	34.6 billion	*	N/A		↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q3 2017 & Q3 2018)</small>	12.6 minutes	13.0 minutes	*	N/A		↓
Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q1 FY2018 & Q1 FY2019)</small>	87.5%	85.7%	≥ 95%	—		↑
Rail: Amtrak Cascades on-time performance ⁴ <small>(Annual measure: fiscal years 2016 & 2017)</small>	74.2%	50.3%	≥ 80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2017 & 2018)</small>	129	78	*	N/A		Not applicable
Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2016 & 2017)</small>	316 ⁵	330	*	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed ⁶ and percentage on time ⁷ <small>(Calendar quarterly measure: Q2 2018 & Q3 2018, trendline for percentage on time)</small>	380/ 87%	380/ 87%	≥ 90% on time	—		↑
Cumulative number of Nickel and TPA projects completed ⁶ and percentage on budget ⁷ <small>(Calendar quarterly measure: Q2 2018 & Q3 2018, trendline for percentage on budget)</small>	380/ 91%	380/ 91%	≥ 90% on budget	✓		↑
Variance of total project costs ⁶ compared to budget expectations ⁷ <small>(Calendar quarterly measure: Q2 2018 & Q3 2018)</small>	Under budget by 1.5%	Under budget by 1.5%	On or under budget	✓		Not applicable

Data source: WSDOT Office of Strategic Assessment and Performance Analysis.

Notes: (*) = goal has not been set. Dash (—) = goal was not met in the reporting period. For the Economic Vitality Policy Goal, see [p. 4](#) for Results Washington Goal 2: Prosperous Economy measures. **1** The Statewide Transportation Policy Goal for this performance measure is different than the federal MAP-21 goal for the same measure. **2** Mobility does not yet include goals for people walking/biking for transportation. **3** WSDOT Ferries' on-time departures include any trip recorded by automated tracking as leaving the terminal within 10 minutes of scheduled time. **4** Amtrak Cascades' on-time performance includes any trip arriving within 10 or 15 minutes, depending on the route, of scheduled arrival time. **5** The 2016 number differs from previous publications to reflect the most recent available data. **6** Construction projects only. **7** Budget and schedule expectations are defined in the last approved state transportation budget. See [p. 40](#) in GNB 71 for more information.