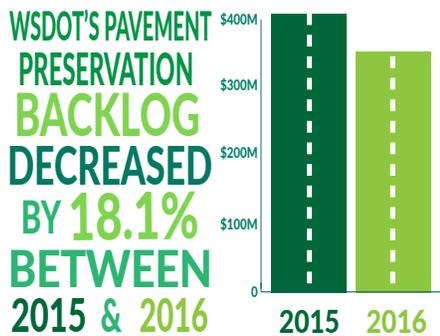


Gray Notebook Lite 68



PERFORMANCE HIGHLIGHTS reported for the quarter ending December 31, 2017



77 PERCENT of highway maintenance asset condition targets were achieved by WSDOT in 2017

380 of 421 projects completed with **Nickel** or **Transportation Partnership Account** funds

50.1 MILLION transactions were processed by **WSDOT toll facilities** during fiscal year 2017

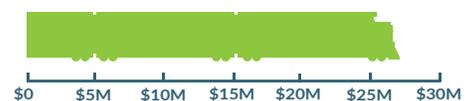
\$27.3 million in **CONNECTING WASHINGTON FREIGHT RAIL PROJECTS FUNDED** in 2017-2019 **BIENNIUM**

13 PERCENT decrease in the number of **environmental violations** issued to WSDOT and its contractors in 2017 compared to 2016

48 **rail projects** were underway to improve freight rail structures and freight movement in 2017

\$23.7 MILLION in economic benefit provided by WSDOT's **Incident Response** teams clearing 14,141 incidents during the quarter

52 PERCENT of WSDOT employees were participating in **SmartHealth** activities in 2017



Implementing WSDOT's strategic plan



Results WSDOT, the agency's strategic plan for 2017-2019, directs WSDOT's work with partners and communities and includes three goals. The goals focus on how the agency can be an employer of choice while making sound investments and delivering projects with limited resources.



The Gray Notebook links articles with these goals through informational boxes on: **Inclusion** - making sure there are fair and equal opportunities to participate in WSDOT employment, contracts and decision making, and that every voice is heard; **Practical Solutions** - improving the performance of the multimodal transportation system at the least cost; and **Workforce Development** - addressing recruitment and retention issues, employee training and development, and succession planning for WSDOT's future.



See [p. 3](#) of Gray Notebook 68 for more information.

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-Dec17.pdf>

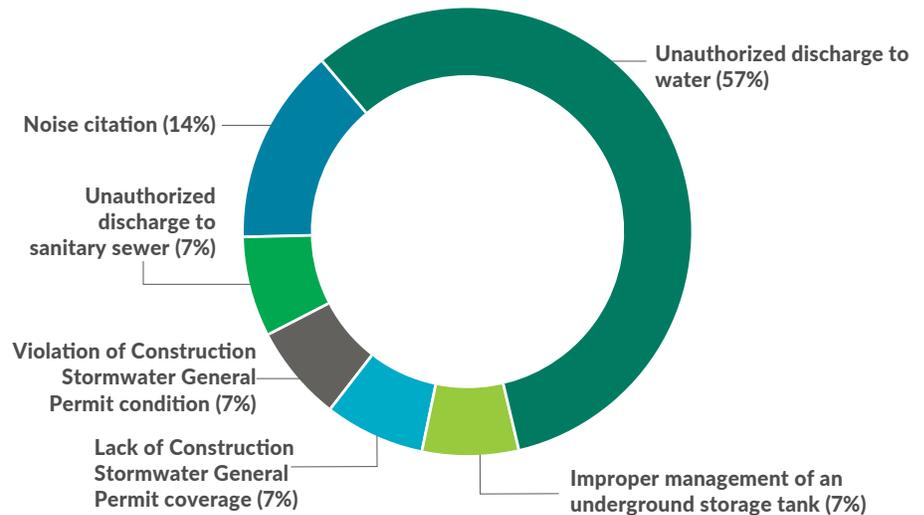
Environmental compliance at WSDOT improves in 2017

In 2017, WSDOT had 847 construction projects in progress, made over 161,000 ferry sailings, and performed over 2.6 million maintenance work hours.

During that time, WSDOT and its contractors received 14 formal environmental violation notices, two fewer than the previous year (a decrease of 13%). This improvement is attributed to continued efforts by WSDOT and its contractors to improve environmental compliance throughout the project development process.

WSDOT activities receive 14 violation notices in 2017

Number of notices by environmental violation category



Data source: WSDOT Environmental Services Office.

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

Pavement conditions decline slightly in 2016

In 2016, 92.2% of WSDOT-managed pavement lane miles were in fair or better condition, declining slightly from the 93.1% reported in 2015. Despite this drop, the agency met its goal of having at

least 90% of pavement lane miles in fair or better condition. WSDOT determined that 91.7% of vehicle miles traveled in 2016 were on pavement in fair or better condition, a decrease from 93.0% in 2015.

Weighting measures by vehicle miles traveled (VMT) allows WSDOT to better capture the experience of the typical road user.

WSDOT meets targets for short-term pavement conditions despite decline; long-term measures improve 2015 and 2016

PAVEMENT ANNUAL PERFORMANCE MEASURES ¹		2015	2016	Agency Goal ²	Goal met ³	Trend	Desired trend
Short term	Percent of pavement in fair or better condition Measured for asphalt and concrete pavement (chip seal data was not collected in 2015 or 2016 due to budget constraints). Condition is shown by lane miles and by vehicle miles traveled to reflect road use.						
	Lane Miles	93.1%	92.2%	90.0%	✓	↓	↑
	VMT	93.0%	91.7%				
	Asset Sustainability Ratio⁴ Years of pavement service life added to the pavement network through rehabilitation in a given year divided by the service life consumed in that same year.	0.57	0.68	0.90	—	↑	↑
Long term	Remaining Service Life⁴ Average percentage of original total useful life remaining before rehabilitation or replacement is needed; average years remaining before rehabilitation or replacement is needed.	47.1%	48.6%	45% to 55%	✓	↑	↑
		(7.4 yrs)	(7.6 yrs)				
	Deferred Preservation Liability (backlog) An estimate of the accumulated cost (in current dollars) to fund the backlog of past-due (deferred) pavement rehabilitation work.	\$403 million	\$330 million	\$0	—	↓	↓

Data source: WSDOT Pavement Office.

Notes: **1** Calculations for all measures, excluding percent of pavement in fair or better condition, include all pavement types (asphalt, chip seal and concrete). **2** Agency also has goals for Results Washington and the Governmental Accounting Standards Board—see Gray Notebook 68, pp. 24-25 for more information. **3** Check indicates goal met, dash indicates goal not met. **4** Measure is weighted by vehicle miles traveled to better capture the typical road user's experience.

I-405 express toll lanes provide faster, more reliable trips

Drivers made about 28.7 million trips on the I-405 ETL during the first two years of operation (October 2015 through September 2017). Overall, the I-405 corridor (between Lynnwood and Bellevue) had an average of 19% more person-throughput than before tolling began. After their start in October 2015, the I-405 ETL generally provided faster, more reliable trips

each weekday for an average of more than 7,700 bus riders and 53,000 commuter vehicles, which included 37,500 toll-paying vehicles and 15,500 toll-exempt carpools and motorcycles. Additionally, ETL users saved an average of 12 minutes during peak commute times between Bellevue and Lynnwood compared to traffic in the general purpose lanes, and paid an average toll of \$2.82.

11 MINUTES
southbound

14 MINUTES
northbound

TRAVEL TIME SAVINGS in I-405 EXPRESS TOLL LANES

during peak commute periods from
July 2016 through June 2017

Statewide transit-related fatalities increase

There were eight transit-related fatalities in 2016 across all modes (bus, light rail, trolley bus and vanpool). This is an increase of five fatalities since 2015 (see graph below). The fatality rate in 2016 was 0.06 per million vehicle revenue miles (VRM; the number of miles traveled by transit vehicles while in service), an increase of 0.04 since 2015. Over the same period, VRM increased by 3%, going from 124.0 million in 2015 to 127.6 million in 2016.

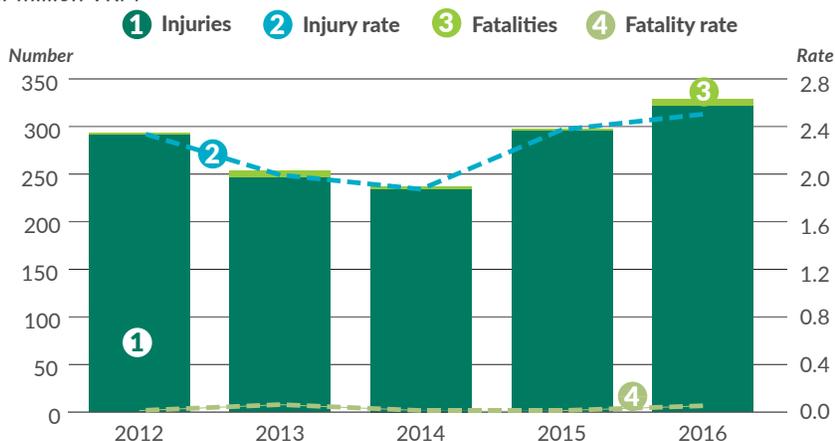
There were 321 transit-related injuries in 2016, an increase of 9% from 295 in 2015. Of the 321 injuries in 2016, 248 (77%) involved passengers either on, waiting for or exiting a transit vehicle. The injury rate in 2016 was 2.52 per million VRM, a 6% increase from 2.38 in 2015. The increase in statewide injury reporting is largely attributable to improved injury reporting at Sound Transit, which reported 47 injuries in 2016 (an increase of 39 from the eight it reported in 2015).

Extreme weather and incidents contribute to declining highway conditions in 2017

WSDOT met 77% of its highway maintenance asset condition targets in 2017, a 16 percentage point decline from the 93% achieved in 2016. An unusually cold, wet, and extended 2016-2017 winter, coupled with an increase in damage to roadway facilities prompted WSDOT to redirect allocated funds to prioritize safety-related work in 2017. Additionally, the agency redirected funds to cover unexpectedly high third-party repair costs (\$27.5 million), which are incurred when travelers cause damage to WSDOT property such as guard rails, signs, lighting systems or other equipment.

During the 2016-2017 winter, snow and ice management expenses increased by \$9 million (10.6%). This is in addition to the \$85 million planned for the 2015-2017 biennium for snow and ice management, for a total of \$94 million. During significant winter weather events, crew time and material use typically increase rapidly, stressing the budget.

Transit-related injuries in Washington increase by 26; fatalities increase by five 2012 through 2016; Number of injuries and fatalities; Rate of injuries and fatalities per million VRM¹



Data sources: WSDOT Public Transportation Division and the National Transit Database.

Notes: Fatalities are stacked on top of the bar representing injuries. For information on requirements for reporting to the National Transit Database, see [Gray Notebook 63, p. 12](#). ¹ Vehicle Revenue Miles (VRM) is the number of miles traveled by a transit vehicle while in revenue service; this measurement excludes miles traveled to or from an assigned route. In Gray Notebook 63, the injury and fatality rates were reported per unlinked passenger trip rather than per VRM; this was changed in order to better align with WSDOT's other public transportation reporting.

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 2015 & 2016)</small>	0.92	0.88	<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 2016 & 2017)</small>	91.2%	91.8%	≥ 90%	✓		↑
Mobility (congestion relief)						
Highways: Annual (weekday) vehicle hours of delay statewide relative to maximum throughput speeds ² <small>(Annual measure: calendar years 2014 & 2015)</small>	32.3 million	N/A	*	N/A	 <small>(Four-year trend)</small>	↓
Highways: Average incident clearance times for all Incident Response program responses <small>(Calendar quarterly measure: Q4 2016 & Q4 2017)</small>	12.6 minutes	13.5 minutes	*	N/A	 <small>(Five-quarter trend)</small>	↓
Ferries: Percentage of trips departing on time ³ <small>(Fiscal quarterly measure: year to year Q2 FY2017 & Q2 FY2018)</small>	95.9%	95.6%	≥ 95%	✓		↑
Rail: Amtrak Cascades on-time performance ⁴ <small>(Annual measure: fiscal years 2016 & 2017)</small>	74.8%	56.3%	≥ 80%	—		↑
Environment						
Number of WSDOT stormwater management facilities constructed <small>(Annual measure: fiscal years 2016 & 2017)</small>	151	129	*	N/A		Not applicable
Cumulative number of WSDOT fish passage improvement projects constructed <small>(Annual measure: calendar years 2015 & 2016)</small>	301	319	*	N/A		↑
Stewardship						
Cumulative number of Nickel and TPA projects completed ⁵ and percentage on time ⁶ <small>(Calendar quarterly measure: Q3 2017 & Q4 2017, trendline for percentage on time)</small>	380/ 87%	380/ 87%	≥ 90% on time	—	 <small>(Five-quarter trend)</small>	↑
Cumulative number of Nickel and TPA projects completed ⁵ and percentage on budget ⁶ <small>(Calendar quarterly measure: Q3 2017 & Q4 2017, trendline for percentage on budget)</small>	380/ 91%	380/ 91%	> 90% on budget	✓	 <small>(Five-quarter trend)</small>	↑
Variance of total project costs ⁵ compared to budget expectations ⁶ <small>(Calendar quarterly measure: Q3 2017 & Q4 2017)</small>	Under budget by 1.5%	Under budget by 1.5%	On or under budget	✓	 <small>(Five-quarter trend)</small>	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** Compares actual travel time to travel time associated with “maximum throughput” (defined as 70-85% of the posted speeds). Delay data for 2015 was unavailable at the time of this publication. **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** Construction projects only. **6** Budget and schedule expectations are defined in the last approved State Transportation Budget. See [p. 48](#) for more information.