STATE OF WASHINGTON

2012 Biennial Transportation Attainment Report

Washington's Transportation System: Goals, Objectives and Performance Measures

Office of Financial Management

October 2012

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Table of Contents

MESSAGE FROM THE OFFICE OF FINANCIAL MANAGEMENT

Dear Governor, Legislators and Interested Readers,

I am pleased to submit this 2012 Biennial Transportation Attainment Report on the state's transportation system. With this report, we are able to look at five years or more of data for many of the 29 measures, including 11 new measures from the 2010 report. Although fiscal impacts cannot be proven to drive performance, we have included data on investments made during the 2011–13 biennium that we think have made a difference. We also have included "contributing success factors" that influence our transportation system.

The performance measures tell the story of a transportation system that is supporting a slowly recovering economy. Many measures demonstrate growth and improvement while others indicate that challenges remain.

Where things are improving:

- The number and rate of traffic fatalities and serious injuries continue to decrease, albeit at a slower pace.
- Washington state seat belt usage is now the highest in the nation.
- Most state highways are in good or fair condition.
- Most state and local bridges are in good or fair condition.
- The time commuters spend in congested Seattle and Spokane traffic is decreasing.
- Nickel and Transportation Partnership Act (TPA) projects continue to consistently come in on time and on budget.
- Air quality in the Seattle-Tacoma-Bellevue metropolitan area is improving.

Where challenges remain:

- The demands on our transportation system are growing as the population continues to increase.
- Road pavement condition, while still good or fair, is declining in all areas except small cities.
- Serious injuries due to distracted driving continue to rise.
- The pace of transportation system improvements is slowing as TPA and Nickel projects begin to wind down.
- Revenue based on fuel taxes is declining as vehicle mileage improves.
- Delivering several mega-projects at once is difficult and challenging.

Given these challenges, we have identified a number of areas of concern, including not keeping up with preservation and maintenance needs for roads, replacement of concrete highways, replacement of major bridges, lessening of congestion and implementation of new stormwater rules, preservation and replacement of ferry vessels, and improved fish passages.

We look forward to working together with you, the public and our transportation partners to attain Washington's transportation goals.

Sincerely,

Stan Marshburn, Director
Office of Financial Management

PURPOSE OF TRANSPORTATION ATTAINMENT REPORTS

Washington's Transportation Attainment Reports provide 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 to establish five statewide transportation policy goals to guide the planning, operation, performance of, and investment in the state's transportation system. They are not prioritized.

- *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 (addressing congestion):* To improve the predictable movement of goods and people throughout Washington state.
- *Environment:* To enhance Washington'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.

In 2010, the Legislature added a sixth goal:

- *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

Since 2008, the Office of Financial Management has been responsible for establishing objectives and performance measures for each of the legislatively adopted goals, and for preparing a biennial progress report (also referred to as an "Attainment Report") for the Legislature and Governor (RCW 47.04.280). The purpose of these reports is to assess progress on the goals and contribute positively to 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 here. This report provides a high-level indicator for each measure to allow the quick assessment of progress. In some cases, placeholders indicate that measures have yet to be developed.

Many of the measures and supporting data are being used to make investment decisions, develop strategies and programs, provide accountability and promote stronger internal management. All of the measures will evolve as we continue to make progress in assessing the performance of the multifaceted components of Washington's transportation system.

WASHINGTON STATE TRANSPORTATION SYSTEM – JUST THE FACTS

Pressure on the transportation system comes from a number of sources including, but not limited to population increases, job creation, new housing units constructed, and the increased numbers of vehicles and drivers. The following data help put into context what some of these pressures mean.

Population growth has slowed over the past few years, but has increased 38.2 percent since 1990.
Washington state population increased less than 1 percent in 2011 over 2010; population growth in 2012 is expected to remain slow. We expect an annual increase of 14,400 net migration in 2012, far below the 2000–10 average annual net migration of 45,000. Most of the population growth in 2011 was in metropolitan counties: King, Pierce, Snohomish, Clark and Spokane.

We've added 1.8 million housing units since 1990.
State housing growth continues to hover near its lowest point in two decades. The state added 18,000 new housing units in 2012, or 700 fewer than 2011. Over the past 20 years, there has been a 38.3 percent growth in new housing units. While this is good for the economy, only 1,178 lane miles were added between 1990 and Dec. 31, 2011, to support these homeowners.

Employment has grown from 2.4 million in 1990 to 3.2 million in 2010, an increase of 33.3 percent.
Employment growth, however, has been slow these past few years. After falling 4.6 percent between 2008 and 2009 at the worst of the Great Recession, jobs grew just 1.6 percent in 2010 and 1.4 percent in 2011 — about half the growth rate of historical recovery periods. Employment expansion on a year-over-year basis in July 2012 was 1.7 percent — about enough to accommodate population growth but not sufficient for significant improvement in the unemployment rate.

One of the biggest transportation problems related to employment is the disparity between where the job growth is compared to where affordable housing exists. The farther out commuters go, the greater the demand for both public transportation and more highway capacity.

Vehicle ownership has grown faster than the state population.
In 1990, there were 4.9 million vehicles registered in Washington compared to 6.8 million vehicles registered in 2010. This represents an increase of more than 1.9 million vehicles, or a staggering 39.6 percent increase. In fact, there are more registered vehicles than there are licensed drivers.

There are 1.37 vehicles registered per licensed driver.
Between 1990 and 2010, Washington saw 1.6 million additional drivers on its roads — an increase of 48.8 percent.

2011 Key Transportation Facts

On the Ground	
5.2 million licensed drivers (FY 2012)	1.05 million miles of roads snowplowed
4.3 million registered passenger vehicles (FY 2012)	7,743 bridges statewide
6.9 million total registered vehicles (FY 2012)	310 miles of HOV freeway lanes complete
57 billion vehicle miles traveled	322 park-and-ride lots with 50,000 spaces
3.3 billion gallons of fuel consumed (FY 2012)	2,744 vanpools
17.33 miles per gallon on average	8.9 million annual vanpool trips (2010)
11,000 miles per licensed driver on average	31 transit systems
18,642 state highway lane miles	224 million transit passenger trips
4,026 interstate freeway lane miles	580,380 state-supported Amtrak Cascades passenger trips
79,344 county road lane miles	3,600 miles of freight railroad (2009)
38,014 city road lane miles	103 million tons of rail freight (2009)
43.3% of daily traffic on county and city roads	133,476 Amtrak-supported Cascades passenger trips in state
55.2% of daily traffic on state highways (includes 27.1% of daily traffic on interstates)	$97.2 billion of cargo passing through ports
350 million tons of freight carried by truck	
In the Air	
17 state-managed airports (9 owned by state)	279,625 tons of air cargo passing through SeaTac Airport
138 public use airports	16 million passenger boardings at SeaTac Airport (2010)
On the Water	
23 ferries, largest system in the nation	22.5 million ferry passengers
19 terminals	10 million vehicles carried on ferries
75 port districts	2.9 million 20-foot container equivalent units through Seattle and Tacoma ports
9 ferry routes	112 short tons of freight through Seattle and Tacoma ports (2009)
450 daily sailings	

Sources: OFM; Dept. of Licensing; WSDOT; U.S. DOT; U.S. Dept. of Commerce. Data are 2011 unless otherwise noted.

Statewide Transportation Goals, Objectives and Performance Measures

Summary of Progress — 2012 Status

Goal 1. Safety

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

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 1.1 Traffic Fatalities Number and rate of traffic fatalities per 100 million vehicle miles traveled (VMT)	Reduce roadway fatalities	458 traffic fatalities in 2011, a 6.9% drop since 2009	✱	
	Reduce rate of traffic fatalities per 100M VMT	0.80 rate in 2011, a 20% decrease from 2007	✱	
Measure 1.2 Collision Reduction Number of collisions and percentage resulting in serious or fatal injuries	Reduce number of collisions	1.3% reduction in collisions from 2009 to 2010	✱	
	Reduce severity of collisions	After rising in 2009, serious injuries decreased 6.6% in 2010	✱	
Measure 1.3 Pedestrian & Pedacyclist Fatalities Number of pedestrian and bicyclist fatalities	Reduce number of pedestrian fatalities	Number of fatalities has dropped from 67 in 2006 to 61 in 2010	✱	
	Reduce number of pedacyclist fatalities	After rising to a high of 14 in 2007, number of fatalities dropped to 6 in 2010	✱	
Measure 1.4 Ferry Passenger Injuries Number of passenger injuries per 1 million passenger miles	Reduce passenger injuries	Rate dropped to 0.06 in 2010 and then rose to 0.09 in 2011 and 2012	◆	
Measure 1.5 Facial Recognition License Suspensions & Record Cancellations Number of licenses suspended and fraudulent records cancelled	Reduce fraudulent drivers licenses and records	2011 pilot program resulted in 571 suspended licenses and 560 record cancellations	N/A	N/A

✱ Performance is moving in a favorable direction or holding steady

◆ Performance is not moving in a favorable direction or is an area of concern

Goal 2. Preservation

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

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 2.1 Highway Pavement Percent of state highway pavement in fair or better condition	Extend the useful life of pavement	92.7% of state highway pavement in fair or better condition in 2011	◆	
Measure 2.2 Bridges Percent of state bridges rated structurally deficient (SD)	Keep bridges safe and open to traffic	5% of bridges were rated SD in 2011, a 0.3% improvement from 2008	✱	
Measure 2.3 Ferry Terminals Percent of state ferry terminal systems in fair or better condition	Extend the useful life ferry terminals and vessels	86 % rated fair or better in 2011, a 2% increase from 2008	✱	

Goal 3. Mobility (Addressing Congestion)

To improve the predictable movement of goods and people throughout the state.

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 3.1 Annual Hours of Delay per Traveler Annual hours of delay per traveler on major corridors in greater Seattle and Spokane areas	Reduce congestion on urban highways and arterials (Seattle)	6-hour reduction from 2006 to 2010	✱	
	Reduce congestion on urban highways and arterials (Spokane)	2-hour decrease from 2006 to 2010	✱	
Measure 3.2 Avoided Annual Hours of Delay per Traveler Annual hours of delay avoided through operational or public transportation enhancements	Reduce congestion by making systems more efficient	13 hours of additional delay avoided in 2010 (Seattle area shown)	✱	
Measure 3.3 High Occupancy Toll (HOT) Lanes Usage of HOT lanes on SR 167	Improve traffic flow through HOT lanes	Pilot project shows daily usage of HOT lanes increasing 192% since 2008	✱	

✱ Performance is moving in a favorable direction or holding steady

◆ Performance is not moving in a favorable direction or is an area of concern

Measure 3.4 High Occupancy Vehicle (HOV) Lanes Usage of Seattle-area network of HOV lanes by person miles traveled (PMT)	Improve performance of HOV lanes	HOV usage decreased 1% by PMT in Seattle area from 2008 to 2010	✱
Measure 3.5 Drive-Alone Rate Percentage of commute trips taken while driving alone	Reduce percentage of commuters who drive alone to work	Drive-alone rate increased 1.5% from 2008 to 2010	◆
Measure 3.6 Ferries Ridership and percent of trips on time for Washington State Ferries	Increase ridership	Ridership declined 2.2% between 2009 and 2011, and is down 6.2% since 2007	◆
	Increase percentage of on-time trips	On-time trips improve, especially summer season (shown)	✱
Measure 3.7 Passenger Rail Ridership and percent of trips on time for Washington and Amtrak-sponsored Cascades train service	Increase ridership	Ridership increased 11.3% from 2009 to 2011, and is up 25.3% since 2007	✱
	Increase percentage of on-time trips	On-time trips improve, but winters remain challenging (winters shown)	✱
Measure 3.8 Transit Transit ridership inside and outside of the Puget Sound area.	Increase ridership in Puget Sound area	Puget area ridership increased 13% from 2006 but then dropped	◆
	Increase ridership in areas outside of the Puget Sound	Other state transit systems show growth and then level off	✱
Measure 3.9 Walking or Biking	Promote walking and biking to improve public health	Bicycling as a commute mode increased 36% in 4 years	✱

✱ Performance is moving in a favorable direction or holding steady

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Goal 4. Environment

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

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 4.1 Fish Passage Number of culverts fixed and miles of stream habitat opened up	Increase number of culverts fixed	13 culverts were fixed in 2011, up from 9 in 2010	✱	
	Increase number of potential miles of habitat gained	67 miles of potential habitat were gained in 2010 and 38 miles were gained in 2011	✱	
Measure 4.2 Stormwater Runoff Quality Percent of stormwater quality measurements requiring Ecology notification	Improve water quality by managing stormwater runoff	2.1% of weekly site measurements in 2012 required Ecology notification, down from 4.2% in 2008	✱	
Measure 4.3 Greenhouse Gases Tons of greenhouse gases produced statewide	Reduce greenhouse gas emissions caused by transportation	Transportation greenhouse gas emissions peak in 2008 and then start declining	✱	

Goal 5. Stewardship

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

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 5.1 Capital Project Delivery Percent of 2003 (Nickel) and 2005 (TPA) revenue packages' capital projects completed on time and on budget	Deliver 90 % of Nickel and TPA projects on time	89% on time in FY 2011, same as FY 2010	✱	
	Deliver 90% of Nickel and TPA projects on budget	94% on budget in FY 2011, up 2% from FY 2010	✱	
Measure 5.2 Ferry Terminal Capital Projects Ferry terminal capital projects completed on time	Deliver 90% of ferry terminal capital projects on time	93% of ferry terminal capital projects were completed on time over the last 5 years	✱	

✱ Performance is moving in a favorable direction or holding steady

◆ Performance is not moving in a favorable direction or is an area of concern

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 7.8 weeks out-of-service in FY 2012	❋	
Measure 5.4 Rail Capital Project Delivery Nickel and TPA rail projects completed on time and on budget	Deliver 90% of rail capital projects on time and budget	All 17 Nickel and TPA rail projects since 2006 have been delivered on time and on budget	❋	
Measure 5.5 Grade Transportation System Survey local, regional and statewide customers	Measure public perception about condition and needs of the transportation system	2/3 of respondents rated systems average or better	N/A	N/A
Measure 5.6 Passenger Satisfaction – Ferry System Survey ferry system passengers	Measure passenger satisfaction with ferry system	In 2012, 83% indicate they are satisfied or neutral about ferry service	N/A	N/A
Measure 5.7 Passenger Satisfaction – Amtrak Cascades Survey Amtrak Cascades system passengers	Measure passenger satisfaction with Amtrak Cascades system	Satisfaction increased from 83 % to 91% between 2007 and 2012	❋	

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

Measures	*Objective*	*Status*	*Progress*	*Five-Year Trend*
Measure 6.1 Jobs Created Number of jobs created or sustained by transportation projects	Create and sustain jobs through investments in transportation	Estimated jobs have increased 9.2% from 2009–11 biennium to 2011–13 biennium	❋	
Measure 6.2 Freight Amount of freight cargo moving in, out and within Washington through the air, by water or by rail	Enhance transportation systems to facilitate movement of freight	Air, water, rail decreased by 13.4% from 2008 to 2009 and then recovered 8.1% in 2010	❋	

❋ Performance is moving in a favorable direction or holding steady

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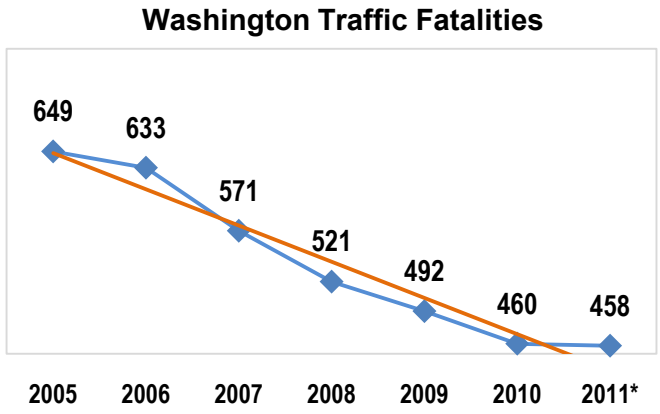
SAFETY TO PROVIDE FOR AND IMPROVE THE SAFETY AND SECURITY OF TRANSPORTATION CUSTOMERS AND THE TRANSPORTATION SYSTEM.

Objective: Reduce roadway fatalities

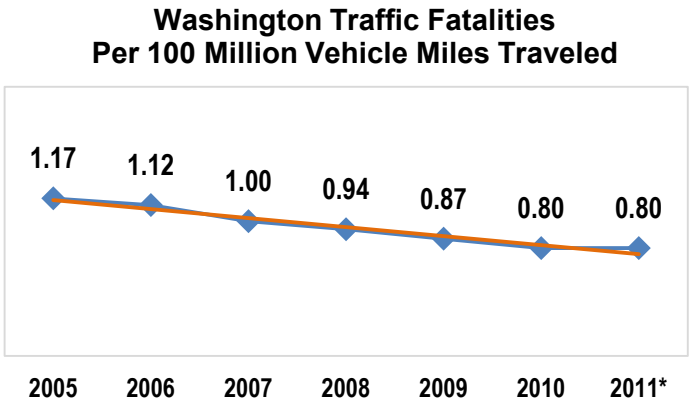
In 2011, Washington continues to have the lowest rate for highway fatalities in the state's history.

Trend Analysis

Between 2009 and 2011, the number of traffic fatalities decreased from 491 to 458, a 6.9 percent drop. Also between 2009 and 2010, the rate of fatalities fell from 0.87 per 100 million vehicle miles to 0.80, an 8.0 percent drop. Since 2005, fatalities are down 29.4 percent and the rate of fatalities per 100 million vehicle miles is down by 31.6 percent. The rate of fatalities in Washington continues to trend below the national average. However, one of every 15,000 Washingtonians died on the roadway in 2011.

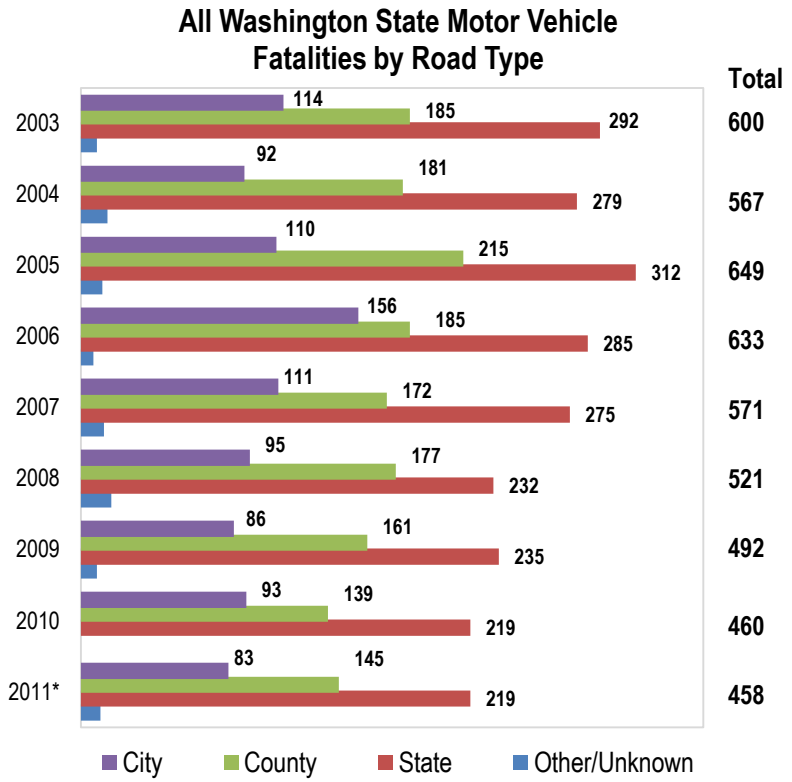


Source: WTSC (*preliminary 2011 FARS data)



Source: WTSC (*preliminary 2011 FARS data)

In 2011, 47.8 percent of all fatalities occurred on state highways, 31.6 percent on county roads and 18.0 percent on city roads. Fatalities have dropped on all road types between 2003 and 2011, as shown below.



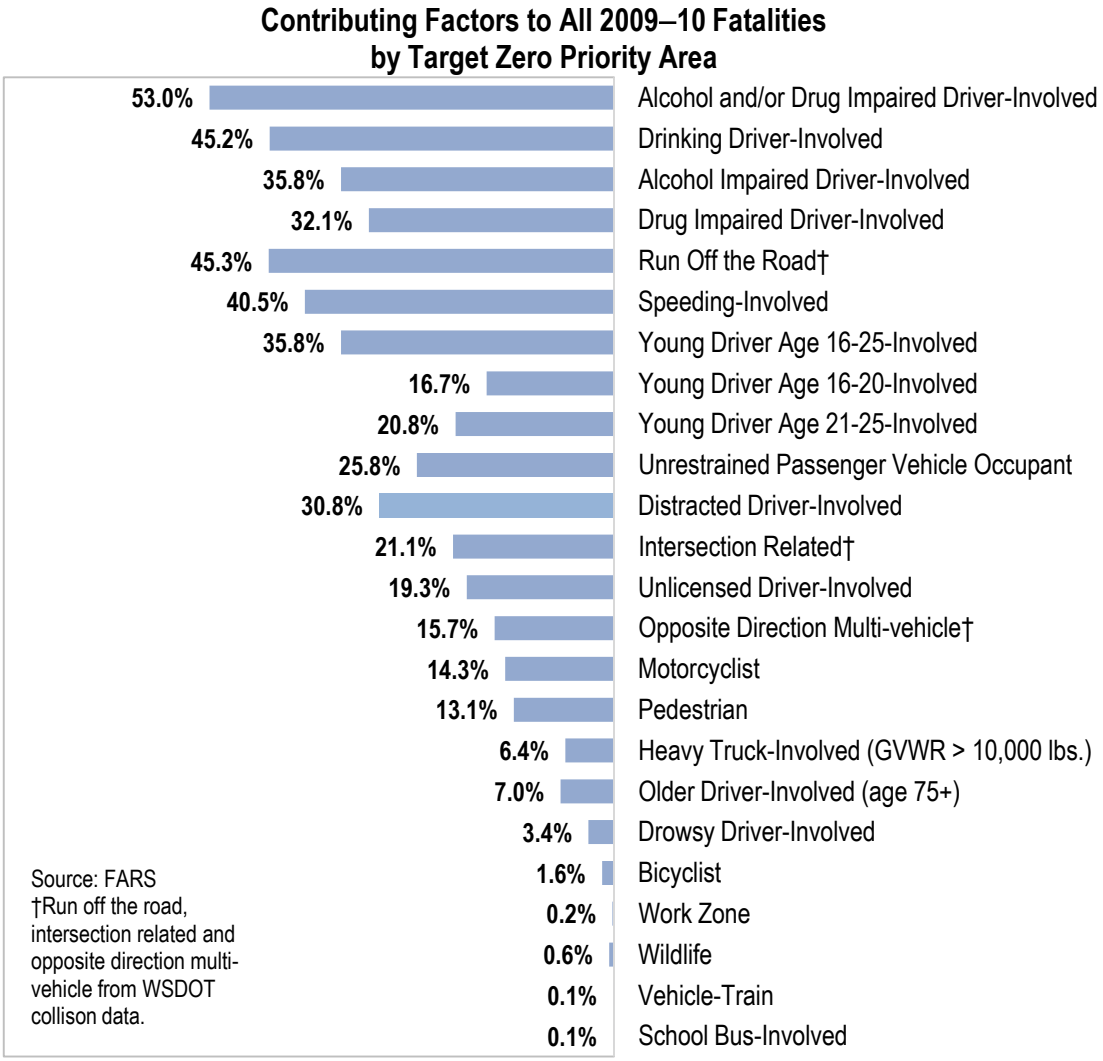
Source: WTSC (*preliminary 2011 FARS data)

State Investment Highlight 2011–13

The 2012 Legislature committed to making the pilot "Target Zero – Driving Under the Influence Enforcement" initiative permanent by providing $2.7 million to the Washington State Patrol and indicating its intent to support the program in the future.

Contributing Success Factors

- Target Zero, the state's safety plan to reduce highway deaths to zero by 2030
- Increased trooper enforcement
- Infrastructure investments such as rumble strips, guardrail retrofits and roadway realignment
- Safer vehicles
- Motorists driving less
- Department of Licensing YouTube videos have more than 2.5 million views, with almost 42,000 views of videos on texting while driving.



As shown in the table above:

- 53 percent of fatalities involved an alcohol- or drug-impaired driver.
- 45 percent were due to run-off-the-road collisions.
- 41 percent involved speeding.
- 36 percent involved a young driver between the ages of 16 and 25.

Washington State's "Target Zero" goal is to reduce traffic fatalities and serious injuries to zero by 2030. Target Zero contains four levels of priorities based on the percentage of traffic fatalities associated with each factor. Priority One contains the areas associated with the largest number of fatalities: impairment, run-off-the-road collisions and speeding. These contributed to 40 percent or more of the traffic fatalities. Priority Two, involving young drivers, distracted drivers, unrestrained vehicle occupants and intersection-related crashes, contributed to between 21 percent and 38 percent of traffic fatalities. Priorities Three and Four compose the remainder and account for about 30 percent of fatalities.

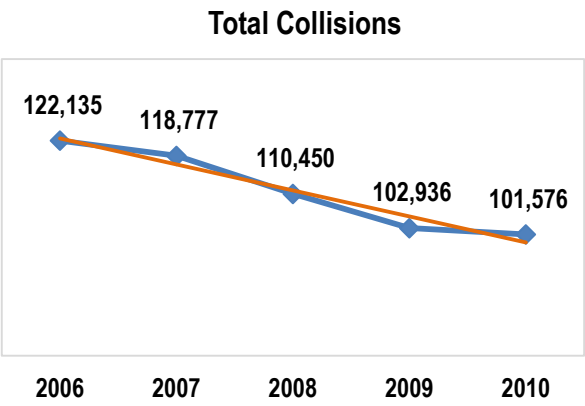
SAFETY TO PROVIDE FOR AND IMPROVE THE SAFETY AND SECURITY OF TRANSPORTATION CUSTOMERS AND THE TRANSPORTATION SYSTEM.

Objective: Reduce number and severity of roadway collisions

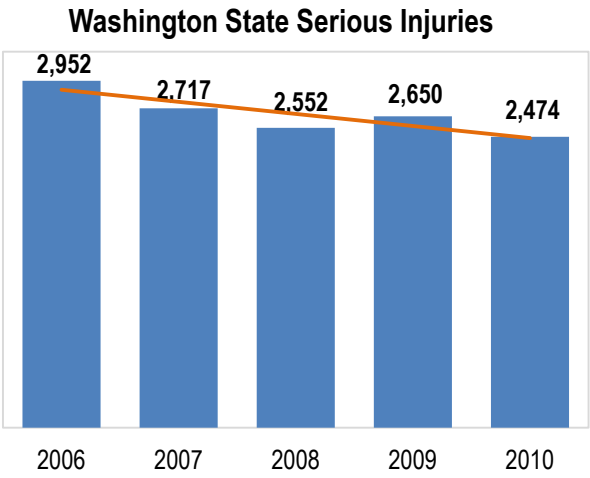
Collisions and serious injuries continue to decline on all public roads statewide. Washington state has the highest rate of seatbelt use in the country.

Trend Analysis

Collisions have dropped 17.5 percent in the past five years. Serious injuries have decreased 13.8 percent over the same period. The state's seat belt usage rate continues to trend at least 12.5 percent above the national figure during the same period.

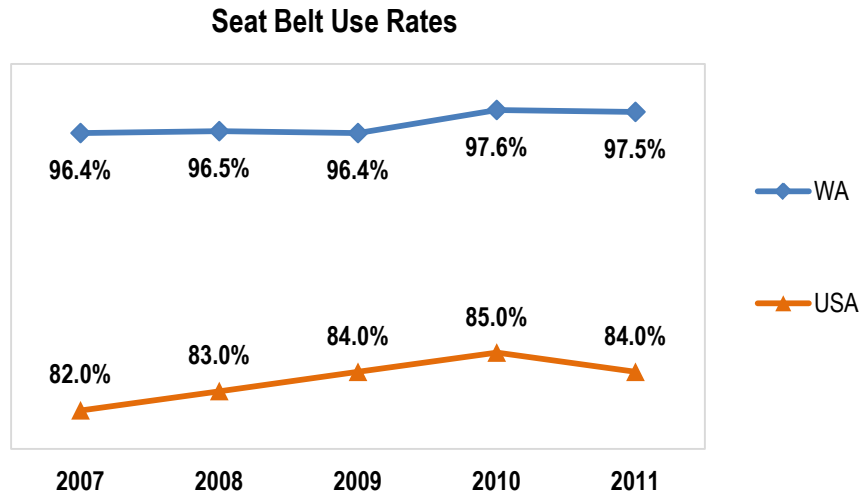


Source: 2010 Washington State Collision Data Summary



Source: 2010 Washington State Collision Data Summary

In 2011, 97.5 percent of Washington drivers wore their seatbelts, the highest rate in state history and the highest in the United States.



Sources: WTSC; National Occupant Protection Use Survey

State Investment Highlights 2011–13

- $500,000 for more community traffic safety task forces
- $400,000 for traffic safety camera pilot program
- $500,000 to purchase ignition interlock devices
- $50,000 for teen safe driving projects

Contributing Success Factors

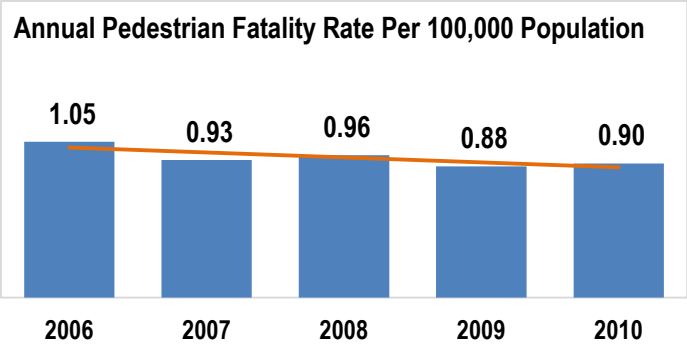
- Engineering enhancements on roadways, including roundabouts and rumble strips
- Click It or Ticket program
- 2010 Distracted Driving Law (RCW 46.61.667)

SAFETY TO PROVIDE FOR AND IMPROVE THE SAFETY AND SECURITY OF TRANSPORTATION CUSTOMERS AND THE TRANSPORTATION SYSTEM.

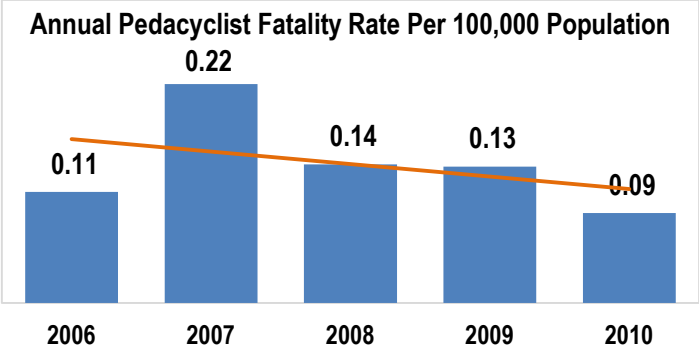
Objective: Reduce pedestrian and bicycle fatalities

Both pedestrian and bicycle fatality rates have steadily dropped over the past five years.

Trend Analysis
Between 2006 and 2010, the number of annual pedestrian fatalities decreased from 67 to 61, a 9 percent drop. Also between 2006 and 2010, the rate of pedacyclist fatalities fell from 0.11 per 100,000 population to 0.09, a 14.3 percent drop.



Source: FARS



Source: FARS

Although the annual fatality rate is falling on a per 100,000 population basis, the total number of people involved in fatal and serious injury collisions involving bicyclists and pedestrians has increased from 489 in 2008 to 518 in 2010, according to the Washington State Collision Data Summary.

Seattle, Spokane and Tacoma are the areas where the most serious pedestrian and bicycle injuries and fatalities occur.

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State Investment Highlight 2011–13

- $13.8 million for Safe Routes to School
- $9.8 million for pedestrian/bicycle safety

Contributing Success Factors

- The Sidewalk Program at the Transportation Improvement Board has awarded $20 million since 2005 to 98 local agencies for 128 sidewalk projects.
- The Safe Routes to School program and Pedestrian and Bicycle program grants awarded by WSDOT:
  - In 2005, as part of the Transportation Partnership Act, the Legislature included $74 million to be spent over the following 16 years for pedestrian and bicycle safety projects such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit.
  - Since 2005, more than $31 million awarded for Safe Routes to Schools, and $32 million for the Pedestrian and Bicycle program, supporting more than 180 projects.
  - In 2005, the federal government created the National Safe Routes to School Program, which will be eliminated in the new federal act, Map-21, effective Oct. 1, 2012.
- Safe Route to Schools effort at the Office of Superintendent for Public Instruction has been supported by a two-year grant from WSDOT.
- Washington State's Bicycle Facilities and Pedestrian Walkways Plan and regional bicycle and pedestrian plans guide investment decisions.

SAFETY TO PROVIDE FOR AND IMPROVE THE SAFETY AND SECURITY OF TRANSPORTATION CUSTOMERS AND THE TRANSPORTATION SYSTEM.

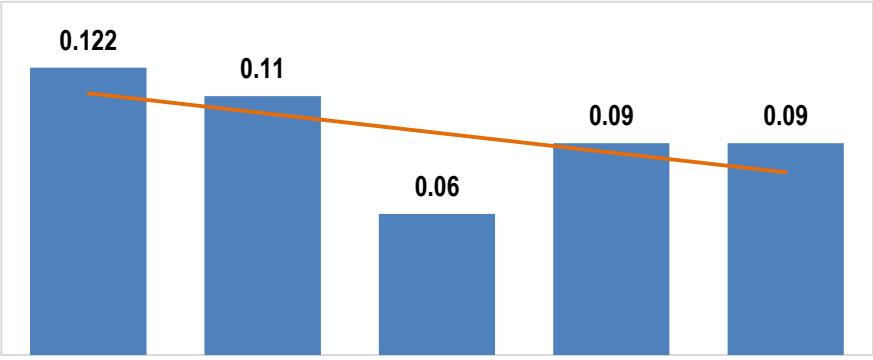
Objective: Reduce passenger injuries on Washington State Ferries

Over a four-year period, the rate of passenger injuries on Washington State Ferries has fluctuated.

Trend Analysis

Over the past five years, the average number of passenger miles on Washington ferries has been almost 176 million per year. The five-year average for injuries has been one injury for every 10.6 million passenger miles (0.094 per million). WSDOT Ferries Division has set an ultimate target goal of zero passenger injuries and an interim goal of reducing each new year's passenger injury rate below the running average of the previous three years. For 2012 the goal was an injury rate of 0.09 per 1 million passenger miles.

Passenger Injuries per 1 Million Passenger Miles



Source: WSDOT, Ferries Division

State Investment Highlights

Not applicable

Contributing Success Factors

- Replaced entrance mats on vessels to reduce customers trips and spills.
- Increased safety training for vessel crews with a special focus on passenger safety as well as employee safety issues.

SAFETY TO PROVIDE FOR AND IMPROVE THE SAFETY AND SECURITY OF TRANSPORTATION CUSTOMERS AND THE TRANSPORTATION SYSTEM.

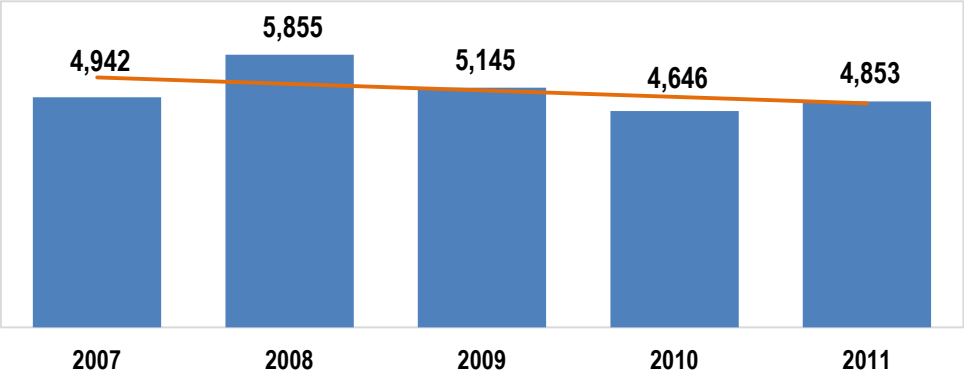
Objective: Reduce fraudulent driver's licenses and records

A new facial recognition system checks for multiple or fraudulent identities.

Trend Analysis

Over the past five years, Washington residents have lodged an average of more than 5,000 complaints annually to the Federal Trade Commission about identity theft. State legislation passed in 2011 gave the Department of Licensing authority to use a facial recognition system for driver's license and ID card applicants to check for multiple or fraudulent identities. In 2011, the use of facial recognition by the Department of Licensing resulted in 571 driver license suspensions and the cancellation of 560 fraudulent records and the associated cards.

Identity Theft Complaints Reported by Washington Victims



Source: Federal Trade Commission: Consumer Sentinel Network Data Book

State Investment Highlights 2011–13

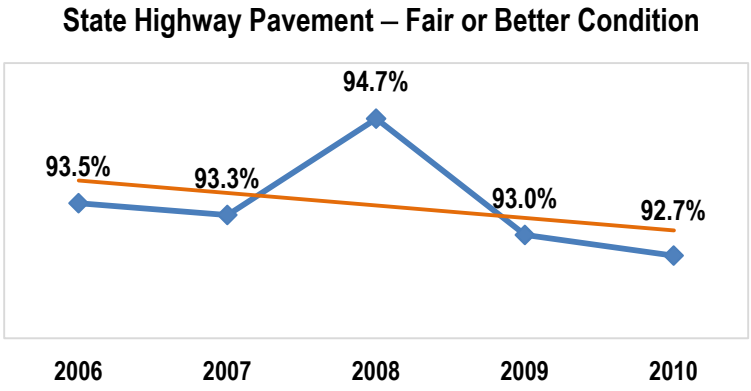
- $289,000 to implement 2011 legislation authorizing the Department of Licensing to use facial recognition software.
- $174,000 to implement 2011 legislation that requires the Department of Licensing to provide to a vehicle owner the name and address of an attorney or private investigator who requests such information.

PRESERVATION

TO MAINTAIN, PRESERVE AND EXTEND THE LIFE AND UTILITY OF PRIOR INVESTMENTS IN TRANSPORTATION SYSTEMS AND SERVICES.

Objective: Extend the useful life of pavement

Washington consistently maintains more than 90 percent of its state highway pavement in fair or better condition, but is at risk of falling behind.



Source: WSDOT

Trend Analysis

Over the past decade, WSDOT has consistently maintained more than 90 percent of state highway pavement in fair or better condition. The 92.7 percent surveyed in fair or better condition in 2010 is a 2 percent decrease in ratings over the previous two years. While overall ratings remain above 90 percent, pavement rated in the "very good" category dropped from 43.2 percent in 2008 to 31.5 percent in 2010. Counter to the overall trend, small cities have shown a 9 percent improvement in "fair or better" condition in 2008 through 2010. Fifteen years is the usual asphalt life cycle in Washington, longer than what most states achieve.

Discussion

There are 18,630 state highway lane miles, compared to 79,725 lane miles for counties and 37,590 for cities. About 55 percent of all traffic is carried on state highways.

County Road Pavement Condition	2010 Percent Fair or Better	2012 Percent Fair or Better
Arterials	91%	90%
Collectors	95%	93%

Source: CRAB

City Road Pavement Condition	2008 Percent Fair or Better	2010 Percent Fair or Better
Large Cities (> 25,000 pop.)	83%	82%
Medium Cities (5,000–25,000 pop.)	72%	66%
Small Cities (<5,000 pop.)	66%	75%

Source: WSDOT Highways & Local Programs

State Investment Highlight 2011–13

Cities and counties are estimated to receive $471.1 million in direct revenue distributions from state-collected gas taxes, license, permits and fees. The County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB) receive dedicated distributions from the gas tax as well.

City and county roads are supported by state appropriations made to TIB and CRAB. TIB distributes grants to cities and urban counties and CRAB distributes funds to all counties. Combined, appropriations for 2011–13 total $315 million.

In 2011, the Washington State Association of Counties received $840,000 develop performance measures related to county transportation systems. Counties have developed eight performance measures that align with the statewide transportation goals.

Contributing Success Factors

- Dowel bar retrofits
- Selective panel replacements on concrete roadways
- CRAB "Standards of Good Practices" establish the control parameters for the administration of capital improvements on county roads.

PRESERVATION

TO MAINTAIN, PRESERVE AND EXTEND THE LIFE AND UTILITY OF PRIOR INVESTMENTS IN TRANSPORTATION SYSTEMS AND SERVICES.

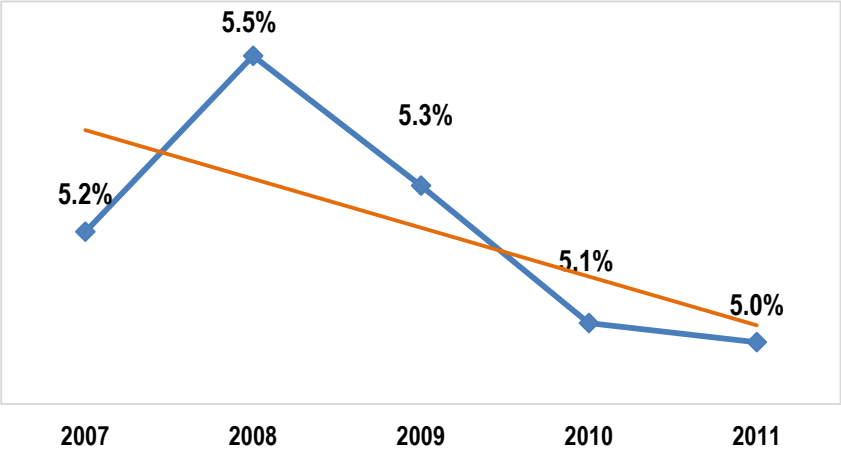
Objective: Keep bridges safe and open to traffic

In 2011, 95 percent of Washington bridges are in fair or better condition.

Trend Analysis
In 2011, 7,743 Washington bridges were inventoried by the Federal Highway Administration, which sets structural condition standards. Ratings relate to the evaluation of bridge superstructure, deck, substructure, structural adequacy and waterway adequacy codes.

Of Washington's publicly owned bridges, 5.0 percent are structurally deficient. This is half the national average. Structurally deficient bridges are safe for travel if weight restrictions are in place. Typically, the structurally deficient finding means that bridge inspectors have identified some deterioration, cracks or movement. Washington had 391 of these bridges in 2011.

Percent of Structurally Deficient State Bridges



Source: FHWA

Percentage of Structurally Deficient Bridges: 2011 State Comparison				
Rank	State	Number of Bridges	Number Structurally Deficient	Percent
1	Nevada	1,783	40	2.2%
6	Washington	7,743	391	5.0%
52	Pennsylvania	22,320	5,563	24.9%
	National Total	605,086	67,526	11.2%

Source: FHWA

State Investment Highlight 2011–13

- $67.0 million for bridge repairs
- $115.1 million for bridge replacements
- $4.6 million for bridge scour
- $26.6 million for seismic retrofits

Contributing Success Factors

- Performing required inspections on state-owned bridges.
- Managing assets and reviewing inspection data biannually.
- Repairing deteriorated bridge elements such as concrete columns, expansion joints and anchor cables to preserve life.
- Repainting steel structures to extend bridge life; also repairing and overlaying concrete bridge decks.
- Performing seismic retrofitting and scour repairs of bridge piers in rivers to proactively minimize damage due to earthquakes and flooding.

PRESERVATION

TO MAINTAIN, PRESERVE AND EXTEND THE LIFE AND UTILITY OF PRIOR INVESTMENTS IN TRANSPORTATION SYSTEMS AND SERVICES.

Objective: Extend the useful life of ferry terminals and vessels

In 2011, 86 percent of ferry terminal systems were in fair or better condition, compared to 87 percent in 2007. Also in 2011, 89 percent of ferry vessel vital systems were within life cycle.

Trend Analysis

Over the past five years, average ferry terminal condition rating has consistently been between 84 percent and 87 percent. In 2011, 86 percent of ferry vessel systems that the U.S. Coast Guard considers "vital" were within their assessed life cycle.

Terminal and vessel condition data are a composite of several ferry system elements, as shown below. Each system category is composed of multiple components. For example, transfer spans include mechanical systems, electrical systems and structural parts. A "poor or worse" or "out-of-life cycle" composite rating does not mean that ferry vessels or terminals are unsafe, but indicates where additional investments need to be made.

State Ferry Terminal Systems	
Year	Good or Fair Condition
2007	87%
2008	84%
2009	85%
2010	85%
2011	86%

Source: WSDOT Ferry Division

Washington State Ferries Terminal Systems Rated "Poor or Worse"					
System	2007	2008	2009	2010	2011
Landing Aids	25%	27%	25%	25%	23%
Vehicle Transfer Spans	9%	14%	15%	15%	16%
Overhead Loading Systems	8%	3%	9%	9%	9%
Trestle and Bulkheads	6%	7%	7%	7%	9%
Pavement*	9%	9%	9%	9%	13%
Buildings*	n/a	n/a	1%	1%	0%
Passenger-only Facilities	n/a	n/a	7%	7%	7%
Total Average	13%	15%	13%	13%	13%

* Not all structures in these categories were rated.

Source: WSDOT Ferry Division

2011 Vital Vessel Systems		
Coast Guard Category 1 Systems	**Percent Within Life Cycle**	**Percent Beyond Life Cycle**
Communication, Navigation, Lifesaving	87%	13%
Mechanical, Electrical	89%	11%
Piping	81%	19%
Propulsion	92%	8%
Security	99%	1%
Steel Structural	87%	13%
Total Average	**89%**	**11%**

Source: WSDOT Ferry Division

State Investment Highlight 2011–13

- $31.8 million for terminal preservation and $42.5 million for vessel preservation

Contributing Success Factors

- Using life cycle cost model to identify when systems have reached the end of useful life.
- Using concrete instead of timber for wing walls and dolphins to extend useful life.
- Performing thorough maintenance work to extend useful life of system components.

MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objective: Reduce congestion on urban highways and arterials

While congestion has increased significantly over the past 25 years, it has begun to drop in the past five years.

Trend Analysis

According to the Texas Transportation Institute's 2011 Urban Mobility Report, between 2005 and 2010 (the last year data are available), the annual hours of delay per driver in the Seattle area decreased slightly to 44 hours and leveled off. The report ranks Seattle as the 12th most congested metropolitan area in the nation, a change from 3rd in 1997.

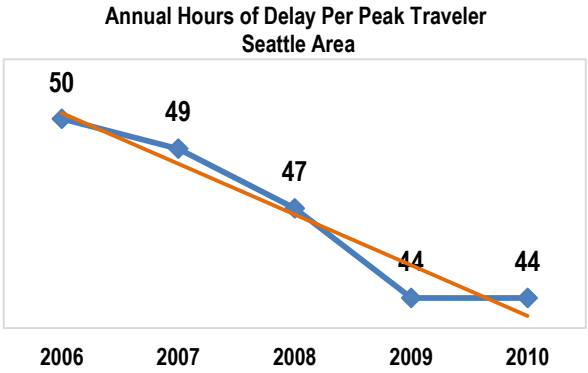
This followed a rapid increase in the number of hours of delay from the early 1980s through 2005, in which the average number of hours of delay during peak congestion hours increased more than 500 percent from 10 hours in 1982 to 51 hours in 2005.

Between 2005 and 2010 in Spokane, hours of delay per driver fluctuated between 16 and 19 hours. Spokane's increase in delay had nearly quadrupled from six hours in 1982 to 23 hours in 1999. Spokane is ranked as the nation's 79th most congested urban area.

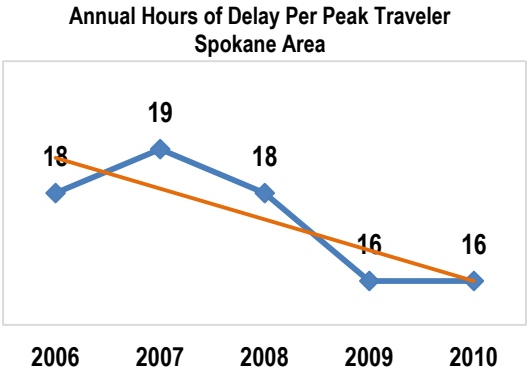
According to Inrix's 2011 National Traffic Scorecard, two areas on I-405 and one area on I-5 made the top 100 "Most Congested Corridors":

- #31 – I-405 southbound from SR 520 N.E. 14th Street, exit 14 to S.E. Coal Creek Parkway, exit 10 (p.m. peak hours)
- #63 – I-5 southbound from SR 523 145th Street, exit 175 to Union Street, exit 165 (p.m. peak hours)
- #97 – I-405 northbound from 61st Avenue to 44th Street, exit 7 (a.m. peak hours)

According to WSDOT's 2011 Congestion Report, the morning commute between Everett and Bellevue on I-5 and I-405 had the worst congestion of the 40 commutes that WSDOT analyzes. When the highway is moving at posted speed, the commute should take 24 minutes. At the peak of the morning commute (estimated to be 7:25 a.m.), it takes commuters an average of 47 minutes to complete the 24-mile segment.



Source: Texas Transportation Institute 2011Urban Mobility Report



Source: Texas Transportation Institute 2011Urban Mobility Report

Washington State – Vehicle Miles Traveled (in 100 Millions)				
2007	2008	2009	2010	2011
56,939	55,558	56,417	57,190	57,290

Source: WSDOT

State Investment Highlights 2011–13

- $4.0 billion for the highway improvement program
- The Alaskan Way Viaduct total programmed cost is $3.1 billion, of which $986.3 million is appropriated. This project is expected to be complete in December 2015.
- The SR 520 Bridge replacement total estimated cost is $4.65 billion, of which $1.1 billion is appropriated. Of the total $4.65 billion needed for this project, $2.2 billion is unfunded. Tolling began in December 2011. The project is expected to be complete in 2014.
- The Columbia River Crossing total project cost is estimated to be $3.1 billion to $3.5 billion, which includes approximately $2.05 billion for the bridge itself, approaches and light rail extension; $595 million for Oregon roadway and interchange improvements; and $435 million for Washington roadway and interchange improvements. Current funding is $92.2 million, of which $39.7 million is appropriated in the 2011–13 biennium. The project is expected to be completed in 2020.
- The Tacoma HOV project total programmed cost is $1.4 billion, of which $254.05 million is appropriated. This series of projects started in 2001 and is expected to be operationally complete in 2022.
- The funded portion of the North Spokane Corridor/US 395 is $609.6 million, of which $111.6 million is appropriated. The project is expected to be complete in 2015. More than $1.3 billion is unfunded.

Contributing Success Factors

- Traffic volumes are down slightly.
- More HOV lanes have been added in Everett and South King County, which have added capacity on some of I-5's busiest corridors.
- A segment of the North Spokane Corridor has opened up to traffic, relieving some of the traffic north of Spokane.

MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objective: Reduce congestion by making systems more efficient

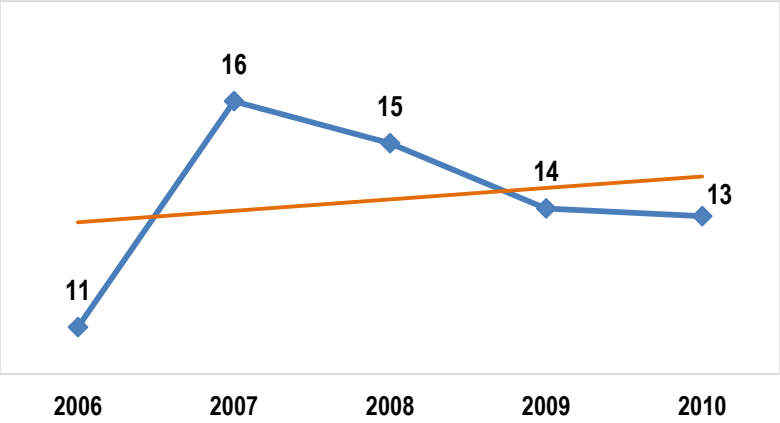
Washington drivers would have experienced an additional 13 hours of delay in 2010 without public transportation investments and operational enhancements.

Trend Analysis

The benefits of public transportation and operational enhancements appear to be trending up since 2004, increasing from a benefit of 11 to 13 hours of avoided delay. Operational enhancements include ramp meters, variable message signs, dynamic speed limit signs, incident response trucks and traveler information accessed through the Internet and by dialing 5-1-1.

While the population in the Seattle area has increased from 1.8 million residents in 1982 to 3.2 million residents in 2010, the number of hours of delay that commuters experience during peak congestion has remained relatively constant. Drivers experienced 49 hours of delay in 2002 and 44 hours of delay in 2010. Without public transportation investments and operational enhancements, drivers would have experienced 58 hours of delay in 2000 and 57 hours of delay in 2010.

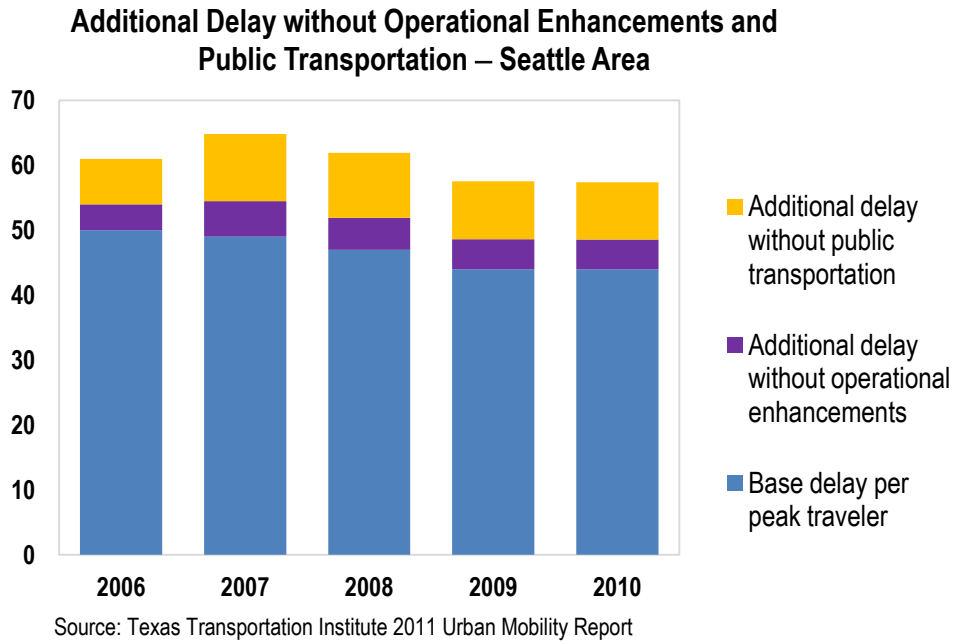
Avoided Annual Hours of Delay Due to Operational Enhancements and Public Transportation – Seattle Area



Source: Texas Transportation Institute 2011 Urban Mobility Report

State Investment Highlights 2011–13

- $16.1 million for intelligent traffic system communication systems, enhancement of existing commercial vehicle information systems and networks, and variable message signs.
- WSDOT awarded $69.7 million in regional mobility grants to improve service between regions and purchase new buses and other equipment.



Contributing Success Factors

- A growing inventory of intelligent transportation systems, as displayed below.
- More traveler information on WSDOT's website.

WSDOT Intelligent Transportation Systems Inventory

Statewide inventory as of June 30, 2011

Number of devices or sites

Device Type	2007	2008	2009	2010	2011	Approximate cost per-device or site
Closed circuit television cameras	521	542	555	699	746	$15,000–$30,000
Variable message signs	179	181	186	201	258	$100,000–$250,000
Highway advisory radio transmitters	64	68	70	82	88	$50,000
Road/weather information systems	94	97	100	105	106	$25,000–$50,000
Metered ramps	137	137	143	154	155	$10,000–$20,000
Traffic data stations	530	554	565	639	660	$10,000–$20,000
Smarter highway gantries	0	0	25	53	56	$650,000–$900,000

Source: WSDOT SIMMS database

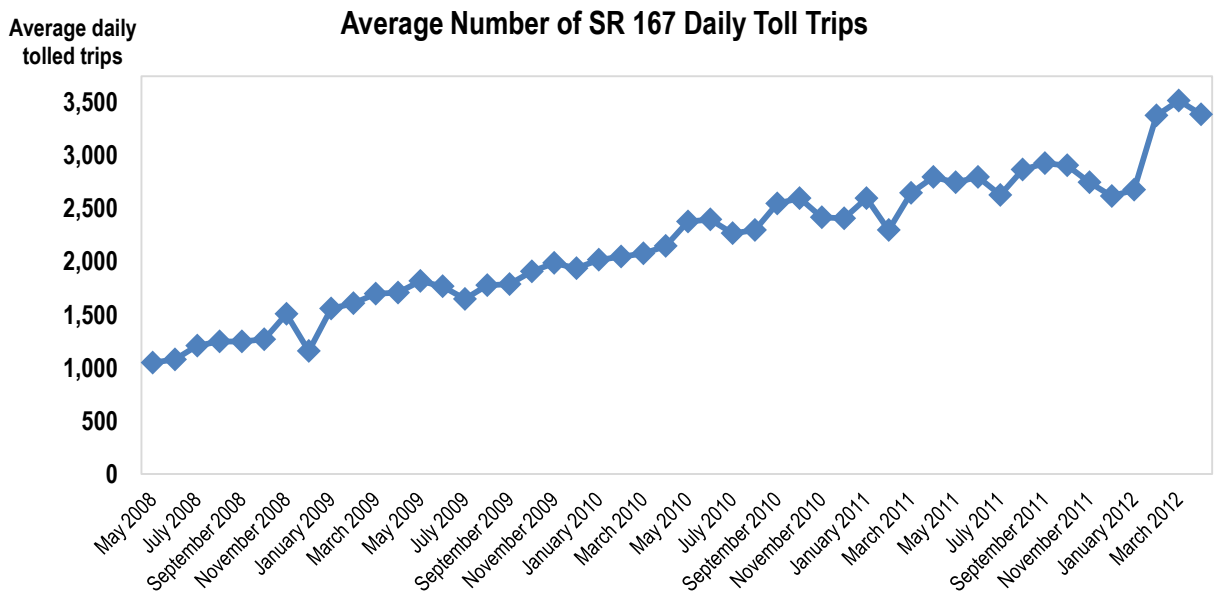
MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objective: Improve traffic flow through high occupancy toll (HOT) lanes

High occupancy toll (HOT) lanes on SR 167 have provided drivers of single occupant vehicles a faster option to get to their destination and made general purpose lanes less congested.

Trend Analysis

Four years of data show that drivers in both the HOT lanes and general purpose lanes are moving faster than they were before the HOT lanes were operational. Since opening, speeds in the HOT lanes have averaged 60 mph and above while speeds in the general purpose lanes average above 50 mph during peak congestion.

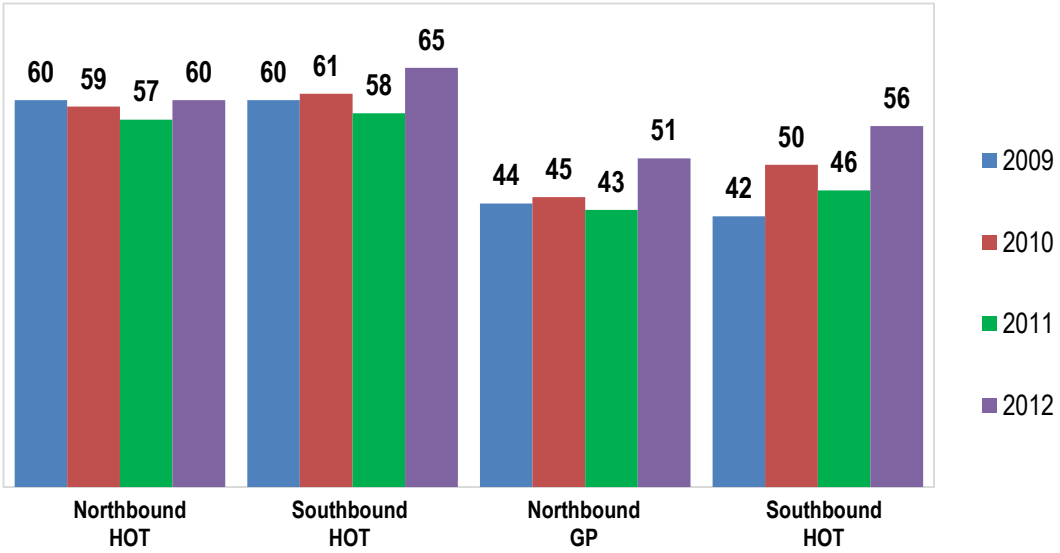


Source: WSDOT Toll Division

Discussion

The four-year HOT lanes pilot project to provide single occupant vehicles the option of paying to use HOV lanes started in May 2008. The average number of daily tolled HOT trips has increased 192 percent since the first year of operations. Annual net revenue during the fourth operating year was more than $100,000. Cost of the average toll trip is $2.00, and provides weekday drivers with an average time savings of seven minutes in the peak hour in the northbound HOT lane and five minutes in the southbound HOT lane. In 2012, HOT lanes achieved WSDOT's reliability standard 99 percent of the time.

Comparing Average Speed of HOT Lanes vs. General Purpose Lanes on SR 167



Source: WSDOT Toll Division

State Investment Highlights 2011–13

$350,000 was appropriated — the final installment of the $18.8 million, four-year HOT lanes pilot project. Agency request legislation to extend the pilot is anticipated in 2013.

Contributing Success Factors

- HOT lanes cannot work effectively without law enforcement. The Washington State Patrol estimates a compliance rate between 95 percent and 97 percent.
- There has been a 17 percent reduction in collisions along the SR 167 corridor since the HOT lanes were implemented.

MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

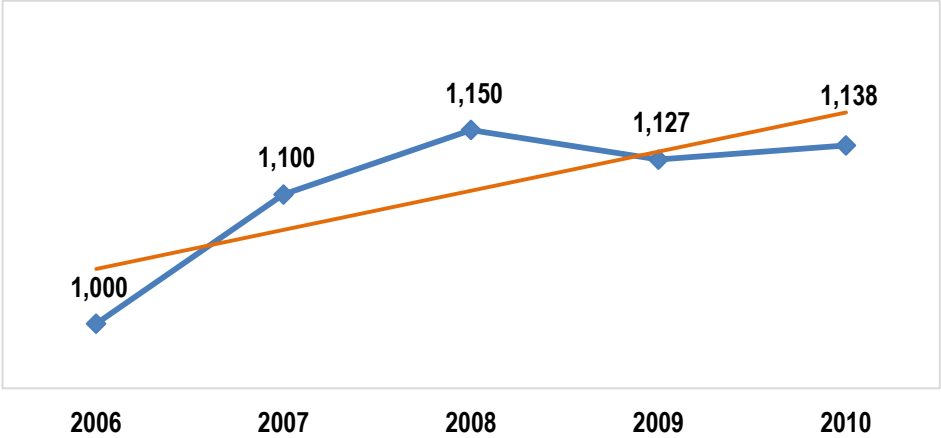
Objective: Improve performance of high occupancy vehicle (HOV) lanes

After growing 40 percent in the last decade, use of high occupancy vehicle (HOV) lanes in the Seattle metropolitan area has leveled off.

Trend Analysis

After growing rapidly between 2000 and 2007, person miles traveled (PMT) in HOV lanes has slightly declined between 2008 and 2010. Indicators in the first half of 2011 suggest that growth in HOV PMT is picking up as local economic conditions improve. Seven of 14 monitored HOV peak-direction corridors met the state performance standard of 45 mph or greater 90 percent of the time in 2011. When comparing 2007 to 2011, the HOV reliability between Tukwila and Bellevue has improved dramatically for the morning commute (31 percent to 98 percent) and the evening commute (30 percent to 60 percent). However, a number of other HOV corridors are experiencing weaker performance and reliability during peak periods.

Person Miles Traveled on Seattle-Area HOV Lanes
(in thousands)



Source: Texas Transportation Institute 2011 Urban Mobility Report

State Investment Highlight 2011–13

WSDOT will spend $260.4 million of a total cost of $2.2 billion for nine HOV projects. The biggest project is the HOV system in Pierce County, which will cost a total of $1.7 billion and is expected to be finished in 2022.

Contributing Success Factors

- Approximately 310 lane miles of a planned 320-mile HOV freeway system have been built as of September 2012.
- HOV lanes opened in the past five years are:
  - A westbound HOV lane on I-90 between Bellevue and Mercer Island on the outer roadway (October 2008)
  - On I-5 in Everett between SR 526 and SR 2 (June 2008)
  - On SR 167 between Renton and Auburn (May 2008)
  - On the Tacoma Narrows Bridge (July 2007)
  - On I-5 between Federal Way and the Pierce/King County line (May 2007)
  - On SR 16 between Union Avenue in Tacoma and Olympic Drive N.W. in Gig Harbor (January 2007)
- In the 2011–13 biennium, about two miles of new HOV lanes are under construction on SR 520, six miles of new HOV lanes are under construction on I-5 and SR 16 in Pierce County, and the SR 167 southbound HOT lane is being extended a short distance.
- The HOV system carries more than one-third of freeway travelers during rush hours in the central Puget Sound area.
- HOT lanes, such as the four-year pilot on SR 167, have added capacity for single occupant vehicles drivers willing to pay for a faster commute, which also benefits general purpose lanes by decreasing the volume of vehicles using those lanes.
- More conversions of HOV to HOT lanes (or express toll lanes) are expected.

MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

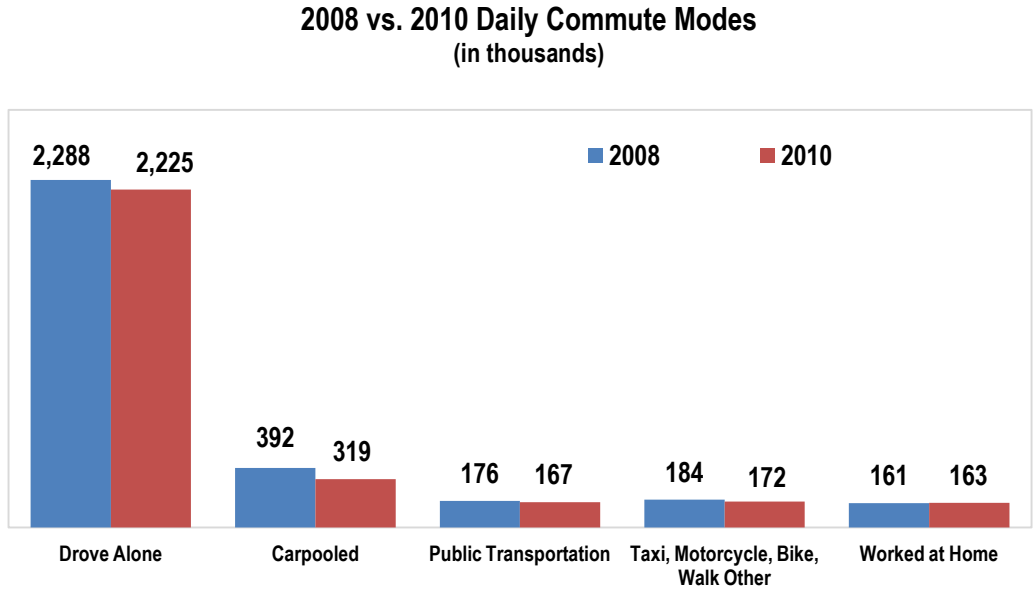
Objective: Reduce percentage of commuters who drive alone to work

As the number of Washington commuters has declined, the percentage who drive alone has increased.

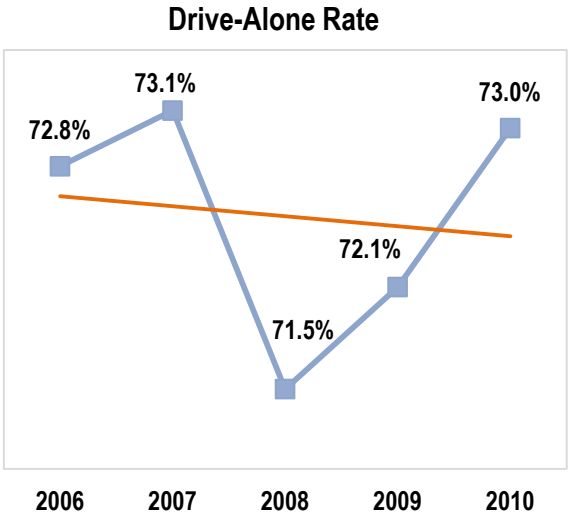
Trend Analysis

More than 2.2 million Washingtonians chose to drive alone to work in 2010 on a daily basis. Choosing to carpool or use public transportation on a daily basis were 486,000; choosing to get to work on a motorcycle, taxi, bicycle or on foot were 172,000. These commuter categories showed fewer trips made compared to 2008 data, presumably reflecting a downturn in employment. While their numbers have not increased dramatically, at-home workers is the only category that has shown growth since 2008.

In 2010, 73 percent of Washington workers drove alone to work every day. This is nearly the same level as 2007, but a 1.5 percent increase over the all-time 2008 low.



Source: U.S. Census Bureau , American Community Survey Data



Source: U.S. Census Bureau, American Community Survey Data

State Investment Highlights 2011–13

- $58 million for regional mobility grant projects
- $7 million for vanpools
- $400,000 for a flexible carpooling pilot project
- $300,000 for a Whatcom County transportation demand program

Contributing Success Factors

- Commute Trip Reduction uses employer-based programs that encourage the use of alternatives to driving alone. In 2009, the Commute Trip Reduction program removed 28,000 vehicles from state roadways every morning.
- The Puget Sound region leads the nation in vanpooling, with 2,498 public vanpools operating each weekday.

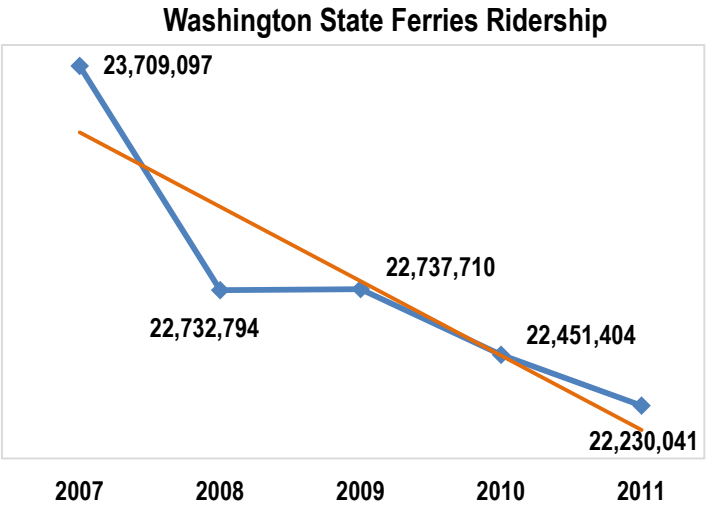
MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objectives: Increase on-time performance of Washington State Ferries

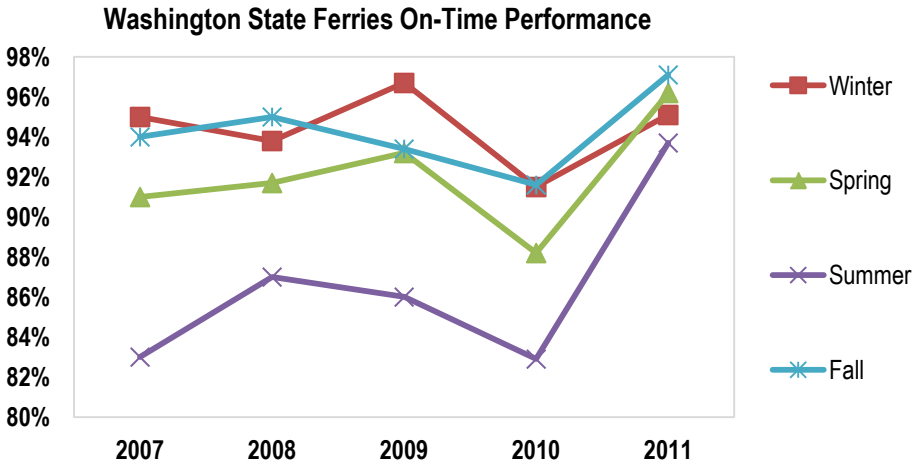
Washington State Ferries ridership has decreased 11.6 percent since 2002

Trend Analysis

Washington State Ferries ridership decreased 2.2 percent from 2009 to 2011. Ridership has declined 6.2 percent since 2007. Seasonal on-time performance had typically averaged between 92 percent and 94 percent during that same time period except for the summer season. Summer has historically been the weakest performing season, averaging an 87 percent on-time rate, typically due to greater numbers of trips and riders. However, in 2011, on-time performance improved to a yearly on-time average of 95.5 percent that included a summer season with a 94 percent on-time rate.



Source: WSDOT Ferries, Traffic Statistics Rider Segment Report



Source: WSDOT Gray Notebook

State Investment Highlights 2011–13

- $475.1 million for ferry operations
- $266.3 million for two new 144-vehicle capacity ferries that will be finished in 2013–15, assuming an additional $23.1 million will be made available
- $150,000 for marketing and outreach to increase recreation and tourist ridership

Contributing Success Factors

- A reservation system to allow ferry users to reserve a space on vessels for the Anacortes-Sidney, B.C., and Port Townsend-Keystone routes is being implemented.
- Delivery of the M.V. Kennewick and M.V. Salish, two new 64-vehicle ferries for use on the Keystone-Port Townsend route, has allowed the M.V. Chetzemoka to replace the M.V. Rhododendron on the Point Defiance-Tahlequah route. This is expected to have a positive effect on future ridership.
- A minor route modification in the San Juan Islands, a schedule change on the Edmonds-Kingston route and procedural changes at Seattle have played roles in on-time performance improvement.

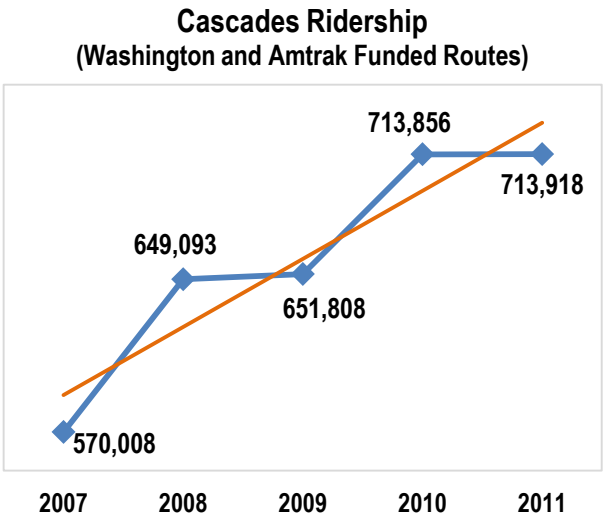
MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objectives: Increase ridership and on-time performance of the Amtrak Cascades line

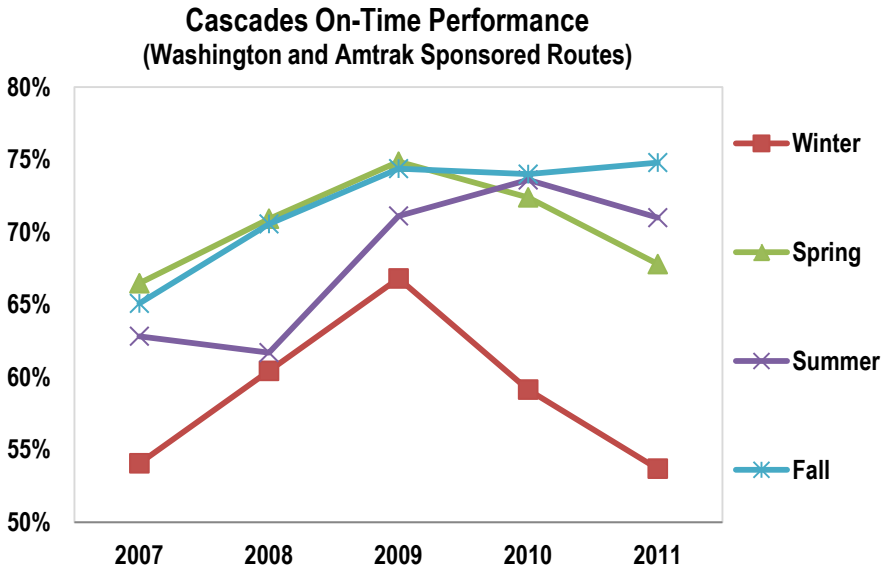
Ridership has grown 25 percent since 2007. On-time performance has improved from 62 percent to 68 percent in the same time period.

Trend Analysis

Over the past five years, ridership on Amtrak Cascades routes in Washington has increased 25.2 percent. At the same time, the number of on-time trips generally increased, but never exceeded 76 percent in any given quarter. In 2011, winter reliability was down to 52.1 percent, primarily due to interference from other trains, inclement weather and mudslides.



Source: WSDOT Rail & Marine Office



Source: WSDOT Rail & Marine Office

State Investment Highlights 2011–13

- $33.6 million for rail operations
- $288.3 million for rail capital, including $37.4 million for completion of the Vancouver Rail Bypass and 39th Street; $21.6 million for completion of the Tacoma D to M Street connection; and $16.9 million for completion of a seismic retrofit of King Street Station.
- Almost 89 percent of the rail capital program — $195.3 million —– is supported by federal stimulus funds.

Contributing Success Factors

- Addition of a second direct round-trip to Vancouver, B.C, in 2009.
- Service between Portland, Oregon and Seattle remains the most popular, carrying 586,047 passengers in 2011. Currently there are four round-trips, but the long-range plan envisions 13 round trips, carrying 1.9 million passengers per year.
- Receipt of $766.6 million in federal stimulus funding for high-speed intercity passenger rail service.

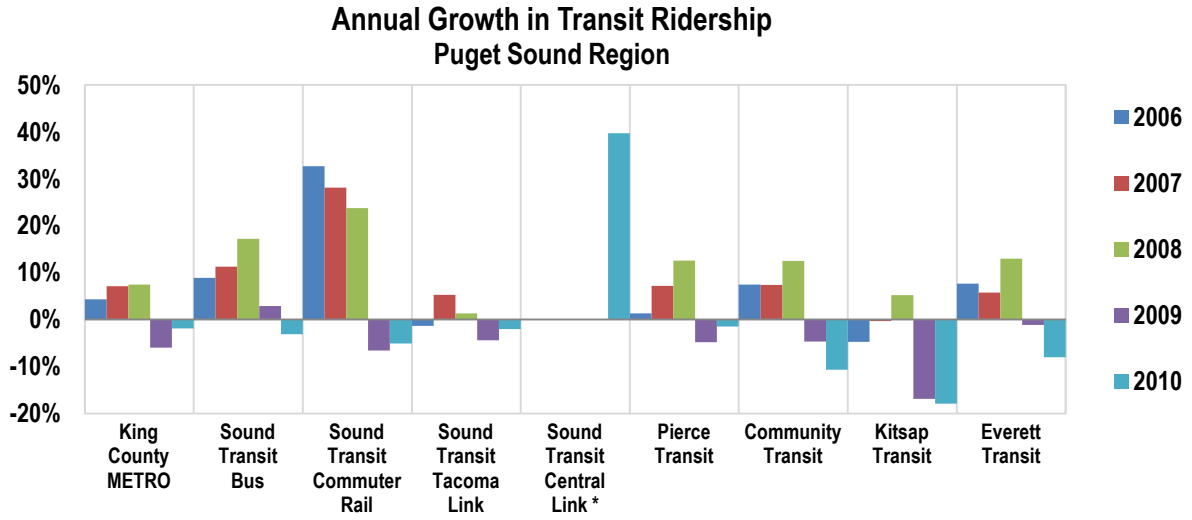
MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objectives: Increase ridership on public transit

Puget Sound regional ridership increased more than 13 percent between 2006 and 2010, but fell off 3.2 percent in 2009.

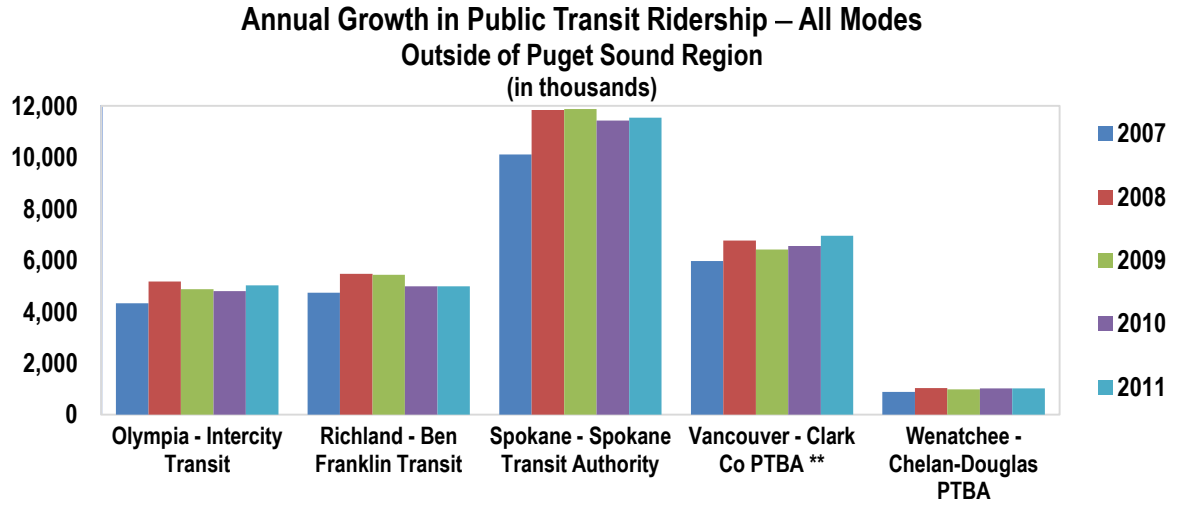
Trend Analysis

Over the past five years, ridership on public transit routes in the Puget Sound region has increased 13.3 percent. Economic activity and employment are the strongest factors in determining ridership. With job losses and depressed economic activity between 2008 and 2010, transit ridership dropped 3.3 percent. Outside of the central Puget Sound region, ridership growth remained flat in that time period for the same reasons but started to pick up in 2011.



* Sound Transit Central Link ridership growth from mid-2009 only.

Source: Puget Sound Regional Council "Puget Sound Trends: Transit Ridership 2011"



Source: APTA Public Transportation Ridership Reports 2007–2011

State Investment Highlights 2011–13

- $49 million for the Regional Mobility Grant Program
- $17 million for the Rural Mobility Grant Program
- $6 million for vans

Contributing Success Factors

The 2005 Legislature created the Regional Mobility Grant Program, which has provided $143.5 million to support 56 local projects (34 completed, 22 in progress) between 2006 and 2012. These projects include 14 local park-and-ride lots and six new or expanded transit centers. In addition, 42 buses have been purchased.

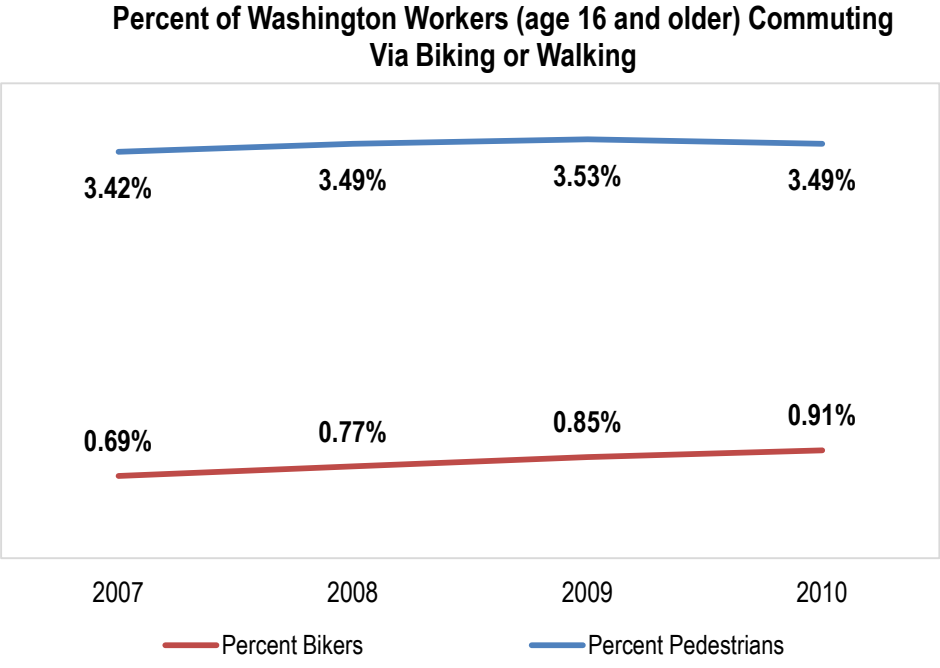
MOBILITY TO IMPROVE THE PREDICTABLE MOVEMENT OF GOODS AND PEOPLE THROUGHOUT THE STATE.

Objectives: Promote walking and biking to improve public health

Bicycling as a commute mode is increasing in popularity while walking to work remains steady.

Trend Analysis
Between 2007 and 2010, there was 36 percent growth in bicycle commuters. In the same time frame, pedestrian commuters grew by 5.8percent, but growth has been flat between 2008 and 2010.

Federal, state and local governments have initiatives to boost opportunities to bike and walk instead of drive. In 2005, both the state and the federal government launched Safe Route to School programs, aimed at improving safety, health and mobility for children. WSDOT reports that Safe Route to School has improved walking and biking conditions for 171 schools and nearly 60,000 children. The state also supports walking through the sidewalk program administered by the Transportation Improvement Board (TIB). It requires inclusion of sidewalks on both sides of each of its road projects in urban areas, and on at least one side in small cities.



Note: Data use 3-year estimates from the American Community Survey, U.S. Census Bureau

State Investment Highlights 2011–13

- TIB received a $381,000 allocation for the sidewalk program.
- Since 2005, TIB has invested $20 million in 128 projects in 98 local agencies, adding a total of 47 miles of highway.
- WSDOT received $9.8 million for bicycle/pedestrian projects and $13.8 million for Safe Routes to School.
- Since 2005, WSDOT has awarded $60 million to local agencies for 180 bicycle and pedestrian safety projects.

Contributing Success Factors

- TIB is the only state agency that has a standalone sidewalk program, which aims to improve pedestrian safety, access, connectivity and system continuity.
- WSDOT has a bicycle and pedestrian grant program and a Safe Routes to School grant program.
- The Office of Superintendent for Public Instruction has a Safe Routes to School program.
- Washington has a Bicycle Facilities and Pedestrian Walkways Plan.

ENVIRONMENT

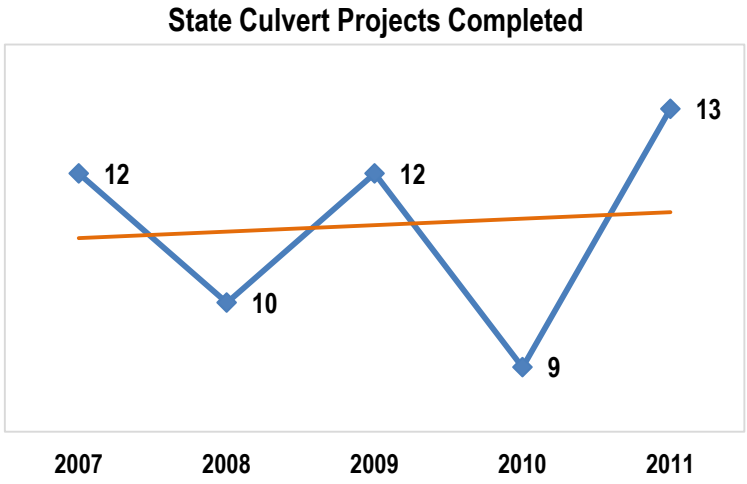
TO ENHANCE WASHINGTON'S QUALITY OF LIFE THROUGH TRANSPORTATION INVESTMENTS THAT PROMOTE ENERGY CONSERVATION, ENHANCE HEALTHY COMMUNITIES AND PROTECT THE ENVIRONMENT.

Objective: Increase the number of culverts fixed and potential miles of habitat gained

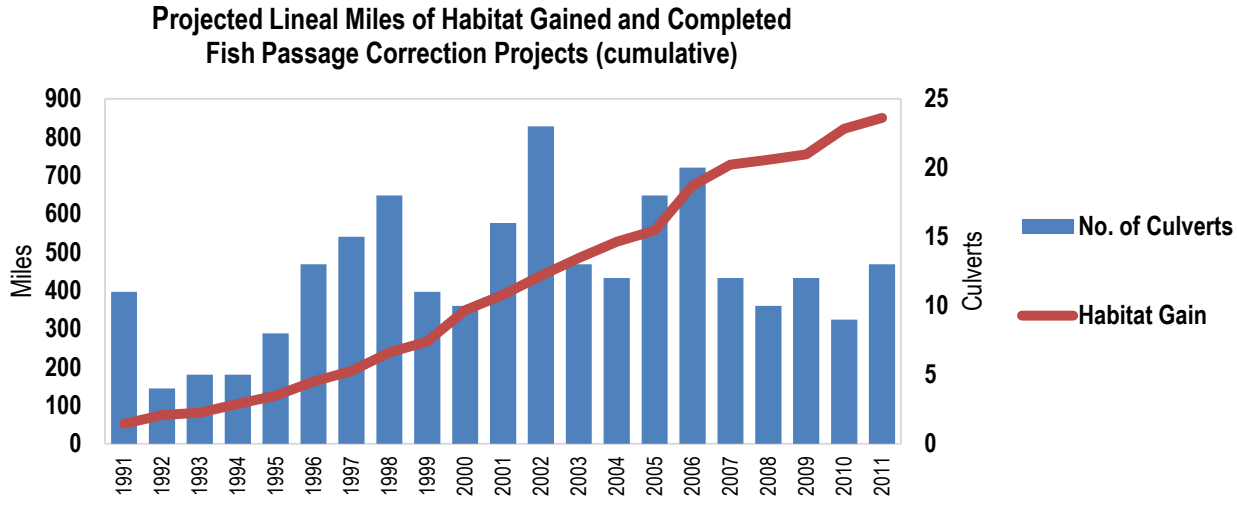
WSDOT has opened 850 miles of potential habitat to fish since 1991.

Trend Analysis

Over the past five years, WSDOT has fixed 56 culverts that opened 177 miles of potential habitat. The 2012 WSDOT fish passage inventory identified 1,988 fish passage barriers associated with WSDOT highways and right of ways. Of that total, 1,519 were identified as "barriers with significant habitat gain," which is defined as a section of stream having at least 200 linear meters of habitat without a natural barrier. Since 1991, 258 barriers have been fixed, opening up 850 miles of potential fish habitat.



Source: WSDOT Environmental & Engineering Programs



Source: WSDOT Environmental & Engineering Programs

State Investment Highlight 2011–13

- $28.3 million for replacing or rehabilitating culverts

Contributing Success Factors

- Statewide inventory of culverts
- Coordination with the Washington Department of Fish and Wildlife to identify and scope projects

ENVIRONMENT

TO ENHANCE WASHINGTON'S QUALITY OF LIFE THROUGH TRANSPORTATION INVESTMENTS THAT PROMOTE ENERGY CONSERVATION, ENHANCE HEALTHY COMMUNITIES AND PROTECT THE ENVIRONMENT.

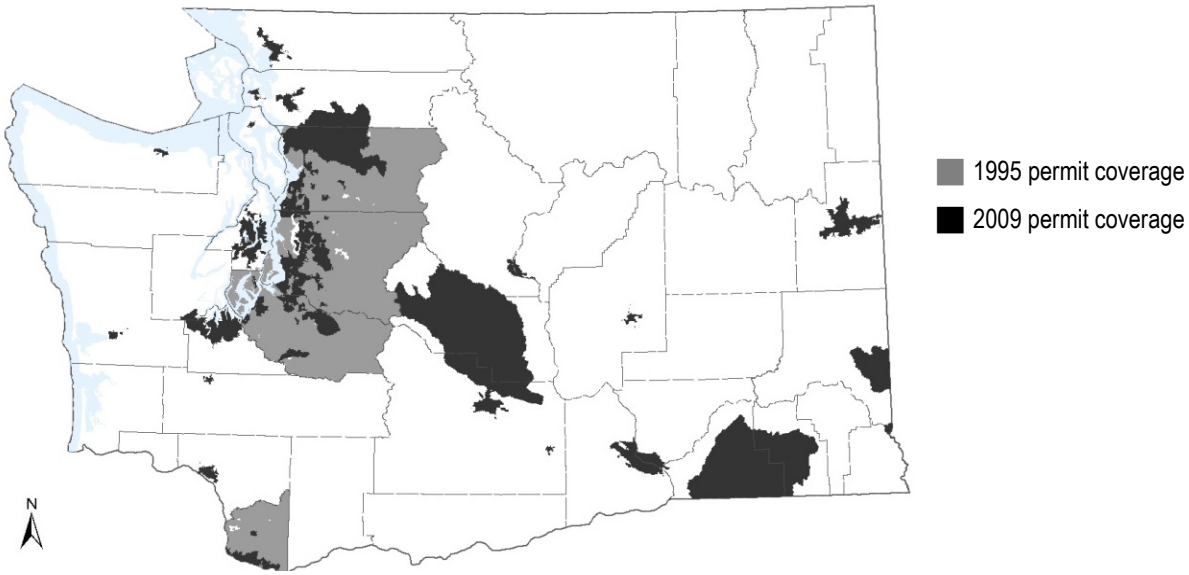
Objective: Improve water quality by managing stormwater runoff

Substantial progress is being made inventorying incoming and outgoing discharges within the expanded WSDOT municipal stormwater permit area.

Discussion

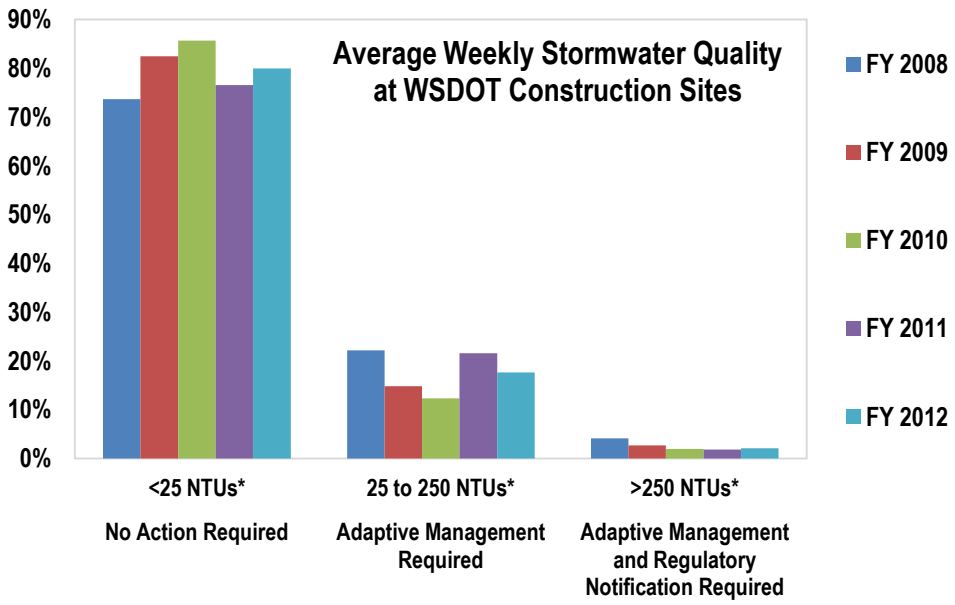
In 2012, there were 138 stormwater treatment facilities constructed within the 2009 municipal permit area boundaries. WSDOT has increased outfall inventory coverage to 1,150 of the 1,660 centerline highway miles (69 percent) within the permit area. One hundred percent of maintenance facilities, rest areas and park-and-ride lots in the permit area are inspected twice annually as part of the implementation of the Stormwater Pollution Prevention Plan.

WSDOT Municipal Stormwater Permit Coverage Areas
1995 compared to 2009



Source: Washington Dept. of Ecology: Municipal Stormwater Permit Areas – WSDOT

Variable weather, soil conditions and terrain affect stormwater runoff quality at construction sites. A National Pollutant Discharge Elimination System stormwater construction permit reissued in 2010 sets monitoring standards for construction sites that trigger water quality best management practices when runoff water clarity (turbidity) measurements fall between an acceptable benchmark and Department of Ecology notification requirements.



*NTUs are a water clarity measure (turbidity units)

Source: WSDOT Environmental Services Office

State Investment Highlight 2011–13

- $10.2 million for stormwater permit compliance

Contributing Success Factors

- Detention ponds
- Grassy swales
- Permeable asphalt
- Transportation Improvement Board paving projects that restore stormwater conveyance systems and drainage

ENVIRONMENT

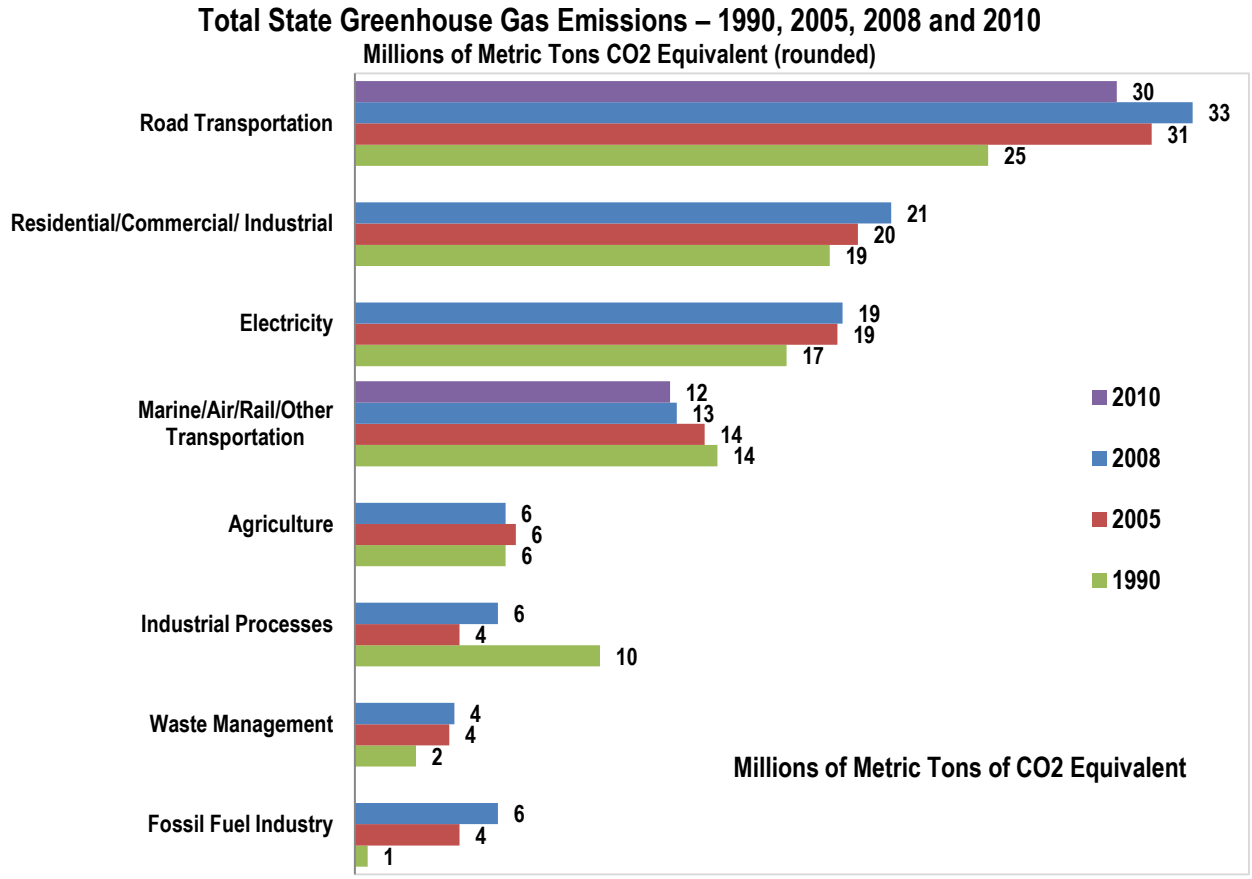
TO ENHANCE WASHINGTON'S QUALITY OF LIFE THROUGH TRANSPORTATION INVESTMENTS THAT PROMOTE ENERGY CONSERVATION, ENHANCE HEALTHY COMMUNITIES AND PROTECT THE ENVIRONMENT.

Objective: Reduce greenhouse emissions caused by transportation

Transportation-related greenhouse gas emissions are declining.

Trend Analysis

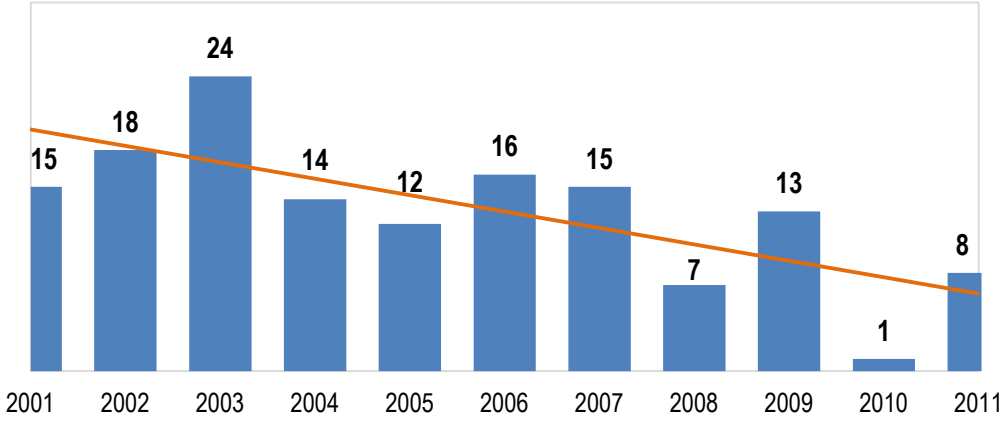
Transportation-related greenhouse gas emission decreased by 3 million metric tons between 2008 and 2010, according to the Department of Ecology's Greenhouse Gas Inventory Report. This is a 10 percent decrease even though vehicle miles traveled (VMT) increased 0.15 percent in the same time frame. In 2008, the Governor's goal of reducing emissions by 2050 to 50 percent below 1990 levels was codified. This was intended, in part, to decrease the annual per person number of vehicle miles traveled statewide. In 2009, the Legislature required state agencies to report their emissions and develop strategies to meet reductions. While affected by many factors, EPA air quality measurements for the Puget Sound area show a gradual improvement over the past 10 years.



Source: Ecology and CTED 2010 Washington State Greenhouse Gas Inventory and Reference Case Projections, 1990-2020

Reducing VMT on a statewide basis, especially in the most populous counties, requires some combination of the following actions: develop cleaner automobiles; shift modes from private cars to transit, walking or biking; increase vehicle occupancy; travel less through telecommuting, combining trips or reducing the number of discretionary vehicle trips; expand use of alternative work hours; use more compact land development that supports transit, walking and biking; make more services available online; and implement road usage pricing strategies.

Seattle-Tacoma-Bellevue Metropolitan Area (Number of Days with Air Quality Index > 100)



Source: Environmental Protection Agency

WSDOT is looking at ways to reduce its carbon footprint. Washington State Ferries is in the process of developing a request for proposal to convert the M.V. Hyak to a hybrid propulsion system. This conversion is expected to save 234,677 gallons of diesel fuel per year and lower greenhouse gas emissions by 15.7 percent per year. Following the conversion, the Hyak will have an estimated service life of 19 years, which will save 4.5 million gallons of diesel fuel and 44,933 metric tons of carbon dioxide.

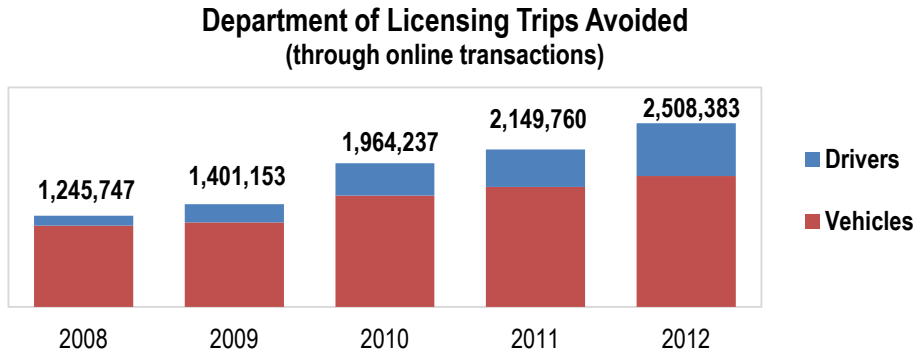
Other WSDOT efforts include keeping traffic moving though highway efficiencies, which reduces emissions; transit and rail investments; and installing electric vehicle charging stations at rest areas.

WSDOT Direct Greenhouse Gas Emissions – 2009 and 2010

	Major GHG-Producing Activities	Emissions	2009 % Emissions	2010 % Emissions	% of Total
Ferry	Ferry vessel operation	172,878	64%	175,861	64%
Vehicle Fleet	Operating trucks, passenger vehicles, specialized equipment	35,011	13%	31,689	12%
Utilities	Buildings, traffic lights, street lights	50,936	19%	55,811	20%
Employee Business Travel	Commercial flights, personal vehicles	2,117	1%	1,889	1%
Employee Commute		8,851	3%	8,851	3%

Note: Utility use was estimated based on utility costs and rate factors provided by the Department of Ecology. Emissions = tons of carbon dioxide equivalents

Source: WSDOT



Source: DOL

Since 2008, the Department of Licensing has expanded opportunities for customers to conduct business without having to travel to an office. As result of these online options, the agency has:

- Doubled the number of trips avoided since 2008
- Avoided 2.5 million trips in 2012, which, if lined up end-to-end, would equal 6,392 miles of traffic jam (roughly the distance from the West Coast to the East Coast — and back again)
- Avoided 25 million miles of travel and saved 1 million gallons of gasoline
- Reduced 20 million pounds of carbon dioxide
- Saved customers $4 million in 2012 through reduced fuel costs

Contributing Success Factors

- Operation of the Commute Trip Reduction Program
  - Reduced 160 million vehicle miles traveled each year between 2007 and 2010
  - Reduced 71,500 metric tons of greenhouse gas emissions
  - Saved about 8 million gallons of fuel each year
- Required analysis of greenhouse gas emissions by each state agency.
- Launching of the nation's first electric vehicle highway.
- Evaluation of the potential to convert the Issaquah class ferries to liquid natural gas, as directed by the 2012 Legislature.
- Purchase by the Washington State Patrol of more than 300 pursuit vehicles that are "flex fuel" E85 compatible. Flex fuel vehicles can burn fuel that is 85 percent ethanol/15 percent gasoline. Still, fuel stations that carry this blend are limited. In 2011, there were just 17 statewide.

STEWARDSHIP

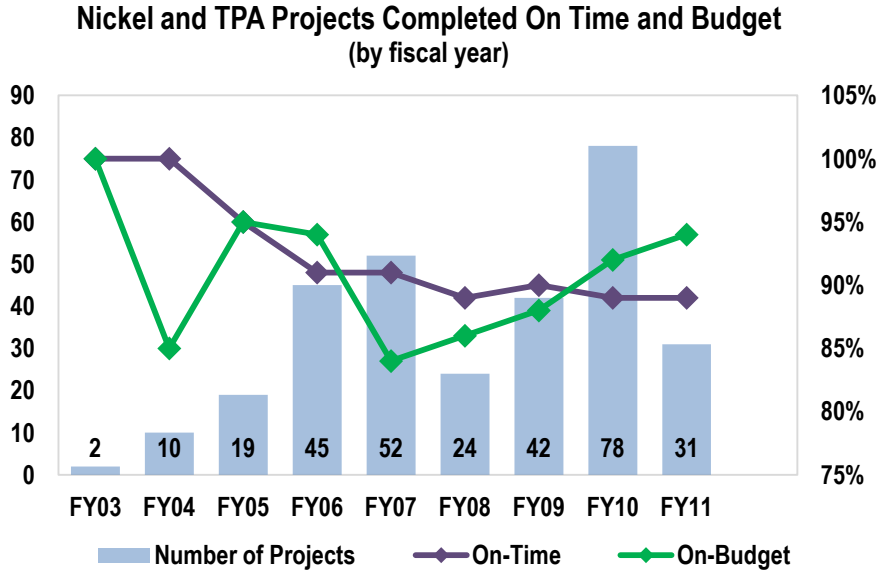
TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Deliver 90 percent of Nickel and Transportation Partnership Act projects on time and budget

WSDOT's capital program for the Nickel and Transportation Partnership Act (TPA) revenue packages continues to deliver projects on time and on budget.

Trend Analysis

There are 421 projects on the combined Nickel and TPA construction project list. As of June 2011, 303 projects have been completed: 89 percent on time, 94 percent on budget, and 85 percent on time *and* on budget.



Source: WSDOT Capital Program Development & Management

State Investment Highlights 2011–13

Nickel and TPA expenditures total $7.6 billion. This is not the total cost of the Nickel and TPA projects. Other revenue sources have also been committed to many of these projects.

Over the next 20 to 30 years, the Nickel and TPA gas tax revenues will be available only to pay off debt.

Contributing Success Factors

Passage of the Nickel and TPA revenue packages enabled WSDOT to embark on the largest construction program in Washington state history. These revenue packages significantly advanced a number of mega projects, including the Alaskan Way Viaduct, SR 520, the Tacoma HOV system and SR 395, as well as a number of smaller projects across the state.

The following efforts have been taken to ensure success:

- Used cost estimate validation processes on complex projects to gauge the multiple costs of various degrees of probable risk.
- Used the private sector to design more than 54 percent of the TPA and Nickel program.
- Used expert review panels to advise on project scope, delivery and budget for the mega projects.
- Engaged community steering committees for the mega projects.
- Provided quarterly project updates.
- Reported on progress through the Gray Notebook: http://www.wsdot.wa.gov/Accountability/GrayNotebook/SubjectIndex.htm.
- Reported on progress through the Government Management, Accountability and Performance program: http://www.accountability.wa.gov/.

STEWARDSHIP

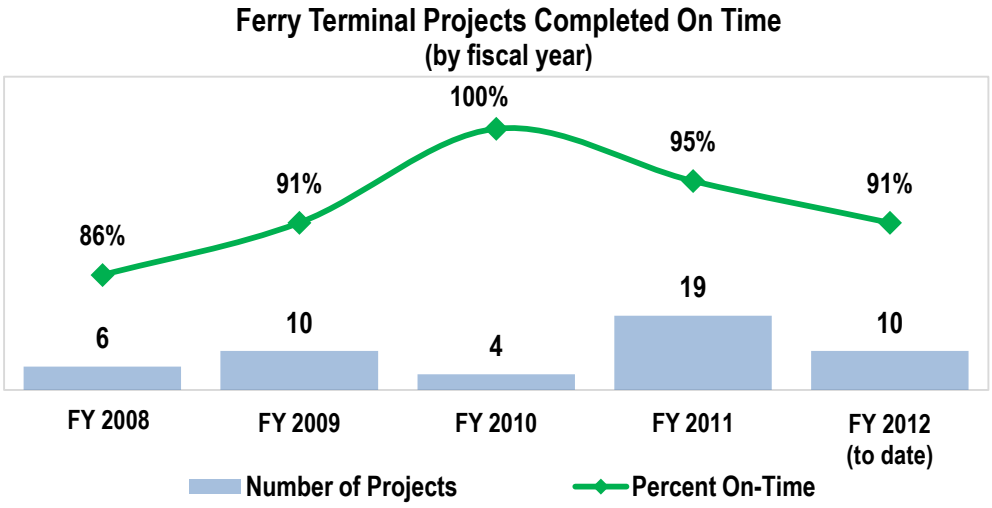
TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Deliver 90 percent of ferry terminal projects on time

WSDOT Ferries Division is completing funded terminal capital projects on time more than 90 percent of the time.

Trend Analysis

Ferry terminal projects range from building rehabilitation for compliance with the Americans with Disabilities Act to replacement of wing walls and dolphins in the water. Over the past five years, Ferries Division has completed more than 93 percent of terminal projects on time.



Source: WSDOT Ferries Division

State Investment Highlights 2011–13

A total of $71.7 million has been invested in ferry terminal capital projects, including:

- $7.7 million of the $263.4 million Seattle terminal improvement project
- $5.7 million of the $125.1 million Mukilteo terminal improvement project
- $3.9 million of the $23.6 million Anacortes terminal improvement project
- $3.1 million of the $12.4 million reservation system project
- $10.5 million for preservation of the Port Townsend terminal
- $6.8 million for preservation of the Lopez terminal

Contributing Success Factors

- A draft environmental impact statement has been completed and a preferred alternative (relocating to the Air Force tank farm) has been selected for the project to replace the Mukilteo multimodal terminal.
- An environmental assessment instead of a lengthy National Environmental Policy Act process is required for the project to replace the Seattle multimodal terminal (Coleman Dock). Construction will begin after the Alaskan Way Viaduct project is complete.
- Completion of the project to rehabilitate the Seattle Slip 2 mechanical and electrical systems, which allows for its continued use.

STEWARDSHIP

TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

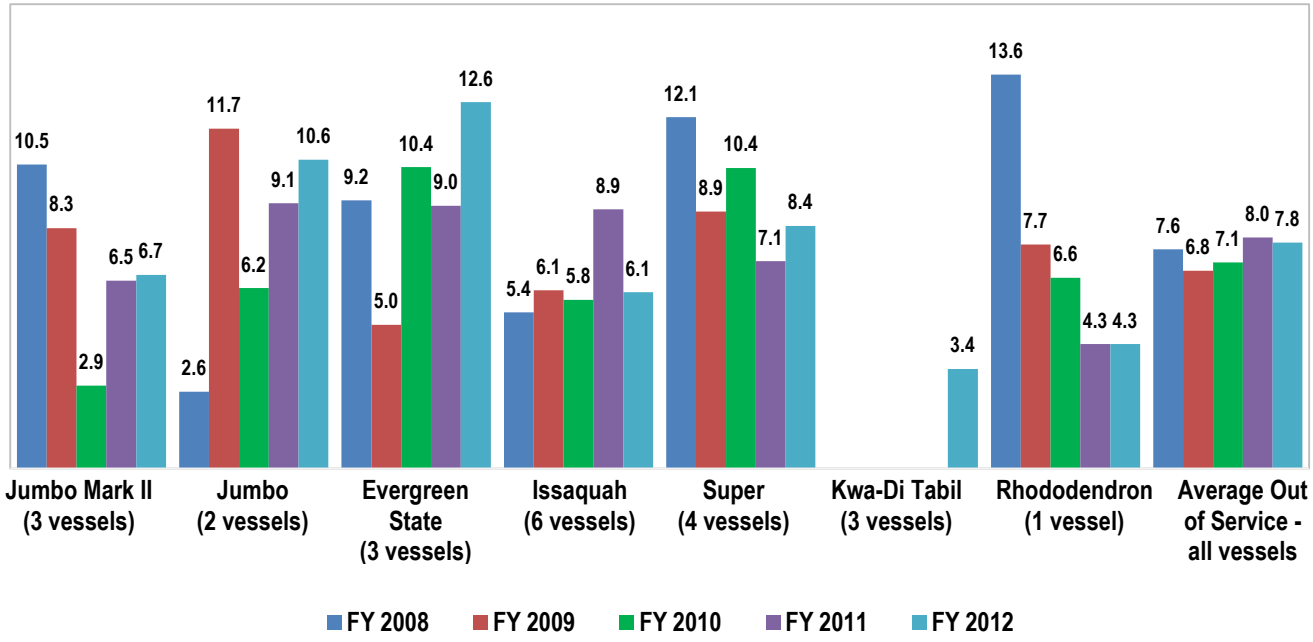
Objective: Limit out-of-service time for ferry vessels

Vessel out-of-service time correlates very closely to vessel age.

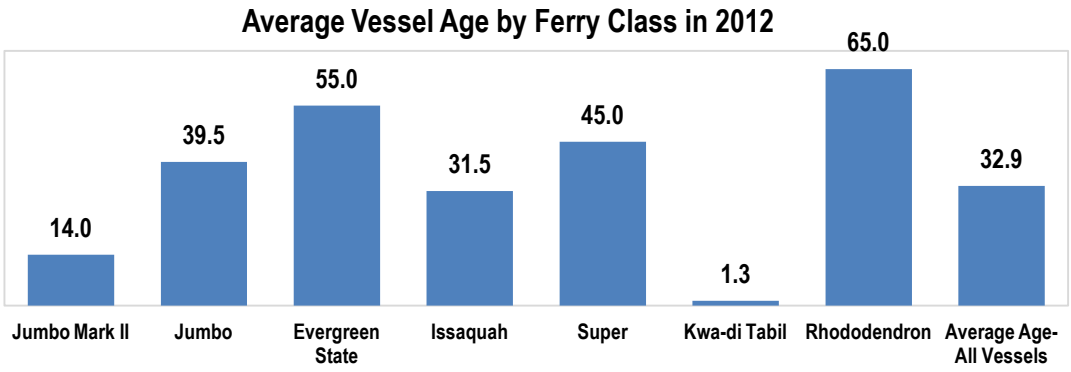
Trend Analysis

Ferry vessels have spent an average of seven and half weeks per vessel in out-of-service status over the past five fiscal years. The three Evergreen State class vessels, which have an average age of 55 years, averaged 12.6 weeks out of service in 2012. The new Kwa-di Tabil class vessels, with an average age of 1.3 years, averaged 3.4 weeks out of service in 2012. If the Evergreen State class vessels were *not* included in the last three year out-of-service averages, an average of six weeks out of service would have been met.

Average Weeks Out of Service per Vessel by Class 2010 through 2012



Source: WSDOT Ferries Division



Source: WSDOT Ferries Division

Contributing factors driving the need for out-of-service times for vessels include painting, passenger space renovations and major mechanical and electrical machinery refurbishments. Emergency vessel repairs are also a factor in out-of-service status.

State Investment Highlights

The 2009 ferry long-range plan called for 10 new vessels by 2030. Two of these were to replace the old Steel Electric vessels on the Port Townsend-Keystone route and eight to replace older vessels. The total estimated cost in 2009 was $1.9 billion. Funding has been provided for five of these vessels:

- $210.2 million for three 64-car Kwa-di tabil class vessels. The boats went into service November 2010, July 2011 and February 2012.
- $279.4 million for two 144-car Olympic class vessels. The first vessel will be in service in the spring of 2014 and the second in early 2015. Legislative appropriations for these vessels started in 2007 and are projected to extend through 2015.

Contributing Success Factors

Out-of-service time reduces the need for emergency repairs and extends the life of the vessel, postponing the need for replacement vessels.

STEWARDSHIP

TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Deliver 90 percent of rail capital projects on time and budget

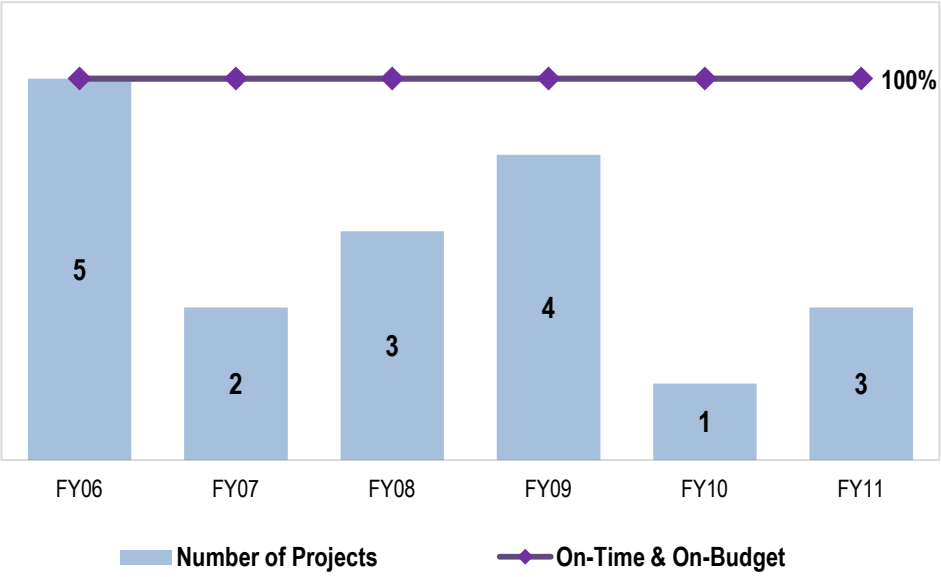
WSDOT's capital delivery program for rail-related projects has been consistently on time and on budget.

Trend Analysis

As of December 2011, 17 of the 39 rail projects on the combined Nickel and TPA construction project list have been completed on time and on budget. Twelve Nickel and TPA projects are active in the 2011–13 biennium.

In addition to the Nickel and TPA projects, in the 2011–13 biennium there are 22 stimulus projects; 10 freight rail infrastructure loan-supported projects; and seven freight rail assistance, grant-supported projects. All are on time and on budget.

Nickel and TPA Rail Projects Completed On Time and On Budget (by fiscal year)



Source: WSDOT Capital Program Development & Management

State Investment Highlights 2011–13

Rail capital: $303.1 million, including:

- $6.3 million of a total project cost of $23.5 million for new train sets
- $16.4 million of a total project cost of $60.9 million for advanced signal systems
- $49.5 million of a total project cost of $149.7 million for corridor improvements
- $59.7 million of total project cost of $148.7 million for Vancouver freight and passenger rail service improvements
- $21.6 million total cost for Tacoma D to M Street connection
- $4.3 million of the total cost of $89.1 million for the Tacoma Point Defiance bypass
- $14.6 of a total project cost of $194.4 million for Kelso Martin's Bluff improvements
- $29.0 million of a total project cost of $82.4 million for Seattle's King Street Station track and station upgrades
- $4.2 million in freight rail infrastructure loans
- $3.1 million in freight rail assistance grants

STEWARDSHIP

TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Measure public perception about the condition and needs of the transportation system

Two-thirds of the respondents gave local, regional and statewide transportation systems a "C" or better grade.

Grade of State, Local and Regional Transportation Systems			
	Above Average	Average	Below Average
Statewide	24%	46%	30%
Local	27%	43%	30%
Regional	23%	52%	25%

Source: 2011 Statewide Transportation Survey, Prepared by EMC Research, Figure 5-12: http://www.wstc.wa.gov/StudiesSurveys/StatewideTransportationSurvey/default.htm

Survey details are available at the link noted in the table above. Results were administered and tallied for residents living within regional transportation planning organization jurisdictions. For information about boundaries of regional transportation planning organizations, see http://www.wsdot.wa.gov/planning/Regional/Default.htm.

As noted in the survey detail, respondents in the Puget Sound and Skagit Island areas gave the state transportation system the lowest overall grades. Regions that ranked the state system highest are Benton, Franklin, Walla Walla, the Palouse, Yakima and the Southwest regional area, including Vancouver.

Maintaining and repairing existing roads/highways is seen as the most important statewide investment.
On a statewide basis, 85 percent of respondents felt that maintaining roads is either extremely important or important. This is almost 30 percentage points higher than the second-ranked activity of increasing passenger rail.

However, as found in the survey detail, investment priorities varied significantly by region, with transit and rail investments having higher importance in the Puget Sound, Thurston and Whatcom county regional areas. Year-round roads were a higher priority in the North Central, Yakima and Northeast areas. Operating and maintaining the ferry system was a higher priority in the Peninsula, Skagit Island/San Juan and Whatcom areas.

Percent of respondents ranking investments as extremely important or important			
	Extremely important	Important	Combined response
Maintenance of existing roads and highways	51%	33%	85%
Increasing passenger rail	35%	21%	56%
Expanding transit	28%	23%	51%
Building more roads	28%	23%	51%
Operating and maintaining the ferry system	19%	27%	46%
Keeping rural roads and mountain passes open year round	17%	26%	44%
Improving roads and infrastructure at shipping ports	14%	26%	40%
Increasing law enforcement and public safety on highways	16%	21%	38%
Building or improving sidewalks	15%	22%	37%
Building bike lanes	14%	16%	30%
Improving regional airports	6%	17%	23%

Source: 2011 Statewide Transportation Survey, prepared by EMC Research, Figure 6-3, http://www.wstc.wa.gov/StudiesSurveys/StatewideTransportationSurvey/default.htm

State Investment Highlight 2011–13

In 2012, $160,000 was appropriated to the Transportation Commission to conduct two surveys on public perceptions about transportation funding and policies. The first survey was completed late in 2011 and the second is scheduled after the publication of this report. Data are available for 2011. A trend analysis will be possible in the future.

STEWARDSHIP

TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Measure passenger satisfaction with the Washington state ferry system

In 2012, 83 percent of riders say they are satisfied or neutral with the service provided by Washington State Ferries.

Systemwide Satisfaction				
	Satisfied	Very Satisfied	Dissatisfied	Don't Know/No Opinion/Neutral
2012 (n=1,754)	38%	29%	17%	16%
2010 (n=4,170)	47%	25%	17%	11%
2008 (n= 13,130)	68%	N/A	20%	12%

Source: 2012 Winter Wave Summary Report, prepared by Market Decisions Corporation, p.7, http://www.wstc.wa.gov/FROGSurvey/

Since 2008, the Transportation Commission has been conducting a biennial survey of ferry riders to help inform policy and financing decisions. In 2010, a targeted effort was made to assess the opinions of frequent ferry riders and the FROG, or Ferry Riders' Opinion Group, was created. FROG is an online community where ferry users weigh in on ferry issues through surveys and quick polls.

Satisfaction Factors

These results were identified by ferry riders:

- Ferry riders are satisfied with the on-time arrival and departure times.
- In general, ferry vessel crew members are seen as polite, helpful and competent by ferry riders.
- Passengers find purchasing tickets easy.

Other efforts that likely led to positive findings include:

- Hours were extended on the Point Defiance/Tahlequah route.
- Service changes were made on the Edmonds/Kingston route and in the San Juans.
- Three new vessels were brought into service in the past three years: two on the Port Townsend/Coupeville route and one on the Point Defiance/Tahlequa route.

Dissatisfaction by Route*			
	2008	2010	2012
Seattle/Bainbridge (n=483)	16%	16%	13%
Seattle/Bremerton (n=189)	24%	20%	19%
Edmonds/Kingston (n=280)	16%	17%	16%
Fauntleroy/Vashon (n=158)	36%	22%	17%
Fauntleroy/Southworth (n=80)	22%	23%	32%
Southworth/Vashon (n=12)	n/a	24%	12%
Point Defiance/Tahlequah (n=46)	44%	24%	18%
Mukilteo/Clinton (n=304)	15%	14%	16%
Port Townsend/Coupeville (n=39)	19%	17%	28%
Anacortes/San Juan Islands (n=87)	13%	21%	33%
San Juan-Interisland (n=12)	n/a	25%	n/a

* The number of respondents shown under each route refers to the 2012 survey only.

Source: 2012 Winter Wave Summary Report, prepared by Market Decisions Corporation, p.31, http://www.wstc.wa.gov/FROGSurvey/

Dissatisfaction Factors

- Loading crew need to provide clearer direction and uniform hand signals.
- Loading procedures need to improve in the holding areas.
- Vessels should be maintained better.
- Vessel cleanliness needs improvement.

Passengers on the Fauntleroy-Southworth, Port Townsend-Coupeville, and Anacortes-San Juan routes showed the largest increases in dissatisfaction between 2010 and 2012. Loading and unloading procedures seem to be the biggest problem at these locations. An additional reason for the drop in satisfaction at Fauntleroy is likely due to more traffic problems.

State Investment Highlight 2011–13

In 2011, the Legislature reduced funding for the Washington State Patrol by $1.2 million at ferry terminals. This funding for the cadet detachment to manage traffic and augment security at the Seattle and Fauntleroy ferry terminals was eliminated and traffic control personnel at Edmonds terminals were reduced.

STEWARDSHIP

TO CONTINUOUSLY IMPROVE THE QUALITY, EFFECTIVENESS AND EFFICIENCY OF THE TRANSPORTATION SYSTEM.

Objective: Measure passenger satisfaction with Amtrak Cascades service

In 2012, 91 percent of riders surveyed say they are satisfied with the service provided by Amtrak Cascades. This is an increase from a 2007 rate of 83 percent.

Source: WSDOT State Rail Division; Amtrak

Amtrak regularly surveys its passengers to gauge customer satisfaction on all trains it operates in the United States. Amtrak Cascades customer satisfaction index scores for "very satisfied" were 91 percent in 2010, 90 percent in 2011 and 91 percent for the first six months of 2012. The scores measure how satisfied customers are with several categories of service, including:

- comfort
- cleanliness
- information given on services/safety
- information given on problems/delays
- on-time performance
- friendliness/helpfulness of train conductors
- friendliness/helpfulness of café car personnel

State Investment

WSDOT is investing nearly $766 million in American Recovery and Reinvestment Act high-speed intercity passenger rail funds to deliver critical rail infrastructure improvements that will expand travel choices and further improve customer satisfaction. The improvements include new bypass tracks to add capacity, upgrades to railroad signal systems, safety-related systems, station upgrades, eight new locomotives and multiple track upgrades throughout the state. These improvements will result in two additional round trips between Seattle and Portland for a total of six daily, better on-time performance and schedule reliability, and shorter travel times.

ECONOMIC VITALITY

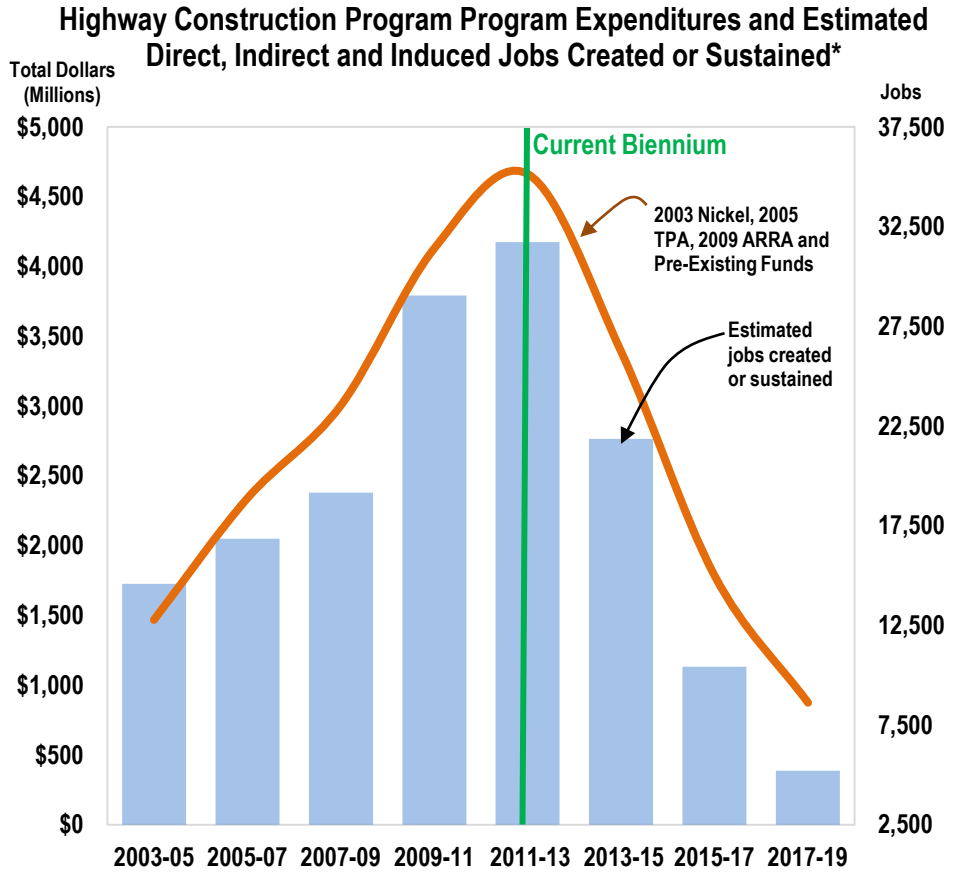
TO PROMOTE AND DEVELOP TRANSPORTATION SYSTEMS THAT STIMULATE, SUPPORT AND ENHANCE THE MOVEMENT OF PEOPLE AND GOODS TO ENSURE A PROSPEROUS ECONOMY.

Objective: Create and sustain jobs through investments in transportation

The 2011–13 highway capital budget is estimated to support 31,733 direct, indirect and induced jobs.

Trend Analysis

In the 2011–13 biennium, WSDOT estimates its highway construction program was responsible for creating or sustaining an estimated 31,733 jobs, which is a 9.2 percent increase from the 2009–11 biennium estimates. These job estimates represent the peak biennial employment levels for Nickel and TPA gas tax-funded projects. As these projects are finished, WSDOT estimates that jobs will decrease to 5,222 by the 2017–19 biennium.



*Excludes expenditures in the improvement program reimbursed by Sound Transit. Jobs created or sustained in prior biennia based on supplemental budget appropriations for each of those biennia.

Source: OFM Forecasting; WSDOT Capital Program Development & Management

State Investment Highlights 2011–13

- $4.7 billion in capital improvements
- $691.8 million for preservation

Contributing Success Factors

- The American Recovery and Reinvestment Act supported more than 4,310 full-time equivalent jobs in transportation-related projects in Washington.
- Historically, WSDOT has contracted out more than 50 percent of the delivery of the highway program to the private sector.
- A competitive bidding climate continues in the 2011-13 biennium and inflation costs remain relatively low – allowing more work to be performed.

ECONOMIC VITALITY

TO PROMOTE AND DEVELOP TRANSPORTATION SYSTEMS THAT STIMULATE, SUPPORT AND ENHANCE THE MOVEMENT OF PEOPLE AND GOODS TO ENSURE A PROSPEROUS ECONOMY.

Objective: Enhance transportation systems to facilitate movement of freight

The value of Washington's domestic freight shipments is down by 3.6 percent between 2007 and 2010, the value of import shipments is down 11.2 percent and the value of export shipments is up 4.1 percent.

Trend Analysis

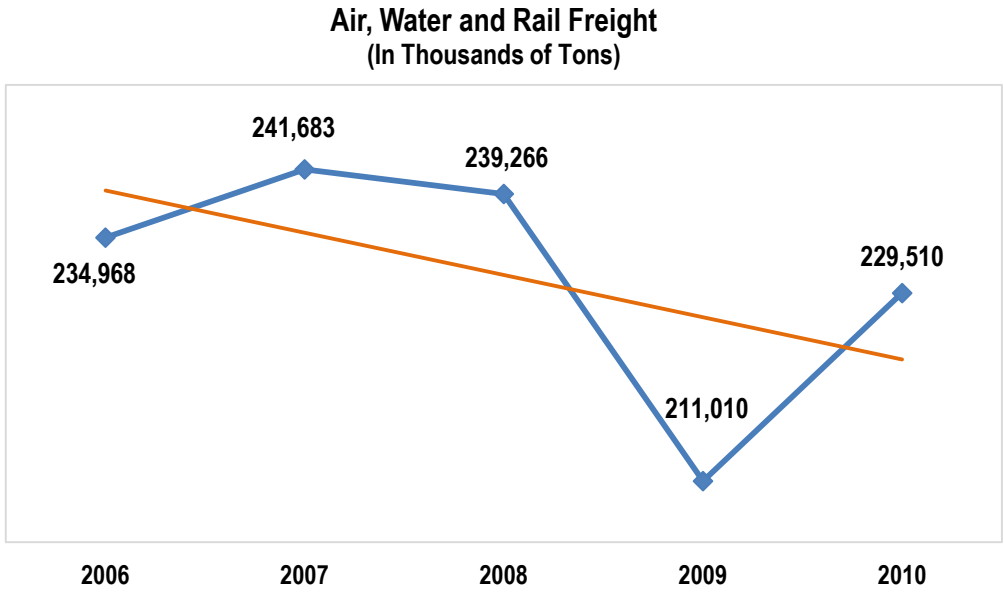
Air, water and rail freight data are available on an annual basis. All three modes showed steep decreases from 2008 to 2009, and then recovery back to 2005 levels in 2010. Truck freight data are collected by the Federal Highway Administration every five years, and will not be available until late in 2012.

Air freight: In 2006, planes carried 1.35 million tons of cargo. In 2010, they carried 1.37 million tons, an increase of 1.0 percent.

Water freight: In 2006, vessels carried 121 million tons of cargo. In 2010, vessels carried 112 million tons, a decrease of 7.4 percent.

Rail freight: In 2006, rail carried 112 million tons of cargo. In 2010, rail carried 116 million tons, an increase of 3.1 percent.

Truck freight: In 2007, trucks moved 354 million tons. In 2010, trucks moved 350 million tons, a decrease of 1.2 percent.



Source: WSDOT Freight Systems Division

State Investment Highlights 2011–13

- $6.2 million in the Freight Rail Investment Bank Program that supported 11 loans to Everett, Tacoma, Longview, Vancouver, Richland and Spokane County.
- $3.1 million in the Freight Rail Assistance Program that supported seven grants to Clark, Spokane, Lincoln, Adams and Grays Harbor counties.
- $38.2 million appropriated to the Freight Mobility Strategic Investment Board for 20 projects across the state.

Contributing Success Factors

- Emphasis on freight corridors and freight analysis
- Use of freight database
- Leveraging of state funds for private contributions

ABBREVIATIONS (IN ORDER OF APPEARANCE)

OFM	Office of Financial Management
WSDOT	Washington State Department of Transportation
U.S. DOT	U.S. Department of Transportation
WTSC	Washington Traffic Safety Commission
FARS	Fatality Analysis Reporting System
TIB	Transportation Improvement Board
CRAB	County Road Administration Board
FHWA	Federal Highway Administration
SIMMS	Signal Maintenance Management System
APTA	American Public Transportation Association
CTED	Washington Department of Commerce, Trade and Economic Development (now Department of Commerce)

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