



STATE OF WASHINGTON

2022 BIENNIAL TRANSPORTATION ATTAINMENT REPORT

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

COMPILED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

OCTOBER 2022

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Message from the Office of Financial Management

Dear Governor, members of the Legislature, and interested readers,

I am pleased to comment on the 2022 Biennial Transportation Attainment Report prepared by the Washington State Department of Transportation (WSDOT).

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

The data show that continued investment in our transportation infrastructure has boosted the state's performance in numerous areas. But as noted in the report, there are still areas where further improvement and analysis are needed.

We remain steadfast in our commitment to the state's transportation system. We will continue to prioritize public safety, focus on preservation, enhance economic vitality, and address the wide-ranging effects of climate change.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Schumacher', with a long horizontal flourish extending to the right.

David Schumacher
Director

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Executive Summary

This 2022 Biennial Transportation Attainment Report has been compiled by the Washington State Department of Transportation. Where possible, performance measures are presented that encompass five or more years of data.

Where things are improving since the 2020 Biennial Transportation Attainment Report:

- Decreased number of collisions
- Decreased rate of ferry passenger injuries
- Fewer bridges in poor condition
- Decreased traffic delay in the central Puget Sound region
- Decreased drive-alone rate
- Corrected 15 more fish passage culverts in 2021; 66 corrected between 2017 and 2021
- Decreased amount of county roads considered inadequate

Where challenges remain:

- Increased rate of traffic fatalities
- Increased number of pedestrian and bicyclist fatalities and serious injuries
- Increased number of identity theft complaints
- Fewer ferry vessels in state of good repair
- Decreased vehicle miles avoided due to public transportation use
- Decreased number of tolling transactions
- Decreased ferry ridership and on-time percentage
- Decreased Amtrak Cascades ridership and on-time percentage

Although the full impact of the COVID-19 on the state's transportation system is not yet known, it has affected some data availability.

This report was compiled using data and information from:

- Washington State Department of Transportation
- Washington State Office of Financial Management
- Washington Traffic Safety Commission
- Washington State Department of Health
- Washington State Department of Licensing
- Washington State Department of Ecology
- County Road Administrative Board
- Washington State Transportation Commission
- United States Census Bureau
- United States Federal Trade Commission

Purpose of the Transportation Attainment Report

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

Statewide transportation goals

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

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

Biennial transportation progress reports

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

A note about reporting periods

This report provides the latest available data for each measure. Depending on the measure, the latest available data may be from as long ago as 2017, or as recent as the fourth quarter of Fiscal Year 2022. Unless otherwise stated, data is reported for the calendar year (CY) which is January through December. In some cases, the state's fiscal year (FY), which runs July through June, is the basis for reporting. In others, the federal fiscal year (FFY) is used, which runs October through September.


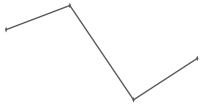

Statewide Transportation Goals, Objectives and Performance Measures

Summary of progress and five-year trend

Goal 1- SAFETY					
To provide for and improve the safety and security of transportation customers and the transportation system.					
Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 1.1 Traffic fatalities Number and rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT)	Reduce traffic fatalities	Based on a five-year rolling average, there were 575 traffic fatalities in 2021, a 12.7% increase from 510 fatalities in 2017.	—	↓	
	Reduce the rate of traffic fatalities per 100 million VMT	Based on a five-year rolling average, the rate of traffic fatalities per 100 million VMT was 0.974 in 2021, up 13.8% from 0.856 in 2017.	—	↓	
Lead agency: WTSC Between 2017 and 2021, the number of traffic fatalities (including fatalities of bicyclists and pedestrians) in Washington increased by 12.7%, going from 510 to 575 based on a five-year rolling average. The rate of fatalities per 100 million Vehicle Miles Traveled (VMT) was 0.974 in 2021, up 13.8% from 0.856 in 2017 based on a five-year rolling average. For more information, see: Gray Notebook 83, Highway Safety Annual Report at https://wsdot.wa.gov/sites/default/files/2022-05/Gray-Notebook-Sep21.pdf?v=5-2-22#page=9 ; Washington State Crash Data Portal at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/ .					
Measure 1.2 Collision reduction Number of collisions and percentage resulting in serious or fatal injuries	Reduce number of collisions	There were 103,179 traffic collisions in 2021, a 14.8% decrease from 121,135 in 2017.	✓	↓	
	Reduce severity of collisions	Based on a five-year rolling average, there were 2,413 serious injuries resulting from traffic collisions in 2021, a 15.3% increase from 2,092 in 2017.	—	↓	
Lead agency: WTSC The number of traffic collisions in the state decreased 14.8% from 121,135 in 2017 to 103,179 in 2021. The changes in the number of collisions during this time parallels the changes in annual VMT, which decreased significantly in 2020 and rebounded slightly in 2021. Based on a five-year rolling average, the number of traffic-related serious injuries increased 15.3% from 2,092 in 2017 to 2,413 in 2021. The annual number of traffic-related serious injuries has increased steadily since 2013. For more information, see: Gray Notebook 83, Highway Safety Annual Report at https://wsdot.wa.gov/sites/default/files/2022-05/Gray-Notebook-Sep21.pdf?v=5-2-22#page=9 ; WSDOT Crash Data Portal at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/ .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. — = Performance is not moving in a favorable direction based on the five-year trend.					


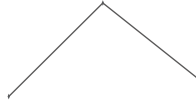
Goal 1- SAFETY (continued)

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 1.3 Pedestrian & bicyclist fatalities Reduce pedestrian and bicyclist fatalities and serious injuries Lead agency: WTSC	Reduce the number of pedestrian and bicyclist (non-motorist) traffic-related fatalities and serious injuries	Based on a five-year rolling average, the number of non-motorist traffic-related fatalities and serious injuries was 594 in 2021, up 16% from 512 in 2017.	-	↓	
Based on a five-year rolling average, the number of non-motorist traffic-related fatalities and serious injuries was 594 in 2021, up 16% from 512 in 2017. Non-motorist traffic-related fatalities and serious injuries include pedestrians and bicyclists. For more information, see: Gray Notebook 86, Active Transportation Annual Safety Report at https://wsdot.wa.gov/sites/default/files/2022-09/gray-notebook-Jun22.pdf#page=6 ; Washington State Crash Data Portal at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/ .					
Measure 1.4 Ferry passenger injuries Number of passenger injuries per one million passengers Lead agency: WSDOT	Reduce passenger injuries	The ferries passenger injury rate was 1.40 in FY2022, down 15.2% from 1.65 in FY2019.	✓	↓	
In FY2022 (July 2021 through June 2022), 17.2 million passengers used the Washington State Ferries system. In FY2022, there were 24 passenger injuries on WSF, resulting in an injury rate of 1.40 injuries per million passengers. This was a decrease from 1.65 injuries per million passengers in FY2019. The National Transit Database standard changed in FY2019 from reporting only injuries that resulted in passengers being transported from the scene via aid car to reporting all injuries for which medical care was sought. For more information, see: Gray Notebook 86, Ferries Quarterly Update at https://wsdot.wa.gov/sites/default/files/2022-09/gray-notebook-Jun22.pdf#page=15 .					
Measure 1.5 Facial recognition; license suspensions & record cancellations Number of identity theft complaints Lead agency: DOL	Reduce fraudulent driver's licenses and records	Identity theft complaints numbered 12,917 in 2021, an increase of 75.5% from 7,360 complaints in 2017.	-	↓	
Washington state ranked 37th in the nation among states for identity theft complaints in 2021, improving from 25th in 2017 and 5th in 2020. A first place ranking equates to the highest amount of complaints per 100,000 population while a 50th place ranking equates to the lowest amount of complaints per 100,000 population. For every 100,000 residents in Washington state, there were 170 identity theft complaints in 2021, up from 99 in 2017, but down from 712 in 2020. For more information, see: Federal Trade Commission Consumer Sentinel Network Reports at https://www.ftc.gov/enforcement/consumer-sentinel-network/reports .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend. The state's fiscal year (FY) represents July through June.					

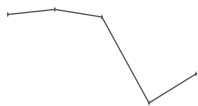
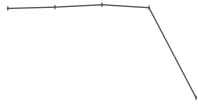
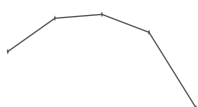
Goal 2- PRESERVATION

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 2.1 Pavement Percentage of National Highway System pavement in Washington state in poor condition	Extend the useful life of pavement	1.7% of NHS Interstate pavement was in poor condition in 2019.	N/A	↓	N/A
		17.4% of NHS non-Interstate pavement was in poor condition in 2019.	N/A	↓	N/A
Lead agency: WSDOT					
<p>The latest data available (that is in alignment with Transportation Performance Management federal requirements) for Interstate pavement in Washington is from the 2018 and 2019 data collection period and shows 39.8% of interstate pavement is in good condition and 1.7% is in poor condition (using FHWA criteria). For non-interstate NHS pavement, 45.2% is in good condition and 17.4% is in poor condition. This condition data includes motor vehicle travel lanes only.</p> <p>For more information, including information on the condition of non-NHS state-owned pavement, see: Gray Notebook 84, Pavement Annual Report at https://wsdot.wa.gov/sites/default/files/2022-03/gray-notebook-Dec21.pdf?v=4-11-22#page=9; WSDOT's Transportation Asset Management Plan at https://wsdot.wa.gov/sites/default/files/2021-10/Washington-State-DOT-Transportation-Asset-Management-Plan.pdf.</p>					
Measure 2.2 Bridges Percentage of state bridges in poor condition	Keep bridges safe and open to traffic	6.7% of bridges by deck area statewide were in poor condition in FY2021, improving from 8.2% in FY2017.	✓	↓	
Lead agency: WSDOT					
<p>In FY2021 (July 2020 through June 2021), 6.7% of Washington state (state owned and locally owned) bridges by deck area were in poor condition, an improvement from 7.1% in FY2019 and 8.2% in FY2017. Measuring bridge conditions by deck area factors in the size of the bridge, providing a more comprehensive view of system-wide bridge conditions than reporting the number of bridges in each condition rating category.</p> <p>For more information, see: Gray Notebook 83, Bridge Annual Report at https://wsdot.wa.gov/sites/default/files/2022-05/Gray-Notebook-Sep21.pdf?v=5-2-22#page=15.</p>					
Measure 2.3 Ferry terminals Percentage of state ferry terminal and vessel systems in fair or better condition	Extend the useful life of ferry terminals	93.7% of ferry terminal systems were in a state of good repair in FY2021, up from 93.4% in FY2019.	✓	↑	
		Extend the useful life of ferry vessels	57% of ferry vessels were in a state of good repair in FY2021, down from 82% in FY2019.	—	↑
Lead agency: WSDOT					
<p>In fiscal year 2021 (July 2020 through June 2021), 93.7% of Washington State Ferry terminal assets were in a state of good repair, up from 93.4% in FY2019. Also in FY2021, 57% of WSF vessels were in a state of good repair, down from 82% in FY2019. Assets in a state of good repair have fewer than 20% of systems overdue for replacement or rehabilitation.</p> <p>In FY2019, WSDOT transitioned to reporting ferry asset conditions in terms of state of good repair (previously, WSDOT reported the percentage of ferry systems overdue for preservation or replacement). As a result, trend lines show FY2019 through FY2021.</p> <p>For more information, see: Gray Notebook 84, Washington State Ferries Vessels & Terminals Annual Report at https://wsdot.wa.gov/sites/default/files/2022-03/gray-notebook-Dec21.pdf?v=4-11-22#page=21.</p>					
<p>Data source: WSDOT Transportation Safety and Systems Analysis Division, WSDOT Capital Program Development and Management Division.</p> <p>Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. — = Performance is not moving in a favorable direction based on the five-year trend. The state's fiscal year (FY) represents July through June.</p>					



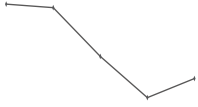

Goal 3 - MOBILITY

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 3.1 Annual hours of delay per traveler Annual hours of delay per traveler on major corridors statewide and central Puget Sound areas</p>	Reduce congestion on urban highways and arterials statewide	Delay in the central Puget Sound region was 3.6 million hours in 2021, decreasing 56.6% from 8.3 million hours in 2017.	✓	↓	
<p>Lead agency: WSDOT</p> <p>Annual weekday delay—including all traffic—on major urban highways (Interstate 5, I-405, I-90, State Route 520 and SR 167) in King and Snohomish counties decreased 56.6% from 8.3 million vehicle hours of delay in 2017 to 3.6 million in 2021. For more information, see: WSDOT’s Multimodal Mobility Dashboard at https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/default.htm.</p>					
<p>Measure 3.2 Avoided annual Vehicle Miles Traveled (VMT) Vehicle miles avoided due to public transportation use</p>	Reduce congestion by making systems more efficient	Approximately 363 million vehicle miles were avoided in 2020 due to public transit use, down 57% from 847 million vehicle miles avoided in 2016.	—	↑	
<p>Lead agency: WSDOT</p> <p>Public transportation services help manage demand on transportation systems and facilitate reduced congestion for all travelers. Public transportation services around the state have helped drivers avoid 363 million vehicle miles traveled in personal vehicles in 2020. This was a 57% decrease (primarily due to COVID-19) from 847 million vehicle miles avoided due to transit use in 2016. Vehicle miles avoided by transit use are the approximate number of miles that were not traveled in personal vehicles due to people taking transit instead. For more information, see: WSDOT’s Multimodal Mobility Dashboard at https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/default.htm.</p>					
<p>Measure 3.3 Tolling operations Annual toll trips in Washington state</p>	Improve traffic flow through tolling operations	Tolling transactions totaled 45.7 million in FY2021, a decrease of 8.8% from 50.1 million transactions in FY2017.	—	↑	
<p>Lead agency: WSDOT</p> <p>There were 45.7 million tolling transactions on Washington’s tolled facilities in FY2021, a decrease of 8.8% from 50.1 million transactions in FY2017. During FY2021, WSDOT’s tolled facilities included the SR 520 bridge between Seattle and Bellevue, the SR 99 tunnel, the SR 509 Puget Sound Gateway Project, SR 16 Tacoma Narrows Bridge, SR 167 Puget Sound Gateway Project, I-405 Express Toll Lanes (Bellevue to Lynnwood and Renton to Bellevue), and the SR 167 HOT Lanes. For more information, see: Tolling Annual Report, fiscal year 2021 at https://wsdot.wa.gov/about/accountability/tolling-reports-policy.</p>					
<p>Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. — = Performance is not moving in a favorable direction based on the five-year trend.</p>					

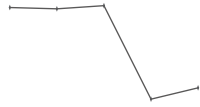

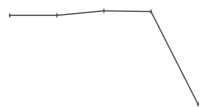


Goal 3 - MOBILITY (continued)

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 3.4 High occupancy vehicle (HOV) lanes Person Miles Traveled on the Seattle-area network of HOV lanes	Improve performance of HOV lanes	Average weekday Person Miles Traveled on the Seattle area HOV network decreased 44.1% from 2016 through 2020.	-	↑	
Lead agency: WSDOT Roughly 4.3 million person miles were traveled on the Seattle-area HOV network on an average weekday in 2020. I-5 HOV lanes accounted for approximately 2.4 million daily PMT, or 56% of Seattle-area HOV network. PMT on Seattle-area HOV lanes decreased 44.1% between 2016 and 2020, primarily due to COVID-19. For more information, see: WSDOT's Multimodal Mobility Dashboard at https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/default.htm . For PMT definition, see: https://wsdot.wa.gov/publications/fulltext/graynotebook/CCR_methodology_2nd_edition.pdf#page=11 .					
Measure 3.5 Drive-alone rate Percentage of commute trips taken while driving alone	Reduce percentage of commuters who travel to work by driving alone	The drive-alone rate decreased 2.4 percentage points from 72.1% in 2016 to 69.7% in 2020.	✓	↓	
Lead agency: WSDOT Of the approximately 3.63 million workers age 16 or older in Washington state in 2020, 69.7% (approximately 2.53 million) commuted by driving alone to work. This represents a decrease of 2.4 percentage points from 72.1% in 2016. The total number of workers statewide grew by 4.9% during the same period from roughly 3.46 million to 3.63 million, and the number of drive-alone commuters increased by approximately 35,000. For more information, see: WSDOT Public Transportation Division at https://www.wsdot.wa.gov/transit/ctr/home ; Washington State Commute Trip Reduction Board at http://ctr.wa.gov/ ; United States Census Bureau, American Community Survey at https://www.census.gov/programs-surveys/acs/ .					
Measure 3.6 Ferries Ridership and percentage of trips on time for Washington State Ferries	Increase ridership	Ferries ridership was 17.2 million in FY2022, decreasing 30.2% from 24.6 million in FY2018.	-	↑	
	Increase percentage of on-time trips	Ferries annual on-time performance was 85.0% in FY2022, a decrease from 91.3% in FY2018.	-	↑	
Lead agency: WSDOT Washington State Ferries ridership decreased by 30.2% from approximately 24.6 million in FY2018 to 17.2 million in FY2022. The COVID-19 pandemic began impacting Ferries ridership in March 2020, following Governor Inslee's Stay Home, Stay Healthy executive order. Annual on-time performance for Ferries declined from 91.3% in FY2018 to 85.0% in FY2022. WSF's on-time performance goal is 95%. Annual on-time performance fell short of this goal every year from FY2018 through FY2022. For more information, see: Gray Notebook 86, Ferries Quarterly Update at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun22.pdf .					
Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

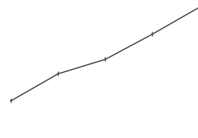
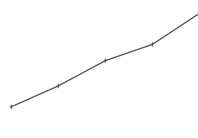
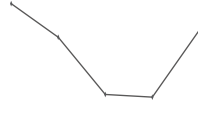

Goal 3 - MOBILITY (continued)

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 3.7 Passenger rail Ridership and percentage of trips on time for WSDOT-sponsored Amtrak Cascades train service	Increase ridership	Amtrak Cascades ridership decreased 69.1% from 811,000 in 2017 to 251,000 in 2021.	-	↑	
	Increase percentage of on-time trips	Amtrak Cascades' annual average on-time performance increased from 47% in 2017 to 51% in 2021.	✓	↑	
Lead agency: WSDOT					
Ridership on the Washington Amtrak Cascades routes decreased by 69.1% from approximately 811,000 in 2017 to 251,000 in 2021. Annual on-time performance for Amtrak Cascades increased from 47% in 2017 to 51% in 2021. WSDOT's on-time performance goal of 88% has not been met for any of the past five years (2017 through 2021). The COVID-19 pandemic resulted in significant changes to Amtrak Cascades beginning in March 2020 and continuing through 2021. For more information, see: WSDOT's Amtrak Cascades Performance Report at https://wsdot.wa.gov/sites/default/files/2022-02/2021-Amtrak-Cascades-Annual-Performance-Report.pdf .					
Measure 3.8 Transit Transit ridership in Washington state	Increase ridership across the state	Statewide transit ridership decreased by 53.2% from 222.9 million riders in 2016 to 104.3 million riders in 2020 (not including some rural ridership).	-	↑	
Lead agency: WSDOT					
Annual statewide transit ridership has decreased from 222.9 million in 2016 to 104.3 million in 2020, a decrease of approximately 118.7 million passenger trips or 53.2%. This decrease was primarily due to COVID-19. Transit service availability, economic activity and employment are the most important factors in determining ridership. Transit modes include bus, light rail, monorail and vanpool. For more information, see: Washington State Public Transportation Plan at https://www.wsdot.wa.gov/transit/planning .					
Measure 3.9 Walking or biking Percentage of commute trips taken walking or biking	Promote walking and biking to improve public health	Walking as a percentage of all commute modes decreased from 3.7% in 2016 to 3.6% in 2020.	-	↑	
		Bicycling as a percentage of all commute modes decreased from 0.9% in 2016 to 0.8% in 2020	-	↑	
Lead agency: WSDOT					
The percentage of commuters walking or bicycling to work has decreased slightly between 2016 and 2020 (3.7% to 3.6% for walking and 0.9% to 0.8% for bicycling). The total number of workers statewide grew by 4.9% between 2016 and 2020 from roughly 3.46 million to 3.63 million. For more information, see: Gray Notebook 86, Active Transportation: Annual Safety Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun21.pdf#page=11 ; United States Census Bureau, American Community Survey at https://www.census.gov/programs-surveys/acs/ .					
Data source: WSDOT Transportation Safety and Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

Goal 4 - ENVIRONMENT

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 4.1 Fish passage Number of fish passage barriers fixed and miles of stream habitat with improved access	Increase number of fish passage barriers fixed	Fifteen fish passage barriers were corrected in 2021, and 14 were corrected in 2020; 66 were corrected between 2017 and 2021.	✓	↑	
	Increase number of potential miles of habitat with improved access	As of 2021, WSDOT improved access to approximately 1,301 miles of potential fish habitat, increasing from 1,042 miles in 2017.	✓	↑	
Lead agency: WSDOT To date, WSDOT has corrected 379 fish passage barriers located where highways intersect streams, which improved access to 1,301 miles of potential fish habitat. One hundred of the corrected fish passage barriers were applicable to the 2013 federal injunction. For more information, see: Gray Notebook 86, Fish Passage Barriers Annual Report at https://wsdot.wa.gov/sites/default/files/2022-09/gray-notebook-Jun22.pdf#page=18 ; WSDOT Fish Passage Performance Report at https://wsdot.wa.gov/sites/default/files/2022-07/Env-StrRest-FishPassageAnnualReport.pdf .					
Measure 4.2 Stormwater runoff quality Amount of sediment removed from bodies of water	Improve water quality by managing stormwater runoff	WSDOT removed 3,951 cubic yards of sediment from bodies of water in FY2021, a decrease of 9.1% (397 cubic yards) from 4,348 cubic yards in FY2017.	-	↑	
	Lead agency: WSDOT WSDOT constructed 72 new stormwater treatment and flow control facilities during FY2021 and a total of 451 since FY2017. For more information, see: Gray Notebook 83, Water Quality Annual Report at https://wsdot.wa.gov/sites/default/files/2022-05/Gray-Notebook-Sep21.pdf?v=5-2-22 .				
Measure 4.3 Greenhouse gases Tons of greenhouse gases produced statewide	Reduce greenhouse gas emissions caused by transportation	Transportation greenhouse gas emissions totaled 44.7 million metric tons in 2018, up 13.7% from 39.3 million metric tons in 2014.	-	↓	
	Lead agencies: Ecology and DOL Emissions related to the transportation sector accounted for 44.9% (44.7 MMT) of total GHG emissions in 2018, up 13.7% from 39.3 MMT in 2014. The 2018 total GHG emissions (from all sectors) of 99.6 MMT is 9.1 MMT higher than the 1990 baseline of 90.5 MMT. Under state law, future emissions reduction targets are compared to this baseline. For more information, see: Washington State Department of Ecology's Greenhouse Gas Emissions Inventory at https://apps.ecology.wa.gov/publications/documents/2002020.pdf .				
Data source: WSDOT Transportation Safety & Systems Analysis. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

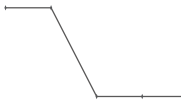
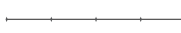
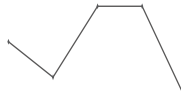

Goal 4 - ENVIRONMENT (continued)

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 4.4 Diesel emissions Tons of diesel particulate emissions produced statewide Lead agencies: Ecology and DOH	Reduce the impacts of diesel emissions on vulnerable populations	Diesel particulate emissions decreased by 37% from 6,237 annual tons in 2013 to 3,930 annual tons in 2017, which is on track to meet the 2020 target of 3,500 annual tons.	✓	↓	
Trend line shows 2013 through 2017 (latest data available). Between 2013 and 2017, diesel emissions decreased by approximately 37%.					
For more information, see: Washington Department of Health "Washington State Health Assessment 2018," DOH Pub 78945, March 2018 at https://www.doh.wa.gov/DataandStatisticalReports/StateHealthAssessment .					
Data source: WSDOT Transportation Safety & Systems Analysis. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.					

Goal 5- STEWARDSHIP

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 5.1 Capital project delivery Percentage of 2003 Nickel and 2005 Transportation Partnership Account revenue packages' capital projects completed on time and on budget (based on last legislatively approved list)	Deliver 90% of Nickel and TPA projects on time	Cumulatively, 86% of Nickel and TPA projects were considered completed on time at the end of FY2021, down from 87% in FY2017.	-	↑	
	Deliver 90% of Nickel and TPA projects on budget	91% of Nickel and TPA projects were considered completed on budget at the end of FY2021, the same as at the end of FY2017.	✓	↑	
Lead agency: WSDOT The 2003 Nickel and 2005 TPA gas taxes that fund projects are based on a fixed tax rate per gallon and do not change with the price of fuel. As such, reduced gasoline and diesel consumption and sales lead to reduced tax revenue. As of June 2021, 383 Nickel and TPA construction projects have been completed with 86% on time and 91% on budget. For more information, see: Gray Notebook 82, Capital Project Delivery Programs at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun21.pdf#page=34 .					
Measure 5.2 Ferry terminal capital projects Ferry terminal capital projects completed on time	Deliver 90% of ferry terminal capital projects on time	33% of ferry terminal capital projects were completed on time in FY2021, down from 75% in FY2017 and 100% in FY2019.	-	↑	
	Lead agency: WSDOT In FY2021, 33% of ferry terminal projects were completed on time, down from 75% completed on time in FY2017 and 100% in FY2019. WSDOT completed three ferry terminal projects in FY2021, a 200% increase from one in FY2019. For more information, see: Gray Notebook 84, Ferries Terminals and Vessels Annual Report at https://wsdot.wa.gov/sites/default/files/2022-03/gray-notebook-Dec21.pdf?v=4-11-22#page=21 ; WSF Division FY2021 Performance Report at https://wsdot.wa.gov/sites/default/files/2022-01/FY2021-WSF-Performance-Measures-Report.pdf .				
Measure 5.3 Ferry vessels' weeks out of service Time that ferry vessels are out of service	Limit out-of-service time for ferry vessels	Each vessel averaged 10.6 weeks out-of-service in FY2021, up 14% from 9.3 weeks in 2017.	-	↓	
	Lead agency: WSDOT Ferry vessels spent an average of 10.6 weeks per vessel in out-of-service status during FY2021, up 14% from 9.3 weeks in 2017 but down 12% from 11.9 weeks in FY2019. WSF has a goal for average out-of-service time of eight weeks or less per year. There was an increase in average vessel out-of-service time from 7.2 weeks per year in FY2020 to 10.6 weeks per year in FY2021. For more information, see: Gray Notebook 84, Ferries Terminals and Vessels Annual Report at https://wsdot.wa.gov/sites/default/files/2022-03/gray-notebook-Dec21.pdf?v=4-11-22#page=21 ; WSF Division FY2021 Performance Report at https://wsdot.wa.gov/sites/default/files/2022-01/FY2021-WSF-Performance-Measures-Report.pdf .				
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend. The state's fiscal year (FY) represents July through June.					

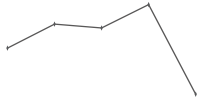
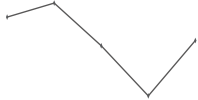

Goal 5- STEWARDSHIP (continued)

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 5.4 Rail capital project delivery Nickel and TPA rail projects completed on time and on budget	Deliver 90% of rail capital projects both on time and on budget	100% of Nickel and TPA rail projects since 2006 have been completed both on time and on budget.	✓	↑	
Lead agency: WSDOT From FY2006 through FY2019, all 23 rail projects on the combined Nickel and TPA construction project list have been completed, with 100% completed on time and 100% completed on budget. There were no new Nickel or TPA rail capital projects in the 2019-2021 beinnium. A project is considered “on time” if it is operationally complete within the quarter planned in the last approved project schedule. A project is considered “on budget” if the costs are within 5% of the last approved project budget. For more information, see: Gray Notebook 68, Rail Quarterly Update at http://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Dec17.pdf#page=35 ; Gray Notebook 75, Current Legislative Evaluation & Accountability Program (LEAP) Update at https://www.wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Sep19.pdf .					
Measure 5.5 Grade transportation system Survey local, regional and statewide customers	Measure public perception about condition and needs of the statewide transportation system	59% of survey respondents rated statewide transportation systems average or better in 2017, compared to 65% in 2015.	-	↑	
	Measure public perception about condition and needs of their local transportation system	55% of survey respondents rated local transportation systems average or better in 2017, compared to 57% in 2015.	-	↑	
Lead agency: WSTC Reporting the most recent data available; Washington State Traffic Commission's Voice of Washington State (VOWS) survey is no longer administered due to budget cuts. The 7,327 respondents, on average, gave the statewide transportation system an overall grade of “C-” (1.62 out of 4.0). Respondents in the Benton-Franklin and Palouse areas gave the statewide system the highest average ratings of “above average” (“B”) or “excellent” (“A”). Respondents in the Puget Sound area, southwest Washington (including Longview-Kelso) and Skagit areas gave the state transportation system the lowest overall ratings of “below average” (“D”) or “failing” (“F”). For more information, see: Washington State Transportation Commission's 2017 Statewide VOWS Transportation Survey at http://wstc.wa.gov/StatewideTransportationSystem/documents/2016_17_StatewideVOWSTelephone_FinalReport_001.pdf .					
Measure 5.6 Passenger satisfaction – ferry system Survey ferry system passengers	Measure passenger satisfaction with the ferry system	39% of survey respondents are “satisfied” or “very satisfied” with the ferry system in 2022, down from 77% in 2017.	-	↑	
Lead agency: WSTC Overall, 39% of ferry riders were satisfied or very satisfied with WSF service in 2022, down from 77% in 2017. On average, ferry riders were dissatisfied with on-time/dependable departures, WSF and transit schedule coordination, and adequate parking near terminals. While this research is typically conducted annually, due to the COVID-19 pandemic this research did not take place for winter 2020. For more information, see: 2022 Winter WSF Performance Survey Results at https://wstc.wa.gov/wp-content/uploads/2022/06/2022-FROG-WinterSurveyResults.pdf .					
Data source: WSDOT Transportation Safety & Systems Analysis Division. Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend. The state’s fiscal year (FY) represents July through June.					

Goal 6- ECONOMIC VITALITY

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

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 6.1 Jobs created Number of jobs created or sustained by transportation projects (projected)</p> <p>Lead agency: WSDOT</p>	<p>Create and sustain jobs through investments in transportation</p>	<p>In 2018, WSDOT capital expenditures were projected to create approximately 2,680 jobs at the peak in 2021. Updated projections are not available due to the pandemic.</p>	-	↑	
<p>Due to the uncertainty created by the pandemic, updated projections of WSDOT capital expenditures (and the jobs that would be created by them) are not currently available. Trend line shows jobs created between 2014 and 2018. Data shown is the latest available.</p> <p>WSDOT's capital expenditures were projected to create about 1,320 jobs in 2018. Job growth due to WSDOT capital expenditures was projected to peak in 2021, with approximately 2,680 jobs expected to be created. These projections account for projects that were funded by current legislative packages in 2018. Based on a 10-year average from 2018 through 2027, over half (59.3%) of the projected job growth was anticipated to be a result of highway expenditures. Expenditures on ferries were expected to provide the next-largest job growth with 29.0%, followed by rail expenditures (6.7%) and facilities expenditures (5.0%).</p>					
<p>Measure 6.2 Freight Value of Washington state international trade.</p> <p>Lead agency: WSDOT</p>	<p>Enhance transportation systems to facilitate movement of freight</p>	<p>The value of freight exports and imports in Washington was \$115.5 billion in 2021, down 8.5% from \$126.2 billion 2017.</p>	-	↑	
<p>Washington state was the 14th most trade-dependent state in the U.S. in 2021. Total imports and exports in 2021 were valued at \$115.5 billion, up 2.1% from \$113.1 billion in 2019, but down 8.5% from \$126.2 billion in 2017. Between 2020 and 2021, gross business income for freight-dependent sectors in Washington increased by 19.4%, going from \$610.4 billion to \$728.7 billion.</p> <p>For more information, see: Gray Notebook 86, Freight Semi-Annual Report at https://wsdot.wa.gov/publications/fulltext/graynotebook/gray-notebook-Jun22.pdf.</p>					
<p>Measure 6.3 Agricultural freight Percentage of county roads in Washington that fail to meet all-season requirements</p> <p>Lead agency: CRAB</p>	<p>Reduce seasonal road restrictions to facilitate agricultural freight movement</p>	<p>20.3% of county roads that were considered inadequate in 2021, an improvement from 21.1% in 2017</p>	✓	↓	
<p>Of the 39,179 total system centerline miles of county roads, 33.1% are classified as part of the Freight and Goods Transportation System (FGTS); nearly 88% of these routes are in rural areas. The county FGTS is made-up of 12,952 centerline miles of arterial, collector and local access roads. Eastern Washington has 8,327 miles of FGTS roads and there are another 4,625 miles of FGTS roads in western Washington. Twenty-five percent of the all-season county roads in eastern Washington and 12.8% of all-season county roads in western Washington are inadequate for winter and spring use.</p>					
<p>Data source: WSDOT Transportation Safety & Systems Analysis Division.</p> <p>Notes: ✓ = Performance is moving in a favorable direction based on the five-year trend. - = Performance is not moving in a favorable direction based on the five-year trend.</p>					