2018 Transportation Attainment Report

Washington’s transportation system: Goals, objectives and performance measures

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Purpose of the Attainment Report

Biennial transportation attainment reports provide:

- Assessments of progress on the transportation goals and performance of the transportation system
- System-wide performance, not agency-specific
- High-level indicators for each measure presented to allow for a quick assessment of progress
- Information used to make investment decisions and to develop strategies and programs within agencies
Statewide Legislative Transportation Goals

- **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:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility
- **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
- **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy

RCW 47.04.280
The Attainment Report is compiled using data and information from these contributors:

- Washington State Department of Transportation
- Washington State Office of Financial Management
- Washington Traffic Safety Commission
- Washington State Department of Licensing
- Washington State Department of Ecology
- Washington State Department of Health
- Washington State Transportation Center
- Washington State Transportation Commission
- National Highway Traffic Safety Administration
- Federal Trade Commission
- Federal Highway Administration
- Federal Transit Administration
- US Census Bureau
- US Army Corps of Engineers
- Federal Aviation Administration
- County Road Administrative Board
- Washington State Agriculture & Food Processing Economic/Fiscal Impact Study
Improvements since 2016:

- Reduced passenger injuries on ferries
- Reduced amount of structurally deficient bridges by deck area
- Increased Amtrak and ferry ridership
- Increased number of ferry passengers satisfied with the system
- Improved access to potential habitat for fish
- Transported more freight tonnage by water
- Increased transit use resulting in more vehicle miles avoided
- Slightly decreased time that ferry vessels are out of service

Where challenges remain:

- Decreased Washington state’s amount of pavement in fair or better condition on the National Highway System
- Rising traffic, pedestrian and bicyclist fatalities and injuries
- Increased demand on the transportation system as a result of population growth
- Increased annual weekday delay on the central Puget Sound region’s major urban highways
- Fewer survey respondents rated that statewide transportation system average or better
State Transportation System

Factors influencing transportation system demand:

- State population reached approximately 7.3 million in 2017; 6.2% growth since 2013; 50.2% growth since 1990
- Number of housing units increased by 136,000 from 2013 through 2017, an increase of 4.6%
- Non-farm employment has grown from 3.5 million workers in June 2013 to 3.7 million in June 2017; 5.6% increase
- Vehicle ownership has grown faster than state population; 7.9 million registered vehicles compared to 5.8 million drivers licenses in December 2017
- Number of licensed drivers increased on average by 120,000 per year from 2013 to 2017; 9.0% total increase
## Just the Facts

<table>
<thead>
<tr>
<th></th>
<th>On the ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.8 million licensed drivers</td>
<td>1.5 million lane miles of roads treated for snow and ice control (FY 2017)</td>
</tr>
<tr>
<td>4.8 million registered passenger vehicles</td>
<td>7,410 bridges statewide (FY 2018)</td>
</tr>
<tr>
<td>7.9 million total registered vehicles</td>
<td>307.4 miles of HOV freeway lanes complete</td>
</tr>
<tr>
<td>61.4 billion vehicle miles traveled</td>
<td>364 park-and-ride lots with 59,600 spaces</td>
</tr>
<tr>
<td>3.6 billion gallons of fuel consumed (FY 2017)</td>
<td>31 transit systems</td>
</tr>
<tr>
<td>20.5 miles per gallon fuel economy on average (2016)</td>
<td>222.9 million transit passenger trips (2016)</td>
</tr>
<tr>
<td>10,586 miles traveled per licensed driver on average</td>
<td>3,066 vanpools in operation per month on average</td>
</tr>
<tr>
<td>18,712 state highway lane miles</td>
<td>9.3 million vanpool passenger trips</td>
</tr>
<tr>
<td>4,038 interstate freeway lane miles</td>
<td>728,000 state-supported Amtrak Cascades passenger trips</td>
</tr>
<tr>
<td>78,732 county road lane miles</td>
<td>3,056 miles of freight rail line (2016)</td>
</tr>
<tr>
<td>35,829 city road lane miles</td>
<td>121.2 million tons of rail freight (2016)</td>
</tr>
<tr>
<td>42.3% of vehicles miles traveled on county and city roads</td>
<td>287 million tons of freight carried by truck (2016)</td>
</tr>
<tr>
<td>56.2% of vehicle miles traveled on state highways</td>
<td>$127 billion of cargo passing through ports</td>
</tr>
</tbody>
</table>
# Just the Facts

## In the air

<table>
<thead>
<tr>
<th>Description</th>
<th>Statistic</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 state-managed airports (9 owned by state)</td>
<td>1.68 million tons of air cargo (2016)</td>
</tr>
<tr>
<td>136 public use airports</td>
<td>21.9 million passenger boardings at SeaTac Airport (2016)</td>
</tr>
</tbody>
</table>

## On the water

<table>
<thead>
<tr>
<th>Description</th>
<th>Statistic</th>
</tr>
</thead>
<tbody>
<tr>
<td>24.5 million passengers and 10.6 million vehicles carried on state ferries</td>
<td>75 port districts</td>
</tr>
<tr>
<td>22 state ferries, largest auto-ferry system in the nation</td>
<td>3.6 million 20-foot container equivalent units through Seattle and Tacoma ports</td>
</tr>
<tr>
<td>20 state ferry terminals</td>
<td>122.9 million tons of waterborne freight tonnage (2016)</td>
</tr>
<tr>
<td>10 state ferry routes</td>
<td>450 daily state ferry sailings</td>
</tr>
</tbody>
</table>

*Sources: Washington State Office of Financial Management; Washington State Department of Licensing; Washington State Department of Transportation; Washington State Department of Ecology; Results Washington; U.S. Department of Transportation; U.S. Department of Commerce. Data is for 2017 unless otherwise noted.*
New measures in the 2018 report

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

Objective: Reduce the impacts of diesel emissions on vulnerable populations

**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: Reduce seasonal road restrictions to facilitate agricultural freight movement

**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: Increase transportation and housing affordability for Washingtonians
Goal: Safety

Objective: Reduce roadway fatalities

- The number of traffic fatalities increased 2.5% between 2015 (551 fatalities) and 2017 (565 fatalities)
- The rate of fatalities per 100 million vehicle miles traveled increased from 0.77 in 2013 to 0.92 in 2017; 19% increase
Goal: Safety

Objective: Reduce bicyclist and pedestrian fatalities

- Preliminary data shows a total of 122 pedestrian and bicyclist fatalities in Washington in 2017.
- There has been a general increase in the combined number of bicyclist and pedestrian fatalities from 2013 through 2017, with an annual average of 94.2 fatalities in the five-year period.

Data source: Washington State Fatality Analysis Reporting System.
Note: 1 Data for 2017 is considered preliminary until January 1, 2019.
Goal: Safety

Objective: Reduce passenger injuries on Washington State Ferries

- In FY2018, there were 0.41 passenger injuries per million riders, a 2% decrease in the injury rate between FY2016 and FY2018
- 10 passenger injuries; 24.6 million total passengers in FY2018
Goal: Preservation

Objective: Extend the useful life of pavement on the National Highway System (NHS)

- 92.6% of all Washington pavement on the NHS was in fair or better condition in 2016, a drop of 0.7% from 2015
- Percentage of fair or better state owned NHS pavement decreased slightly, while county-owned NHS pavement conditions have increased
Goal: Preservation

Objective: Keep bridges safe and open to traffic

- In FY2018, 6.6% of all (state and locally owned) bridges by deck area statewide were structurally deficient, an improvement from 7.6% in FY2017
- Washington is ranked 10th in the nation for lowest percent of structurally deficient bridges (by actual number of bridges)
Goal: Mobility

Objective: Reduce congestion on urban highways and arterials

- In 2017, I-5 experienced 5.1 million vehicle hours of delay during weekdays, 60.9% of all delay on central Puget Sound’s major urban highways.
- Statewide vehicle miles traveled on all Washington roads was 61.4 billion miles in 2017, an increase of 7.4% from the 57.2 billion in 2013.
Goal: Mobility

Objective: Reduce congestion by making systems more efficient

- In 2016, 845 million vehicle miles were avoided due to transit use, a statewide increase of 3.6% from 816 million vehicle miles avoided in 2012.
- During the same period, the statewide population grew by 5.9% from roughly 6.8 million in 2012 to 7.2 million in 2016.

*Vehicle miles avoided due to transit use saw a net increase from 2012 to 2016 in Washington state*

2012 through 2016; Vehicle miles avoided in millions

Miles
- 900
- 875
- 850
- 825
- 800
- 775
- 750


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

Note: The graph shows the most recent years for which data is available.
Goal: Mobility

Objective: Reduce percentage of commuters who drive alone to work

- Drive alone commuting rates remained relatively steady from 2012 through 2016.
- Approximately 500,000 employees at more than 1,000 Commute Trip Reduction affected worksites increased their non-drive-alone trip rate from 36.5% in 2012 to 39.1% in 2016.
Goal: Mobility

Objective: Promote walking and biking to improve public health

- The number of commuters walking or bicycling grew by 11.2% between 2012 and 2016, from about 143,200 to 159,200.
- The total number of workers statewide grew by 8.8% during the same period, from roughly 3.2 to 3.5 million.

Data source: American Community Survey Data, US Census Bureau.
Goal: Environment

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

- WSDOT corrected 75 culverts from 2013 through 2017 (330 total corrections to date), improving access to approximately 458 miles of potential fish habitat (1,042 miles total to date)
Goal: Environment

Objective: Reduce greenhouse gas emissions caused by transportation

- Transportation-related greenhouse gas emissions in Washington are trending upward and remain above the statutory goal.
- Electric vehicle use continues to grow and accounted for 1.7% of new vehicle registrations in 2017.
Goal: Environment

Objective: Reduce the impacts of diesel emissions on vulnerable populations

- Washington is on track to meet the state target of achieving diesel particulate emissions of 3,500 annual tons by 2020, an overall reduction of 66%
- Some populations are at greater risk of adverse health effects from emissions

Data source: Washington Tracking Network, Washington State Department of Health
Goal: **Stewardship**

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

- Ferry vessels spent an average of 9.3 weeks per vessel in out-of-service time in FY2017
- The average age of all ferry vessels is 30 years in FY2017

<table>
<thead>
<tr>
<th>Vessel class (number of vessels)</th>
<th>FY2012</th>
<th>FY2013</th>
<th>FY2014</th>
<th>FY2015</th>
<th>FY2016</th>
<th>FY2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jumbo Mark II (3)</td>
<td>6.7</td>
<td>3.2</td>
<td>5.9</td>
<td>16.8</td>
<td>14.9</td>
<td>6.0</td>
</tr>
<tr>
<td>Jumbo (2)</td>
<td>7.1</td>
<td>21.9</td>
<td>4.1</td>
<td>3.8</td>
<td>5.6</td>
<td>17.7</td>
</tr>
<tr>
<td>Evergreen State (1.5)</td>
<td>12.6</td>
<td>10.0</td>
<td>15.1</td>
<td>15.3</td>
<td>2.6</td>
<td>3.0</td>
</tr>
<tr>
<td>Issaquah (6)</td>
<td>6.1</td>
<td>4.0</td>
<td>7.6</td>
<td>8.5</td>
<td>5.1</td>
<td>9.3</td>
</tr>
<tr>
<td>Super (4)</td>
<td>8.4</td>
<td>8.3</td>
<td>5.9</td>
<td>5.5</td>
<td>18.2</td>
<td>11.8</td>
</tr>
<tr>
<td>Kwa-di Tabil (3)</td>
<td>3.4</td>
<td>6.0</td>
<td>9.8</td>
<td>8.6</td>
<td>7.0</td>
<td>8.3</td>
</tr>
<tr>
<td>Olympic (2)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5.1</td>
<td>11.4</td>
<td>7.1</td>
</tr>
<tr>
<td><strong>All Vessels (21.5)</strong></td>
<td>7.8</td>
<td>7.5</td>
<td>8.1</td>
<td>9.4</td>
<td>9.5</td>
<td>9.3</td>
</tr>
</tbody>
</table>

*Data source: WSDOT Ferries Division.*

*Notes: WSDOT Ferries Division has a goal for average out of service time of eight weeks or less per year. 1 The number of vessels reflect the fleet at the end of FY2016. 2 These calculations are based on 21 vessels in the Ferries system at the time. 3 These calculations are based on 22 vessels in the Ferries system at the time. 4 The M/V *Klahowya* was removed from service in the middle of FY2017, so calculations for FY2017 are based on 21.5 active vessels.*
Goal: Stewardship

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

- In 2017, 59% of respondents gave the statewide system a C grade (“Average”) or better, and 55% of respondents gave their local system a C grade or better.
Goal: Economic Vitality

Objective: Enhance transportation systems to facilitate movement of freight

- Trucks move the most freight by value and by volume in Washington
- From 2012 to 2016, all modes monitored by WSDOT increased freight volume; air freight had the largest increase at 10.0%
Goal: Economic Vitality

Objective: Reduce seasonal road restrictions to facilitate agricultural freight movement

- The mileage and percentage of county Freight and Goods Transportation System roads that fail to meet all-season criteria has remained steady since 2013.

Data source: County Road Administration Board.
Notes: Figures shown are a percentage of 39,170 total county centerline miles in 2017.
Goal: Economic Vitality

Objective: Increase transportation and housing affordability for Washingtonians

- The median household rent in Washington increased 11% between 2012 and 2016, while median household income increased 5.9%
- In Washington, households spend 23% of income on transportation services
Questions?

For additional information on the 2018 Transportation Attainment Report, please contact:

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