

2024 Transportation Attainment Report

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Washington State Transportation Commission Meeting
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Today's objectives

- Review purpose of Attainment Report
- Review requirement for Attainment Report
- Comparing reports/maintaining the improved “Lean” report format
- High level review of report (submitted to the Governor's office October 1, 2024)
- Discuss why we are aligning WSDOT's reports for efficiency
- Outline next steps

Attainment Report purpose

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
- Collaboration between agencies leads to a full spectrum of metrics that cover more facets of the transportation network

Attainment Report requirement

The Biennial Transportation Report is compiled by WSDOT. Prior to 2014, WSDOT was a partner in this report, but changes in legislation made WSDOT responsible for compiling and submitting the report to the legislature and the governor. This is an unfunded mandate.

RCW [47.04.285](#)

Review of and comment on state transportation policy goals by office of financial management—Biennial report.

By October 1, 2016, and by October 1st biennially thereafter, the office of financial management shall review and comment prior to the department of transportation submitting to the legislature and the governor a report on the progress toward the attainment by state transportation agencies of the state transportation policy goals and objectives prescribed by statute, appropriation, and governor directive. The report must, at a minimum, include the degree to which state transportation programs have progressed toward the attainment of the policy goals established under RCW [47.04.280](#), as measured by the objectives and performance measures established under RCW [47.04.280](#).

[[2016 c 35 § 2.](#)]

Statewide transportation goals

- **Safety**
- **Preservation**
- **Mobility**
- **Environment**
- **Stewardship**
- **Economic Vitality**

Comparing reports

2022 Report

- 21 pages
- Brief trend analysis for each measure and objective

2024 Report



- 17 pages
- Removal of obsolete and/or outdated measure(s) that are no longer measurable
- Extensive collaboration with WSTC, DOH & Ecology

Both reports

- Message from OFM
- Executive summary
- Purpose section
- Transportation system facts
- Statewide Transportation goals, objectives and performance measures

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	There were 803 traffic fatalities in 2023, a 49.3% increase from 538 fatalities in 2019.	—	↓	
	Reduce the rate of traffic fatalities per 100 million VMT	The rate of traffic fatalities per 100 million VMT was 1.35 in 2023, up 57.0% from 0.86 in 2019.	—	↓	



Lead agency: WTSC

Traffic fatalities continue to trend upward based on a number of factors, notably that risk-taking behaviors (speeding, impairment, etc.) have increased overall. These increases are partially due to the COVID-19 pandemic during which speeds increased across the system as congestion decreased and the amount of enforcement declined. Traffic volumes have increased since the pandemic but statewide trends show enforcement remains reduced and some drivers are continuing risk-taking behaviors. This results in increased exposure, likelihood, and higher severity of crashes.

For more information, see: Gray Notebook, Highway Safety Annual Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/safety/highwaysafety/default.htm>.

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 1.2 Collision severity reduction Number and rate of traffic serious injuries per 100 million VMT	Reduce traffic serious injuries	There were 3,424 traffic serious injuries in 2023, a 52.0% increase from 2,253 in 2019.	—	↓	
	Reduce the rate of traffic serious injuries per 100 million VMT	The rate of traffic serious injuries per 100 million VMT was 5.71 in 2023, up 58.6% from 3.60 in 2019.	—	↓	



Lead agency: WTSC

Traffic serious injuries continue to trend upward based on a number of factors, notably that risk-taking behaviors (speeding, impairment, etc.) have increased overall. These increases are partially due to the COVID-19 pandemic during which speeds increased across the system as congestion decreased and the amount of enforcement declined. Traffic volumes have increased since the pandemic but statewide trends show enforcement remains reduced and some drivers are continuing risk-taking behaviors. This results in increased exposure, likelihood, and higher severity of crashes.

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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 2.3 Ferry terminals and vessels Percentage of state ferry terminal and vessel systems in a state of good repair	Extend the useful life of ferry terminals	92.7% of ferry terminal systems were in a State of Good Repair in FY2023, down 0.7 percentage point from 93.4% in FY2019.	—	↑	
	Extend the useful life of ferry vessels	38% of ferry vessels were in a State of Good Repair in FY2023, down 44 percentage points from 82% in FY2019.	—	↑	

Lead agency: WSDOT

In fiscal year 2023 (July 2022 through June 2023), 92.7% of Washington State Ferry terminal assets were in a State of Good Repair, down from 93.7% in FY2021. Also in FY2023, 38% (eight out of 21) of WSF vessels were in a State of Good Repair, down from 57% (12 out of 21) in FY2021; this downward trend can be attributed to lack of contractors, skilled maritime labor, and limited shipyard capacity in the region, as well as the Build America, Buy America Act further restricting the agency's ability to purchase manufactured products. Assets in a State of Good Repair have fewer than 20% of systems overdue for replacement or rehabilitation. The percentage is relative to the total number of systems onboard each vessel or located at each terminal.

For more information, see: Gray Notebook, Washington State Ferries Vessels & Terminals Annual Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/ferriesvesselsandterminals/default.htm>; Build America, Buy America Act at <https://www.whitehouse.gov/omb/management/made-in-america/build-america-buy-america-act-federal-financial-assistance/>.

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
Measure 3.3 Tolling operations Annual toll trips in Washington state	Improve traffic flow through tolling operations	Tolling transactions totaled 62.9 million in FY2023, an increase of 18% from 53.3 million transactions in FY2019.	✓	↑	



Lead agency: WSDOT

During FY2023, Washington's tolled facilities saw 62.9 million toll transactions, an 18% increase from 53.3 million in FY2019. These tolled facilities included the SR 520 bridge (between Seattle and Bellevue), SR 99 tunnel, SR 509 and SR 167 Puget Sound Gateway Projects, SR 16 Tacoma Narrows Bridge, I-405 Express Toll Lanes, and SR 167 HOT Lanes.

For more information, see: Tolling Annual Report, fiscal year 2023 at <https://wsdot.wa.gov/about/accountability/tolling-reports-policy>.

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 corrected	Fifteen fish passage barriers were corrected in 2022, and 32 were corrected in 2023; 82 were corrected between 2019 and 2023.	✓	↑	
	Increase number of potential miles of habitat with improved access	As of 2022, WSDOT improved access to approximately 1,295 miles of potential fish habitat, increasing from approximately 1,100 miles in 2018.	✓	↑	



Lead agency: WSDOT

As of 2023, WSDOT had corrected 420 fish passage barriers located where highways intersect streams. As of 2022 (2023 mileage not yet available), WSDOT had improved access to approximately 1,295 miles of potential fish habitat. Of the corrected fish passage barriers, 146 were applicable to the 2013 federal injunction. WSDOT seeks to address all known barriers statewide for correction, but since 2013, barrier culverts in the case area are prioritized to meet commitments under the federal culvert injunction. The amount of habitat that was once blocked by fish passage barriers was derived from physical surveys or by using GIS software for sites lacking physical surveys.

For more information, see: Gray Notebook, Fish Passage Barriers Annual Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/fishpassage/default.htm>; WSDOT Fish Passage Performance Report at <https://wsdot.wa.gov/construction-planning/protecting-environment/fish-passage>.

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	Deliver 90% of Nickel and TPA projects on time	Cumulatively, 85.5% of Nickel and TPA projects were considered completed on time at the end of FY2024, down from 86% in FY2020.	-	↑	
	Deliver 90% of Nickel and TPA projects on budget	91.2% of Nickel and TPA projects were considered completed on budget at the end of FY2024, up from 91% at the end of FY2020.	✓	↑	


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 2024, 385 Nickel and TPA construction projects have been completed with 85.5% on time and 91.2% on budget.

For more information, see: Gray Notebook, Completed projects & contracts at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/stewardship/completedproject/default.htm>.

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
Measure 6.2 Freight Value of Washington state international trade. Lead agency: WSDOT	Enhance transportation systems to facilitate movement of freight	The value of freight exports and imports in Washington was \$127.3 billion in 2023, up 12.7% from \$113.0 billion 2019.	✓	↑	

Washington state was the 13th most trade-dependent state in the U.S. in 2023. Total imports and exports in 2023 were valued at \$127.3 billion, down 5.6% from \$134.9 billion in 2022, but up 12.7% from \$113.1 billion in 2019. Until 2019, Washington had been among the top 10 most trade-dependent states every year since 2008. The decline in trade rankings is largely attributed to reduced trade with China. This reduction followed the imposition of tariffs by the United States on Chinese imports and retaliatory tariffs by China on American goods such as corn, fruit, wheat, and cut lumber.

For more information, see: Gray Notebook, Freight Annual Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/economicvitality/freight/default.htm>.

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
Measure 6.4 Transportation costs Combined cost of housing and transportation as a percentage of income for median income households.	Increase housing and transportation affordability for Washingtonians	In 2019, Washington households spent an average of 55% of their income on transportation and housing combined, up from 47% in 2011.	—	↓	

Lead agency: DOH

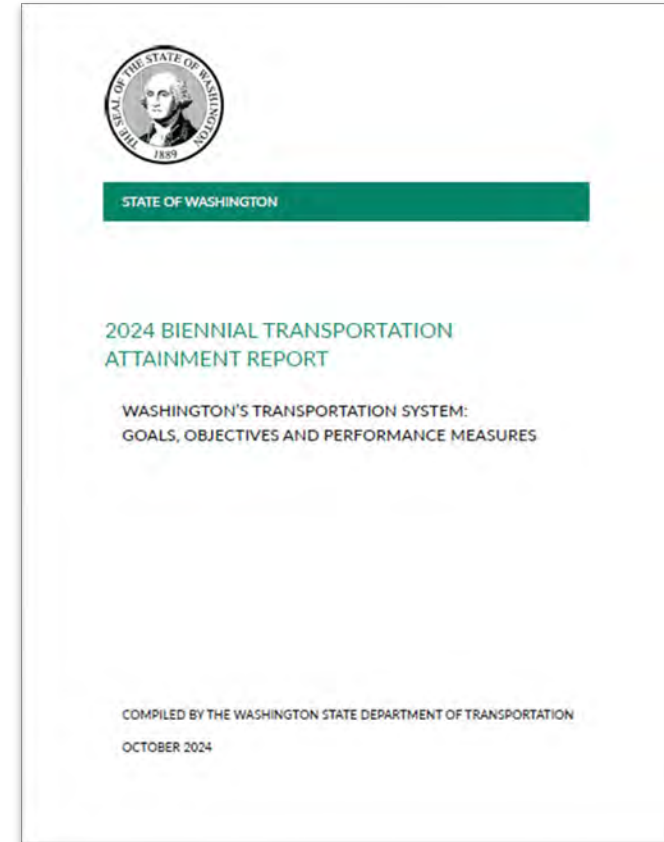
Between 2015-2019, median-income Washington households spent an average of 55% of their income on transportation and housing combined—substantially more than the affordable level of 45%. The burden of housing and transportation costs combined for median-income Washington households was 52% during 2011-2015, and 47% for the period 2007-2011.

For more information, see: Center for Neighborhood Technology, Housing and Transportation Affordability Index: <https://htaindex.cnt.org/>.

Note: The trend shown is for the three five-year periods for which data is available: 2007-2011, 2011-2015, 2015-2019.

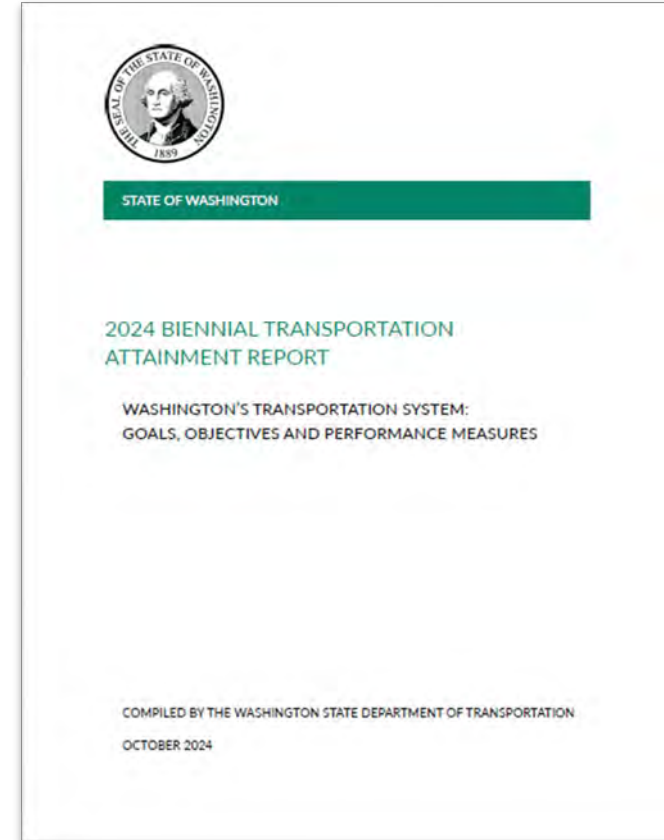
Improvements since 2022:

- ↓ Rate of ferry passenger injuries
- ↓ Traffic delay in the central Puget Sound region
- ↑ Tolling transactions
- ↓ Drive-alone rate
- ↑ Amtrak Cascades ridership
- ↑ 15 more fish passage culverts corrected
- ↓ Diesel particulate emissions



Where challenges remain

- ↑ Traffic fatalities
- ↑ Pedestrian & bicyclist fatalities and serious injuries
- ↓ WSDOT-owned pavement in fair or better condition
- ↑ Bridges by deck area in poor condition
- ↑ Identity theft complaints
- ↓ Ferry terminal systems in State of Good Repair
- ↓ Ferry vessels in State of Good Repair
- ↓ Vehicle miles avoided due to public transportation use
- ↓ Ferry ridership and on-time percentages
- ↓ Amtrak Cascades ridership and on-time percentages

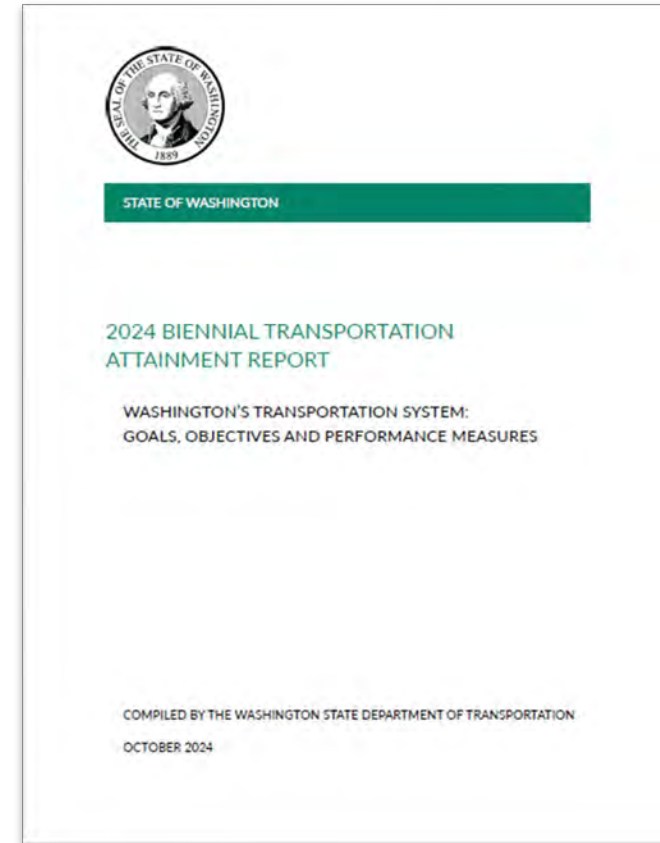


What's the ultimate goal?

- Envision the Attainment Report as an online dashboard
- Incorporate lessons learned
- Align decision making tools
- Achieve efficiencies

Next steps

- Review of objectives and measures to be led by OFM prior to next publication
- More strongly align measures with Washington Transportation Plan Update for consistency between statewide policy objectives and the six transportation goals
- Further improvements could include online only publication/dashboard



Questions?

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