



STATE OF WASHINGTON

2024 BIENNIAL TRANSPORTATION ATTAINMENT REPORT

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

COMPILED BY THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

OCTOBER 2024

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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 2024 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 that reads "Pat Sullivan". The signature is written in a cursive style with a long horizontal flourish at the end.

Pat Sullivan
Director

Table of Contents

Executive Summary 5

Purpose of the Transportation Attainment Report 6

Summary of Progress 7

 Goal 1 - Safety 7

 Goal 2 - Preservation 9

 Goal 3 - Mobility 10

 Goal 4 - Environment 13

 Goal 5 - Stewardship 15

 Goal 6 - Economic Vitality 17

Executive Summary

This 2024 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.

Areas where progress has been achieved since the 2022 Biennial Transportation Attainment Report:

- Decreased rate of ferry passenger injuries
- Decreased traffic delay in the central Puget Sound region
- Increased number of tolling transactions
- Decreased drive-alone rate
- Corrected fish passage barrier culverts within the federal injunction area and statewide
- Decreased amount of transportation-related particulate emissions statewide

Areas where challenges still persist:

- Increased rate of traffic fatalities
- Increased number of pedestrian and bicyclist fatalities and serious injuries
- Decreased percentage of WSDOT-owned pavement in fair or better condition
- Increased percentage of bridges by deck area in poor condition
- Increased number of identity theft complaints
- Fewer ferry terminal systems in State of Good Repair
- Fewer ferry vessels in State of Good Repair
- Fewer vehicle miles avoided due to public transportation use
- Decreased ferry ridership and on-time percentages
- Decreased Amtrak Cascades ridership and on-time percentages

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. This statute directs WSDOT to report on the progress of these six 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 (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 2020, or as recent as the fourth quarter of Fiscal Year 2024. 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

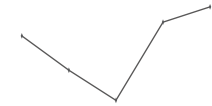
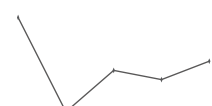

Summary of progress and five-year trend

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

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)

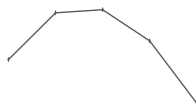
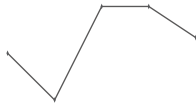

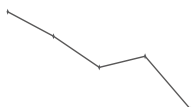
To provide for and improve the safety and security of transportation customers and the transportation system.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 1.3 Pedestrian & bicyclist fatalities Reduce pedestrian and bicyclist fatalities and serious injuries</p>	<p>Reduce the number of pedestrian and bicyclist (non-motorist) traffic-related fatalities and serious injuries</p>	<p>The number of non-motorist traffic-related fatalities and serious injuries was 697 in 2022, up 8.6% from 642 in 2018.</p>	-	↓	
<p>Lead agency: WTSC</p> <p>In 2022, 60.9% of fatal and serious injury crashes involving people walking or biking occurred on city streets, 27.7% were on state highways and 10.5% occurred on county roads. Regardless of road type, 89.5% of pedestrian and bicycle fatal and serious injury crashes in 2022 occurred in population centers (cities, towns and census-designated places). For more information, see: Gray Notebook, Active Transportation Annual Safety Report at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/safety/ACT/default.htm.</p>					
<p>Measure 1.4 Ferry passenger injuries Number of passenger injuries per one million passengers</p>	<p>Reduce passenger injuries</p>	<p>The ferries passenger injury rate was 1.48 in FY2024, down 20.4% from 1.86 in FY2020.</p>	✓	↓	
<p>Lead agency: WSDOT</p> <p>In FY2024 (July 2023 through June 2024), 18.9 million passengers used the Washington State Ferries system. In FY2024, there were 28 passenger injuries on WSF, resulting in an injury rate of 1.48 injuries per million passengers. This was a decrease from 1.86 injuries per million passengers in FY2020. 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, Ferries Quarterly Update at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/mobility/ferries/default.htm.</p>					
<p>Measure 1.5 Facial recognition; license suspensions & record cancellations Number of identity theft complaints</p>	<p>Reduce fraudulent driver's licenses and records</p>	<p>Identity theft complaints numbered 12,582 in 2023, an increase of 43.5% from 7,111 complaints in 2019.</p>	-	↓	
<p>Lead agency: DOL</p> <p>Washington state ranked 30th in the nation among states for identity theft complaints in 2023, improving from 34th in 2019. A first place ranking equates to the highest amount of complaints per 100,000 population while a 50th place ranking equates to the lowest rate of complaints. For every 100,000 residents in Washington state, there were 165 identity theft complaints in 2023, up 43.5% from 94 in 2019, but down 76.8% from the five-year high of 712 in 2020 (during the COVID-19 pandemic). For more information, see: Federal Trade Commission Consumer Sentinel Network Reports at https://www.ftc.gov/enforcement/consumer-sentinel-network/reports.</p>					

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Goal 2- PRESERVATION

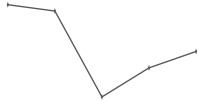
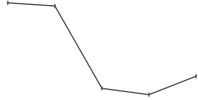

To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 2.1 Pavement Percentage of WSDOT-managed pavement lane miles in fair or better condition	Extend the useful life of pavement	90.0% of WSDOT-managed pavement was in fair or better condition in 2022, down 1.4 percentage points from 91.4% in 2018.	—	↑	
Lead agency: WSDOT					
WSDOT collects imagery, rutting depths, and International Roughness Index values annually using a specialized vehicle in the Pavement Management Unit. The imagery data is analyzed and deteriorated pavement locations are classified by type, severity, and extent. The rated images are assigned a numerical value based on the severity and extent of the deterioration. These numerical values are translated into “good,” “fair,” “poor” and “very poor.” The condition of WSDOT-managed pavement lane miles in fair or better condition worsened 1.4 percentage points from 91.4% in 2018 to 90.0% in 2022. For more information, see: Gray Notebook, Pavement at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/pavement/default.htm					
Measure 2.2 Bridges Percentage of state bridges in poor condition	Extend useful life of bridges and keep them safe and open to traffic	7.2% of bridges by deck area statewide were in poor condition in FY2023, slightly worse than 7.1% in FY2019.	—	↓	
Lead agency: WSDOT					
In FY2023 (July 2022 through June 2023), 7.2% of Washington state (state owned and locally owned) bridges by deck area were in poor condition, slightly worse than 7.1% in FY2019. 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. For more information, see: Gray Notebook, Bridges Annual Report at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/bridges/default.htm .					
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/ .					

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Goal 3 - MOBILITY

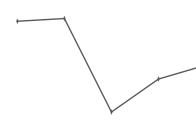
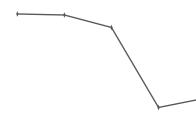
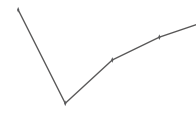
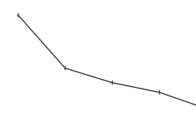
To improve the predictable movement of goods and people throughout the state, including congestion relief and improved freight mobility.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
<p>Measure 3.1 Annual hours of delay per traveler Annual hours of delay 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 4.9 million hours in 2022, decreasing 42.9% from 8.6 million hours in 2018.	✓	↓	
<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 42.9% from 8.6 million vehicle hours of delay in 2018 to 4.9 million in 2022. Traffic volumes have started to recover after a five-year low caused by COVID-19, but person miles traveled and delay are still below pre-pandemic levels.</p> <p>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 430.9 million vehicle miles were avoided in 2022 due to public transit use, down 49.9% from 860.4 million vehicle miles avoided in 2018.	—	↑	
<p>Lead agency: WSDOT</p> <p>Public transportation alleviates congestion and manages demand by lowering personal vehicle use. In 2022, state transit services saved 430.9 million vehicle miles, a 49.9% decrease from the 860.4 million miles saved in 2018. Although these numbers are approximate, they highlight a reduction in personal vehicle travel and suggest a slower recovery in transit use compared to pre-pandemic levels.</p> <p>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 62.9 million in FY2023, an increase of 18% from 53.3 million transactions in FY2019.	✓	↑	
<p>Lead agency: WSDOT</p> <p>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.</p> <p>For more information, see: Tolling Annual Report, fiscal year 2023 at https://wsdot.wa.gov/about/accountability/tolling-reports-policy.</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.

Goal 3 - MOBILITY (continued)

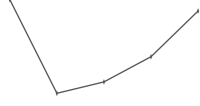

To improve the predictable movement of goods and people throughout the state, including congestion relief and improved freight mobility.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 3.4 High occupancy vehicle (HOV) lanes Person Miles Traveled (PMT) 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 20.7% from 2018 through 2022.	-	↑	
Lead agency: WSDOT In 2022, the Seattle-area HOV network averaged 6.0 million person miles traveled per weekday, with the I-5 HOV lanes accounting for about 3.3 million of those miles. While person miles on the HOV lanes decreased by 20.7% from 2016 to 2020, they started to rise again in 2022 as traffic volumes recovered from the COVID-19 pandemic, though they remained below pre-pandemic levels. For more information, see: WSDOT's Multimodal Mobility Dashboard at https://wsdot.wa.gov/about/data/Multimodal-mobility-dashboard/default.htm . For PMT definition, refer to: 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 8.1 percentage points from 71.0% in 2018 to 62.9% in 2022.	✓	↓	
Lead agency: WSDOT Of the approximately 3.84 million workers age 16 or older in Washington state in 2022, 62.9% (approximately 2.42 million) commuted by driving alone to work. This represents a decrease of 8.1 percentage points from 71.0% in 2018. The total number of workers statewide grew by 5.0% during the same period from roughly 3.66 million to 3.84 million. For more information, see: WSDOT Commute Trip Reduction Program 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 18.9 million in FY2024, decreasing 2.6% from 19.4 million in FY2020.	-	↑	
	Increase percentage of on-time trips	Ferries average on-time performance was 82.3% in FY2024, a 9.7 percentage point decrease from 92.0% in FY2020.	-	↑	
Lead agency: WSDOT Washington State Ferries ridership was 18.9 million in FY2024, 2.6% lower than approximately 19.4 million in FY2020, but 23.5% higher than the five-year low of 15.3 million in FY2021 (during the COVID-19 pandemic and Governor Inslee's Stay Home, Stay Healthy executive order). Annual on-time performance for WSF declined from 92.0% in FY2020 to 82.3% in FY2024. Annual on-time performance fell short of the 95% goal every year from FY2020 through FY2024. Due to vessel constraints in recent years, fewer vessels were in operation, which led to higher demand and utilization of more vehicle capacity aboard each vessel, increasing load and unload times and decreasing on-time performance. For more information, see: Gray Notebook, Ferries Quarterly Update at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/mobility/ferries/default.htm .					

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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 9.6% from 826,000 in 2019 to 746,600 in 2023.	-	↑	
	Increase percentage of on-time trips	Amtrak Cascades' annual average on-time performance decreased from 58% in 2019 to 55% in 2023.	-	↑	

Lead agency: WSDOT

Ridership on the Washington Amtrak Cascades routes decreased by 9.6% from approximately 826,000 in 2019 to 746,600 in 2023. Annual on-time performance for Amtrak Cascades decreased from 58% in 2019 to 55% in 2023. The COVID-19 pandemic resulted in significant changes to Amtrak Cascades services and ridership beginning in March 2020 and continuing through 2023. WSDOT's on-time performance goal of 88% has not been met for any of the past five years (2019 through 2023).

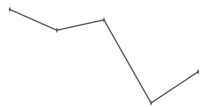

For more information, see: WSDOT's Amtrak Cascades Performance Report at <https://wsdot.wa.gov/sites/default/files/2024-03/2023-Amtrak-Cascades-Annual-Performance-Report.pdf>.

Measure 3.8 Transit Transit ridership in Washington state	Increase ridership across the state	Statewide transit ridership decreased by 42.9% from 241.1 million riders in 2018 to 137.7 million riders in 2022 (not including some rural ridership).	-	↑	
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Lead agency: WSDOT

Annual statewide transit ridership decreased 42.9% from 241.1 million in 2018 to 137.7 million in 2022, a decrease of approximately 103.4 million passenger trips. 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: WSDOT's Multimodal Mobility Dashboard at <https://wsdot.wa.gov/about/data/multimodal-mobility-dashboard/>.

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 2018 to 3.1% in 2022.	-	↑	
		Bicycling as a percentage of all commute modes decreased from 0.9% in 2018 to 0.6% in 2022.	-	↑	

Lead agency: WSDOT

From 2018 to 2022, the percentage of Washington workers aged 16 and older who commuted to work by bicycle declined, going from 0.9% to 0.6%. Similarly, the percentage of Washington workers over the age of 16 who walked to work decreased from 3.7% in 2018 to 3.1% in 2022. Commuting data for walking and bicycling does not capture the use of these modes to get to a bus stop, ferry terminal or commuter rail station.

For more information, see: Gray Notebook, Active Transportation: Annual Safety Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/safety/ACT/default.htm>; WSDOT's Multimodal Mobility Dashboard at <https://wsdot.wa.gov/about/data/multimodal-mobility-dashboard/>.

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 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>.

Measure 4.2 Stormwater runoff quality Amount of sediment removed from bodies of water	Improve water quality by managing stormwater runoff	WSDOT removed 1,306 cubic yards of sediment from bodies of water in FY2023, a decrease of 25.3% (442 cubic yards) from 1,748 cubic yards in FY2022.	-	↑	
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Lead agency: WSDOT

Stormwater running off WSDOT's paved surfaces, if left untreated, may pick up pollutants such as oil, fertilizers, pesticides, soil, trash and animal waste and carry them to rivers and streams. Many variables affect the amount of sediment removed each year, such as the weather and the amount of sand used to provide traction on icy roads, the number of stormwater facilities in need of maintenance, and available funding. WSDOT uses a variety of methods to manage stormwater. Of the 1,306 cubic yards of sediment WSDOT collected in FY2023, 1,239 cubic yards came from catch basins and stormwater facilities and 67 cubic yards came from ferry terminals. WSDOT constructed 88 new stormwater treatment and flow control facilities during FY2022 and 25 during FY2023. The agency has constructed a total of 357 new stormwater treatment and flow control facilities since FY2019.

For more information, see: Gray Notebook, Water Quality Annual Report at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/environment/waterquality/default.htm>.

Measure 4.3 Greenhouse gases Tons of greenhouse gases produced statewide	Reduce greenhouse gas emissions caused by transportation	Transportation greenhouse gas emissions totaled 40.3 million metric tons in 2019, up 13.7% from 36.5 million metric tons in 2015.	-	↓	
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Lead agency: Ecology

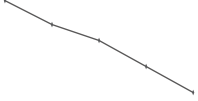
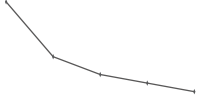
Emissions related to the transportation sector accounted for 40.3 MMT (approximately 40% of total) GHG emissions in 2019, up 10.4% from 36.5 MMT in 2015. The 2019 total GHG emissions (from all sectors) of 102.1 MMT is 11.6 MMT higher than the 1990 baseline of 90.5 MMT. Under state law, future emissions reduction targets are compared to this baseline.

For more information, see: Washington State Department of Ecology's Greenhouse Gas Emissions Inventory at <https://ecology.wa.gov/air-climate/reducing-greenhouse-gas-emissions/tracking-greenhouse-gases/ghg-inventories>.

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)

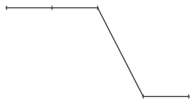
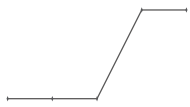


To enhance Washington state's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

Measure	Objective	Status	Progress	Desired trend	Five-year trend
Measure 4.4 Particulate matter emissions Tons of PM 2.5 and PM 10 emissions produced by vehicles statewide	Reduce the impacts of transportation-related particulate matter emissions on vulnerable populations	Particulate matter (PM 2.5) emissions decreased by 33.9% from 1,973 annual tons in 2019 to 1,305 annual tons in 2023.	✓	↓	
		Particulate matter (PM 10) emissions decreased by 11.3% from 4,533 annual tons in 2019 to 4,021 annual tons in 2023.	✓	↓	
Lead agencies: Ecology and DOH		Particulate matter (PM) are a mixture of solid particles and liquid droplets found in the air and can cause serious health problems when inhaled. Sources of PM include emissions from power plants, industries and automobiles. PM 2.5 are particles with diameters of 2.5 micrometers or lower, and PM 10 are particles with diameters of 10 micrometers and smaller. For reference, a human hair has a diameter of roughly 50-70 micrometers. Between 2019 and 2023, PM 2.5 emissions from vehicles decreased by 33.9% (1,973 annual tons to 1,305 annual tons) and PM 10 emissions decreased 11.3% (4,533 annual tons to 4,021 annual tons).			
For more information, see: United States Environmental Protection Agency, Particulate Matter (PM) Pollution at https://www.epa.gov/pm-pollution .					

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	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 .					
Measure 5.2 Ferry terminal capital projects Ferry terminal capital projects completed on time	Deliver 90% of ferry terminal capital projects on time	One ferry terminal capital project was completed in FY2023, but not on time, compared to one completed on time in FY2019.	-	↑	
	Lead agency: WSDOT In FY2023, no ferry terminal projects were completed on time, down from 100% completed on time in FY2019. WSDOT completed one ferry terminal project in FY2023, the same as in FY2019. For more information, see: Gray Notebook, Ferries Terminals and Vessels Annual Report at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/ferriesvesselsandterminals/default.htm ; WSF Division FY2023 Performance Report at https://wsdot.wa.gov/sites/default/files/2023-12/FY2023-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 12.9 weeks out-of-service in FY2023, up 8.4% from 11.9 weeks in 2019.	-	↓	
	Lead agency: WSDOT Ferry vessels spent an average of 12.9 weeks per vessel out-of-service during FY2023, up 8.4% from 11.9 weeks in 2019. The increase in average vessel out-of-service time is partly due to long lead times to get materials needed for maintenance projects due to the widespread reach of COVID-19, which limited manufacturing output from suppliers and delayed the delivery of materials needed for maintenance work. WSF has a goal for average out-of-service time of eight weeks or less per year. For more information, see: Gray Notebook, Ferries Terminals and Vessels Annual Report at https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/preservation/ferriesvesselsandterminals/default.htm ; WSF Division FY2023 Performance Report at https://wsdot.wa.gov/sites/default/files/2023-12/FY2023-WSF-Performance-Measures-Report.pdf .				

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 FRAP and FRIB rail projects completed on time and on budget	Deliver rail capital projects both on time and on budget	100% of FRAP and FRIB rail projects since the 2013-2015 biennium have been completed both on time and on budget.	✓	↑	

Lead agency: WSDOT

Freight Rail Assistance Program (FRAP) grants and Freight Rail Investment Bank (FRIB) loans are programs designed to support freight rail capital needs. Funding in the FRAP is open to applicants in both the public and private sector, and the FRIB is open to the public sector. From the 2013-2015 biennium through the 2021-2023 biennium, 100% of the 69 rail capital projects funded through FRAP and FRIB were completed on time and on budget.

For more information, see: Gray Notebook, Rail Annual Update at <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/economicvitality/freightrail/default.htm>; Washington State Department of Transportation, State rail grant and loan programs at <https://wsdot.wa.gov/business-wsdot/grants/state-rail-grant-and-loan-programs>.

Measure 5.6 Passenger satisfaction – ferry system Survey ferry system passengers	Measure passenger satisfaction with the ferry system	54% of survey respondents are “satisfied” or “very satisfied” with the ferry system in 2024, down from 69% in 2020.	–	↑	
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Lead agency: WSTC

Overall, 54% of ferry riders were satisfied or very satisfied with WSF service in 2024, down from 69% in 2020.

“On-time performance” was the top key driver of overall rider satisfaction and dissatisfaction over the past five tracking periods. On average, ferry riders were dissatisfied with “on-time/dependable departures,” “WSF vehicle unloading crews provide clear direction,” and “vessel crew is helpful and knowledgeable.”


For more information, see: 2024 Winter WSF Performance Survey Results at <https://wstc.wa.gov/studies-surveys/#FROGSurveys>.

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
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Measure 6.2 Freight Value of Washington state international trade.	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.	✓	↑	
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Lead agency: WSDOT

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>.

Measure 6.3 Agricultural freight Percentage of county roads in Washington that fail to meet all-season requirements	Reduce seasonal road restrictions to facilitate agricultural freight movement	In 2023, 20.5% of county roads were considered inadequate, the same rate as in 2019.	—	↓	
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Lead agency: CRAB

In 2023, Washington's total all-season county road system spanned 39,198 centerline miles. Of these, 24,515 miles (63%) were in eastern Washington, and 14,683 miles (37%) were in western Washington. Inadequacy for winter and spring use affected 6,183 miles (25.2%) of the all-season roads in eastern Washington and 1,856 miles (12.6%) in western Washington. Overall, 8,038 miles (20.5%) of the total system were inadequate for winter and spring use, maintaining the same rate as in 2019. From 2019 to 2023, 19.5 centerline miles were added to the all-season county road system.

For more information, see: Washington State County Road Administration Board at <https://www.crab.wa.gov/>.

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.	—	↓	
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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.

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.