



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 14, 2014

The Honorable Tracey Eide
Co-Chair, Senate Transportation Committee
235 John A. Cherberg Building
PO Box 40430
Olympia, WA 98504-0430

The Honorable Judy Clibborn
Chair, House Transportation Committee
415 John L. O'Brien Building
PO Box 40600
Olympia, WA 98504-0600

The Honorable Curtis King
Co-Chair, Senate Transportation Committee
305 John A. Cherberg Building
PO Box 40414
Olympia, WA 98504-0414

Dear Senators Eide and King, and Representative Clibborn:

The 2013-15 enacted budget, Engrossed Substitute Senate Bill 5024, Section 215 (1) directs Washington State Department of Transportation (WSDOT) to "...report to the legislature annually on its updated maintenance accountability process targets and whether or not the department was able to achieve its targets."

The department produces a quarterly performance report and the most recent edition – for the quarter ending December 31, 2013 – contains information about the extent to which WSDOT has met condition targets. In 2013, the department met or exceeded 80 percent of condition targets. The report contains a detailed list of selected conditions, targeted grades, and the department's results. Copies of the report are available at: http://www.wsdot.wa.gov/Accountability/GrayNotebook/gnb_archives.htm.

Specifically, for 2013, out of the 30 targets, 24 were achieved. A brief summary of the six targets that were missed follows:

- Keller Ferry Operations – The target was missed due to a temporary closure for the reconstruction of the ferry dock and ramps to accommodate a new vessel that was put into service in 2013.
- Urban Tunnel System Operations – The target is measured by the number of times the urban tunnels are closed to vehicles carrying flammable cargo. For 2013, the tunnel was closed 9 times (4 for planned maintenance work and 5 for unplanned repairs) resulting in a B- level of service. Had it closed only 8 times total, we would have achieved the B level of service target.
- Structural Bridge Repairs – The target was missed as some repairs were more time-consuming and costly, thereby reducing the total number of repairs that could be completed by bridge crews during 2013. This is not unusual for this activity, as the cost and duration to perform one repair can substantially impact the overall statewide score.
- Slope Repair – The target was an A, and we achieved an A-. We will assess as the biennium continues to determine if additional resources should be directed to meet the A target.

- Pavement Striping –The target was a B- and we achieved a C+. This was in part because some funds originally planned for this activity had to be shifted to address emergent, critical bridge washing needs. As a result, we may not be able to achieve the target by the end of the biennium.
- Ditch Maintenance – The target was a B+ and we achieved a B. Similar to slope repair, we'll assess at the biennium continues to determine if additional resources should be directed to meet the B target.

We have also attached a copy of supplemental background information regarding each of the maintenance activities listed above. If you have any questions or wish to discuss this further, please contact me at (360) 705-7851.

Sincerely,



Chris Christopher
Director, WSDOT Maintenance and Operations

cc: David Schumacher, OFM
Mary Fleckenstein, JTC
Robin Rettew, OFM
Erik Hansen, OFM
Clint McCarthy, STC
Alyssa Ball, HTC
Allison Camden, WSDOT
Doug Vaughn, WSDOT