

Action Step Number	Finding	Rec.	Status of Action Steps Congestion Performance Audit	Lead	Done	Projected date of completion with current budget	Budget Impact	Needs Legislation
C1.1	1	1	A group evaluating how congestion relief is budgeted and reported is due to be completed in June 2008.	OFM, Amy Arnis		June 2008		
C1.2	1	1	Performance measures for congestion were addressed in the first Attainment Report, as described further under Step C8.5 below	Dave Dye	Done			
C2.1	2	2	WSDOT evaluated active traffic management in 2007, including speed harmonization, and provided multiple presentations to the legislature on options for the Central Puget Sound. Further work has continued and can be provided to the legislature in 2009.	Dave Dye	Done			
C2.2	2	2	WSDOT will begin reporting on the effectiveness of HOT lanes in Fall 2008.	Dave Dye		Fall 2008		
C2.3	2	2	WSDOT will continue to convene local and state interests on a regular basis to exchange information and ideas about tolling policies, practices, and strategic initiatives and present them to the Governor and the Legislature by June 2008.	Dave Dye		June 2008		
C2.4	2	2	WSDOT presented various tolling scenarios that had been evaluated to date for the Urban Partnership Project to the legislature during January 2008. Through continued work on the Urban Partnership Project and the efforts defined in ESHB 3096, additional information on tolling and active traffic management will be provided in the 2009 legislative session.	Dave Dye	Done			
C3.1	3	3	WSDOT discussed opportunities to address long standing traffic chokepoints with strategic operational improvement projects through Seattle and greater Puget Sound with the Legislature in the 2008 session. This information is available on WSDOT's website. http://www.wsdot.wa.gov/NR/rdonlyres/A8FFEB01-8557-44F8-D79B3D5AFDC6AAB03B/0/i5ReconstructFolio_01312008.pdf	Dave Dye	Done			
C4.1	4	4	This recommendation is not within WSDOT's control					Yes
C5.1	5	5	OFM and WSDOT will assess new multi-modal investment trade-off methodologies before the preparation of the 2009-11 budget and evaluate how congestion relief is budgeted and reported.	Dave Dye		2009-11 Budget Request		
C6.1	6	6	Addressed in Response to recommendations 1 and 5.	Dave Dye		2009-11 Budget Request		
C7.1	7	7	This has been completed and is publicly available: http://www.wsdot.wa.gov/planning/HSP	Dave Dye	Done			
C8.1	8	8	In progress. Initial findings include: On 11/5/07, the treasurer of the Georgia Department of Transportation stated: "We used to have a program we called Congestion Relief. We have learned that that is no longer even possible. The best we can hope for is mobility, a guaranteed commute along specific corridors, for those who want to pay for it."	Dave Dye		Ongoing		
C8.2	8	8	WSDOT will evaluate a comprehensive highway performance measurement tracking system to provide specific and timely congestion performance information, and will submit this as a decision package in the 2009-11 biennium.	Dave Dye		2009-11 Budget Request		
C8.3	8	8	This action will be completed for consideration in the 2009-11 biennial budget.	Dave Dye		2009-11 Budget Request		

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C8.4	8	8	WSDOT will evaluate the Urban Partnership Agreement to determine which measures are needed to assess project effectiveness, and will be completed by Summer 2009.	Dave Dye		Summer 2009		
C8.5	8	8	Available: http://www.ofm.wa.gov/performance/trans_progress_report_draft012908.pdf Measures include : 3.1 Travel times on the most-congested state highways; 3.2 Hours of delay on the most-congested state highways; 3.3 Reliable travel times on the most-congested highways around Puget Sound; 3.4 Percentage of commute trips taken while driving alone; 3.5 Average length to clear major incidents lasting more than 90 minutes on key highway segments; Measure 3.6 Freight (TBD); Measure 3.7 Ferries Percent of trips on time and ridership; Measure 3.8 Percent of trips on time and ridership on state- supported Amtrak Cascades	Dave Dye	Done			
C9.1	9	9	This action is ongoing: WSDOT is continuing to collaborate with local governments through Puget Sound Regional Council	Dave Dye		Ongoing		
C9.2	9	9	WSDOT's April GMAP report addresses signal retiming, and discusses ongoing work with PSRC on this important effort.	Dave Dye	Done			
C10.1	10	10	WSDOT will report on the preliminary results from the HOT lane pilot project in the 2009 legislative session.	Dave Dye		2009 legislative session.		
C10.2	10	10	Examine potential projects that could use system management strategies such as HOT lanes and speed harmonization, based on direction from the Governor and the Legislature.	Dave Dye		2009-11 Budget Request		
C11.1	11	11	This recommendation is not within WSDOT's control					Yes
C12.1	12	12	This recommendation is not within WSDOT's control					Yes
C13.1	13	13	The Commute Trip Reduction Board will report on new CTR initiatives by January 2009.	Dave Dye		January 2009		
C14.1	14	14	WSDOT will develop the telecommuting strategies identified in the Urban Partnership Agreement and evaluate the referenced CTR telework projects and will brief the Governor and the Legislature by January 2009.	Dave Dye		January 2009		
C15.1	15	15	WSDOT will evaluate technologies to collect traffic data and make recommendations in its 2009-11 budget submittal	Dave Dye		2009-11 Budget Request		
C16.1	16	16	Complete an assessment to evaluate the potential benefits of additional operational strategies such as active travel management and intelligent transportation system investments in time for the 2009-11 budget submittal.	Dave Dye		2009-11 Budget Request		
C17.1	17	17	WSDOT will complete the traffic management software conversion by May 2008.	Dave Dye		Expected to complete by 2009-11 biennium.		
C17.2	17	17	OFM and WSDOT will work to understand the gaps in the system and what it will cost to close the gaps by Fall 2008.	Dave Dye		Fall 2008		
C18.1	18	18	Programming for the traffic management software conversion is essentially complete. The Department will complete additional work through August 2008 to assure all essential systems remain operational throughout the upgrade.	Dave Dye		August 2008 (original date: May 2008)		

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C18.2	18	18	WSDOT will evaluate the integration of freeway management systems through the use of a single point of data entry for dissemination of traffic information.	Dave Dye		Fall 2008		
C19.1	19	19	WSDOT and WSP met the target to reduce 90+ minute incidents by 5% as of 12/31/07.	Dave Dye	Done			
C19.2	19	19	WSDOT is working with WSP to expedite investigations to reduce the length of major incidents.	Dave Dye		Throughout 2008 at Governor's accountability forums		
C20.1	20	20	This action is ongoing: WSDOT continues to assess private financing structures for the most cost-effective financing alternative.	Dave Dye		Ongoing		
C21.1	21	21	This action is ongoing: WSDOT continues to assess improvements and operational efficiencies.	Dave Dye		Ongoing		
C22.1	22	22	The HOV action plan has been completed for I-5. The action plan was completed for \$190K and presents 10 options short of pricing that may improve and maintain HOV efficiency as demand continues to grow. Based on this draft of the Action Plan, additional funding is being sought to further study this issue and pursue a more refined set of issues.	Dave Dye	Done			
C22.2	22	22	This action is ongoing, with multiple dates of completion: WSDOT continues delivering funded HOV projects in the I-5 corridor	Dave Dye		Ongoing		

Congestion Audit Recommendations

- Recommendation 1: WSDOT should commit to congestion management and reduction as a primary goal.
- Recommendation 2: We recommend WSDOT continue to use all tools at its disposal to mitigate the growth in traffic congestion recognizing the relative contributions each tool can make, its benefits, and associated costs with a focus on generating maximum congestion relief.
- Recommendation 3: WSDOT should reduce weaving and other traffic conflicts across the Puget Sound freeway network focusing on: improving interchange design, eliminating some left-hand exits, reconfiguring key interchanges/freeway segments that experience significant weaving, merging, and safety hazards, adding reversible lanes where practical, and using collector/distributor configurations wherever practical.
- Recommendation 4: We recommend WSDOT accelerate design and construction of new lanes and additional capacity to address the previous 20 year deficit.
- Recommendation 5: We recommend WSDOT compare congestion-related goals, objectives, and benchmarks to all highway and transit-related investments.
- Recommendation 6: We recommend WSDOT elevate congestion reduction benefits in all decision-making processes.
- Recommendation 7: We recommend WSDOT better link project planning, prioritization and programming to reflect congestion reduction goals.
- Recommendation 8: We recommend WSDOT (or a new regional transportation entity) manage traffic congestion through a system of measurable performance
- Recommendation 9: WSDOT (or a new regional entity) should collaborate with the PSRC and other local jurisdictions to implement a traffic signal coordination
- Recommendation 10: We recommend WSDOT deploy future HOT lane projects aggressively if the SR 167 pilot is successful.
- Recommendation 11: We recommend the Washington State Legislature implement new legislation to facilitate the expansion of road pricing should WSDOT's
- Recommendation 12: We recommend the Washington State Legislature should empower a single body – either WSDOT or a new regional transportation entity for the Puget Sound Region – to allow for a more integrated approach to planning for congestion reduction.
- Recommendation 13: We recommend WSDOT's Commuter Trip Reduction Program be expanded to include increased financial incentives, additional financial
- Recommendation 14: We recommend WSDOT implement a telecommute program focusing on telework incentives.
- Recommendation 15: We recommend WSDOT use available technology to expand coverage of real-time traffic information to all freeways and major arterials.
- Recommendation 16: We recommend WSDOT work to fully fund operations programs that emphasize congestion management.
- Recommendation 17: We recommend WSDOT continue to improve its ramp metering system; expand it to other locations; and assess its ramp-control
- Recommendation 18: We recommend WSDOT automate all freeway management tools.
- Recommendation 19: We recommend WSDOT, in conjunction with the Washington State Patrol, improve its current incident response system through resolution of WSP staffing issues and an all agency after-action review process for every closure over 90 minutes.
- Recommendation 20: We recommend the Washington State Legislature review whether new legislation is required for public/private partnerships for
- Recommendation 21: We recommend WSDOT and the region pursue potential enhancements to I-5 in downtown Seattle.

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			Recommendation 22: We recommend WSDOT complete the core HOV network, with an emphasis on the I-5 corridor to Tacoma; consider adjusting current policy where needed in order to meet existing performance standards; and critically examine expensive interchanges and direct ramp access before additional investments.					
			Congestion Audit Findings					
			Issue 1: WSDOT does not focus on congestion as a primary goal.					
			Issue 2: WSDOT must continue to use a combination of all available tools to effectively mitigate congestion.					
			Issue 3: A legacy of outdated design practices from previous eras degrades the effective capacity of the freeway network.					
			Issue 4: WSDOT's lack of focus on general purpose capacity in the last 20 years has resulted in a shortfall in lane miles relative to population growth and traffic					
			Issue 5: Multimodal planning in the Puget Sound region is not focused on cost-effective congestion reduction.					
			Issue 6: WSDOT has not emphasized congestion reduction in its decision making process.					
			Issue 7: Project programming does not reflect clear linkages to planning and prioritization.					
			Issue 8: WSDOT is not managing congestion through a system of measurable performance objectives.					
			Issue 9: A lack of traffic signal system coordination in the Puget Sound region contributes significantly to delays.					
			Issue 10: HOT lanes offer an untapped method to use available HOV.					
			Issue 11: Current legislation limits expansion of HOT lanes and use of tolls.					
			Issue 12: No single entity in the Puget Sound region has the authority or resources to implement solutions to congestion-related issues.					
			Issue 13: WSDOT is not expanding its successful Commuter Trip Reduction Program.					
			Issue 14: WSDOT's Commute Trip Reduction Program does not include an aggressive telecommute component.					
			Issue 15: WSDOT's real-time traffic information is not available for most arterials and some key freeways.					
			Issue 16: Lack of funding limits many useful congestion-related operations projects.					
			Issue 17: WSDOT ramp metering coverage is not complete.					
			Issue 18: WSDOT manual response to freeway operations decreases efficiency.					
			Issue 19: WSP staffing issues hinder efficient incident response					
			Issue 20: The State of Washington has not taken advantage of private sector funding options.					
			Issue 21: Persistent congestion problems on I-5 through downtown Seattle will require an assessment of all potential solutions.					
			Issue 22: The Puget Sound region has an extensive HOV Network, but the policy for how it is operated has not been reviewed for some time.					