



Washington State
Department of Transportation

The Gray Notebook

Lite

WSDOT's quarterly performance report on transportation systems, programs, and department management

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Secretary of Transportation



GNB 36 Excerpts

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This *Gray Notebook Lite* provides highlights and performance topics selected from the *Gray Notebook*, WSDOT's quarterly performance report. This edition includes highlights from annual reports covering pavement preservation, maintenance activities, bicycle and pedestrian safety, environmental compliance, and fish passage barriers. Also, selected results from the fourth semi-annual travel trends report and the quarterly updates for ferries, new vessel construction, and worker safety.

An insert provides updated figures for the 2003 Nickel, 2005 Transportation Partnership Account, and the Pre-Existing Funds project delivery programs. A second insert provides information on the projects funded and supported by the 2009 federal Recovery Act.

An electronic copy of the *Gray Notebook Lite* as well as the complete edition of the *Gray Notebook* can be found at <http://www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm>

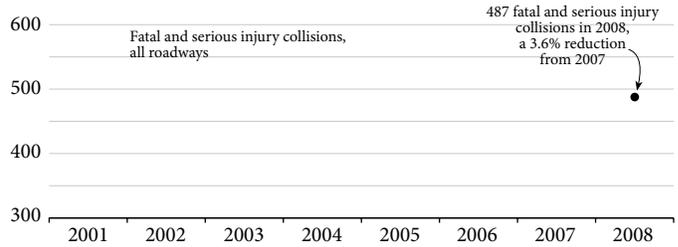
Bicycle & Pedestrian Safety

Bicycling and walking are critical components of Washington’s transportation system, serving as modes of transportation, providing connections between destinations, supporting livable communities, and reducing greenhouse gas emissions that contribute to climate change. WSDOT has set a goal of reducing the number of bicyclists and pedestrians suffering serious, disabling, or fatal crashes by 5% annually.

Between 1999 and 2008 there were 765 fatal pedestrian or bicycle collisions, accounting for 13% of all traffic deaths. The number of pedestrian fatalities decreased by one in 2008 (61 in 2008 as compared to 62 in 2007), while bicyclist fatalities decreased from 14 in 2007 to 10 in 2008. Both groups’ fatality rates have been trending downwards since 2001. Data compiled from 1999 through 2007 shows that 57% of pedestrian fatalities occurred at crossings (40% at unmarked, 17% marked), and 57% of bicyclist fatalities occurred while riding with traffic.

Statewide annual fatal and serious injury traffic collisions involving pedestrians and bicyclists

2001 - 2008



Data Source: Highways and Local Programs.

WSDOT will continue to use the planning and project developments outlined in the *2008-2007 Washington State Bicycle Facilities and Pedestrian Walkways Plan*, creating solutions that help reduce fatal and serious injuries annually. In 2009, 40 projects identified in the plan for local communities were selected to receive funding from the 2009 American Recovery and Reinvestment Act. *For the complete annual report, see pp. 5-8.*

Worker Safety

For the quarter ending December 31, 2009, WSDOT’s regions experienced an average sprain/strain injury rate of 2.7 per 100 workers. The ferry system averaged 5.1, headquarters averaged 1.4, and the agency-wide rate was 3.0. The fiscal year 2010 (FY10) goal is 2.4 agency-wide. For hearing loss injury rates, the regions averaged 0.7 injuries per 100 workers. The ferry system averaged 1.1 and headquarters had zero injuries. The agency wide rate for hearing loss was 0.6 injuries, and the agency-wide goal is 0.4 injuries.

WSDOT agency-wide strain/sprain and hearing loss injury rates

Number of injuries per 100 workers for the second quarter of FY 2010 (October 1, 2009 - December 31, 2009)

	FY 2010 goal	Current injury rate	On-track to achieve FY 2010 goal?
Sprains and strains	2.4	3.0	No
Hearing loss	0.4	0.6	No

Data Source: WSDOT Safety Office.

In terms of injury counts, WSDOT recorded 86 injuries this quarter, 13 fewer than one year ago and 16 fewer than the previous quarter.

This quarter’s Worker Safety update also provides information on the new headquarters worker safety mitigation plan and ferry system injury reduction plan. In addition, there are updates to WSDOT employee participation in the statewide Health Risk Assessment for state employees, and the agency’s new program for helping injured employees return to work. *For the complete quarterly report, see pp. 2-4.*

Mobility

Semi-Annual Travel Time Trends Report

This edition of the *Gray Notebook* contains WSDOT’s fourth semi-annual travel time trends report. This edition compares travel trends for the last six months of 2009 with the same time periods in 2007 and 2008. These time periods represent distinctly different economic conditions and trends: 2007 had the lowest area unemployment since the late 1990s; 2008 coincided with a major national and regional economic downturn; while 2009 saw a slight leveling-off of the downturn. The analysis shows:

- 2009 vs. 2007: When comparing the second half of 2009 to the same time period in 2007 (when the economy was relatively strong), travel times improved on 14 of the 18 surveyed commute routes.
- 2009 vs. 2008: Comparing July-December 2009 to the same time period in 2008 shows more mixed results, with some routes faster and about half unchanged or slower. This may indicate that the economy’s downturn has slowed but has not yet returned to the relatively strong conditions of 2007.
- WSDOT congestion relief projects are making a difference. The largest improvements in travel times were seen on I-405—Tukwila to Bellevue AM commute (13 minutes) and Bellevue to Tukwila PM commute (5 minutes)—which benefited from the completion of a series of congestion relief projects in 2009.

Commutes with the greatest change in travel times

	Average travel time in minutes*				
	2007	2008	2009	2009 vs. 2007	2009 vs. 2008
I-405: Tukwila – Bellevue (AM)	35	33	20	-15	-13
I-405: Bellevue - Tukwila (PM)	31	31	26	-5	-5

Source: Washington State Transportation Center (TRAC).

*Data note: Travel times for weekdays only; peak periods are 6-9 AM and 3-7 PM.

For the complete semi-annual travel trends report, see pp. 20-23.

WSDOT's Capital Project Delivery Program Performance Overview

Since 2003, WSDOT has delivered a total of 240 Nickel and Transportation Partnership Account (TPA) projects for \$3.675 billion, on target with the Legislative budget expectation. The Beige Pages report the agency's project delivery performance against the most recent Legislative baseline (for the quarter reported, this is the 2009-2011 budget).

WSDOT delivers 24 projects in the second quarter of FY 2010

The 24 projects – five Nickel-funded and 19 through the Transportation Partnership Account – delivered in the quarter ending December 31, 2009, brings the cumulative number of projects delivered in the biennia to 48. Eighty percent of Nickel projects, and 84% of TPA projects were completed on time, a decline for the Nickel program and an improvement for the TPA program. The percentage of projects completed within budget improved for a combined average of 96%, with 80% of the Nickel program and 100% of the TPA program delivered within budget. WSDOT's cumulative capital program delivery performance for the biennia remained steady at 83% of projects delivered both on time and on budget through the second quarter of FY 2010.

On-time and on-budget performance for individual projects remained steady

For the 240 highway projects completed from 2003 through December 31, 2009, changes from the previous quarter are:

- On-time delivery performance remained steady at 88%;
- On-budget performance improved slightly to 88%;
- On-time and on-budget project delivery performance remained steady at 78%.

54 Nickel and TPA projects under construction or advertised for construction

This quarter, 13 new projects were advertised for construction. Two projects advertised earlier than scheduled, one project was advertised late, and the remaining 10 were on time. Nine projects are pending contract award amount, but the remaining four projects have been awarded for a cumulative construction contract total of \$3.57 million.

22 projects, totaling an estimated \$745 million at completion, are set to advertise by June 30, 2010

Two significantly sized projects have budgets over \$100 million, 10 projects have budgets of \$25 million to \$100 million, and the remaining 10 are below \$25 million. Two projects were advanced, 14 are on their original schedule, and six were delayed.

Project Delivery Highlights for Nickel and TPA combined

Both Nickel and TPA programs are 100% on or under their total legislative baseline of \$3.675 billion to date.

88% of all Nickel and TPA projects combined were completed early or on time, unchanged from last quarter's results.

88% of Nickel and TPA projects combined are under or on budget, a one percent improvement over last quarter.

Combined on-time and on-budget delivery performance remained steady at 78% for both Nickel and TPA projects.

Construction Cost Trends

WSDOT's Construction Cost Index (CCI) decreased in 2009 for the first time since 1998, dropping 7.4%. From 1990 through 2001, the CCI remained fairly steady, increasing an average of 1.5% each year. From 2002 through 2009, the CCI has increased an average of 7% annually. In total, construction costs as represented by the CCI are 72% higher today than they were at the end of 2001. This volatility has made it more difficult for WSDOT to accurately predict construction material costs as well as deliver its highway construction program.

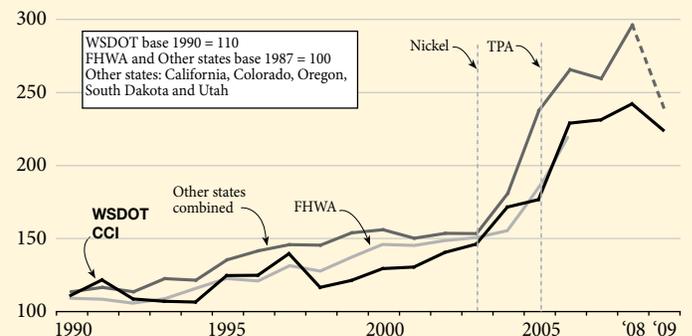
Average number of bids per project rises to 5.1 in 2009

WSDOT actively works to maximize competition for its construction projects by strategically opening bids throughout the year. In 2009, WSDOT received an average of 5.1 bids on projects, up from 4.4 bids in 2008.

Future construction cost trends

WSDOT expects that the favorable prices and increased competition experienced in the 2009 highway construction program will persist into 2010, despite the above average inflation experienced since 2002. *For the complete Construction Cost Trends report, see pp. 92-93.*

Construction Cost Indices Western states Washington State, FHWA, and selected western states 1990-2009



Data Sources: WSDOT 2009 index is for calendar year 2009. FHWA index discontinued in 2007. Other states 2009 data is the average of California, Colorado, and Utah data for quarters 1, 2, and 3 of 2009 and Oregon and South Dakota data for quarters 1 and 2 of 2009. Note: 2003 and 2004 WSDOT CCI data points are adjusted to correct for spiking bid prices on structural steel.

WSDOT's Capital Project Delivery Programs

Current 2009 Legislative Budget Performance Dashboard: Highways

Each quarter, WSDOT provides a detailed update on the delivery of the highway capital programs in the *Gray Notebook* and on the web (at www.wsdot.wa.gov). The *Gray Notebook's* Beige Pages generally do not include planning studies or projects that do not have a construction phase. Pre-Existing Funds (PEF) projects are budgeted by program for the improvement and preservation of the highway system, and the delivery of the work is reported programmatically in six categories.

WSDOT is updating its project delivery reporting in the *Gray Notebook*. Improvements will include a multi-level reporting approach, to more closely align with changing project management processes and prepare for the deployment of the new automated project reporting system. This transition has already begun, with tables reporting progress against the original 2003 and 2005 funding packages (pages 50-51). Reporting will continue to evolve over the next three quarters and, as a result, the Beige Pages will change over time.

Highway construction performance dashboard

As of December 31, 2009; Dollars in thousands

	Nickel (2003)	TPA (2005)	Combined Nickel & TPA	Pre-Existing Funds (PEF)
Total number of projects	151	240	391	500
Schedule, Scope, and Budget Summary: Results of completed projects				
Cumulative to date, 2003 – December 31, 2009	For Nickel and TPA details, see pages 56-58		See pages 88-91	
Total cumulative number of projects completed	121	119	240	
% Completed early or on time	89%	86%	88%	
% Completed within scope	100%	100%	100%	
% Completed under or on budget	89%	86%	88%	
% Completed on time and on budget	82%	74%	78%	
Baseline estimated cost at completion	\$2,346,946	\$1,349,936	\$3,696,882	
Current estimated cost at completion	\$2,329,962	\$1,345,546	\$3,675,508	
% of total program over or under budget	0.7% Under	0.3% Under	0.6% Under	
Biennium to date, 2009-11				
Total number of projects completed in 2009-11	11	37	48	112
% Completed early or on time	91%	81%	83%	-
% Completed within scope	100%	100%	100%	-
% Completed under or on budget	91%	92%	92%	-
% Completed on time and on budget	91%	78%	81%	-
Baseline estimated cost at completion	\$595,886	\$575,270	\$1,171,156	\$329,212
Current estimated cost at completion	\$573,170	\$540,451	\$1,113,621	\$285,501
Advertisement Record: Results of projects entering into the construction phase or under construction				
Cumulative to date, 2003 – December 31, 2009	For Nickel and TPA details, see pages 59-62		See pages 88-91	
Total number of projects in construction phase	11	43	54	N/A
% Advertised early or on time	73%	86%	83%	-
Total award amounts to date	\$413,439	\$429,125	\$842,564	-
Biennium to date, 2009-11				
Total advertised	1	16	17	19
% Advertised early or on time	100%	94%	94%	53%
Total award amounts to date	\$143	\$30,479	\$30,622	N/A
Advertisement Schedule for projects in the pipeline: Results of projects now being advertised for construction or planned to be advertised				
January 1, 2010 through June 30, 2010	For Nickel and TPA details, see pages 63-64		See pages 88-91	
Total projects being advertised for construction bids	5	17	22	33
% on or better than schedule	80%	71%	73%	-

Data Source: WSDOT Project Control & Reporting. * per 2005-2007 Transportation Budget, Section 603.

Recovery Act Reporting

WSDOT and local governments continue to use American Recovery and Reinvestment Act (Recovery Act) funds to improve the transportation system and create and retain jobs. Washington grant recipients have completed 88 projects receiving Recovery Act highway funds and are advancing more to construction.

The state received \$492 million for highway projects and \$179 million for transit investments following the passage of the \$787 billion Recovery Act on February 17, 2009. By the end of the quarter, 198 individual projects were certified to receive highway stimulus funds, 181 were advertised and 170 were awarded to contractors or under way.

Between October 1, 2009, and December 31, WSDOT and local governments completed 41 Recovery Act highway projects, including 10 state projects and 31 local projects. The projects improved preservation of state and local roads, expanded access for pedestrians and bicyclists, and installed rumble strips and cable median barrier devices on state highways to provide improved safety.

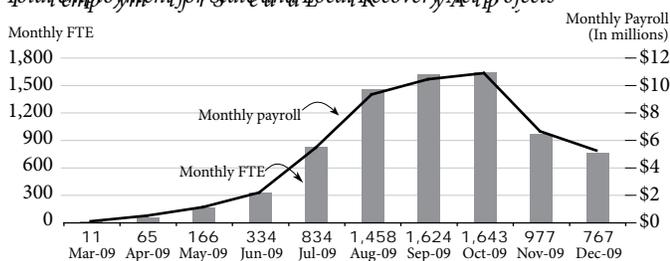
The Recovery Act required states to advance projects quickly to stimulate the economy. Washington met the June 30, 2009, deadline to obligate 50% of federal highway stimulus funds and, as of printing, 99% of state and local Recovery Act funds have been obligated to projects.

Workers have earned \$51.9 million to date

Recovery Act highway projects generated over 1.36 million labor hours and earned \$51.9 million in payroll for workers, including \$22.8 million in the last quarter. Workers earned an average of \$38 per hour for WSDOT and local Recovery Act project work.

Recovery Act employment

Total employment for State and Local Recovery Act projects*



* Due to the nature of construction work and firms working on multiple ARRA projects, a count of the number of employees may include double counting (employees working on multiple projects) and cannot be used as a "head count" of individual employees. Federal guidelines direct states to report full time equivalents (FTE) employed by state and local Recovery Act projects. WSDOT calculated these numbers based on a standard 2,080 hour work year which is equivalent to 173 hours each month.

As the graph above shows, Recovery Act employment in 2009 peaked in October when employees worked 284,000 hours and earned \$10.9 million. Due to winter weather and project completions this fall, payroll for the months of November and December declined.

Favorable bids increasing project delivery

Favorable bids reduced costs on the original Recovery Act projects enough to allow WSDOT and local governments to build more highway projects than first expected. WSDOT and local governments are using Recovery Act funds for 32 additional projects receiving about \$86 million.

By mid-July, favorable contractor bids, on average 29% below Engineer's Estimates, enabled WSDOT to apply federal stimulus funds to the Tier 2 list of projects. WSDOT identified seven additional Tier 3 projects that will receive \$12.3 million in stimulus funds; they are planned for advertisement on or before March 1, 2010.

WSDOT received \$590 million for high speed rail

In January, WSDOT received \$590 million in Recovery Act funds for the Pacific Northwest Corridor. The grants will fund projects to improve on-time performance as well as speed and reliability between the Columbia River and Canadian border. There will be considerable benefits to the region including energy savings and congestion reduction, transportation options, job creation, environmental, and economic benefits.

The corridor is one of 11 federally designated high-speed rail corridors and qualifies for grants under the President's High-Speed Intercity Passenger Rail program. The Recovery Act included \$8 billion for the new program, which represents a significant federal investment in the passenger rail transportation network.

Grants add service and fund new capital projects

The Federal Rail Administration announced the projects funded by the grant will add two daily roundtrips between Seattle and Portland, for a total of six. Other projects will include building bypass tracks to allow for increased frequency and multiple upgrades to the track and signal systems. More information on the program and grant awards is available at www.wsdot.wa.gov/funding/stimulus/passengerrail.htm.

Washington State received \$590 million to improve rail service on the Pacific Northwest Corridor. The grants include funds to provide six daily roundtrips on Amtrak Cascades between Seattle and Portland.



Recovery Act Reporting, continued

Recovery Act Progress Summary

Recovery Act-funded highway projects

Number of projects by jurisdiction; dollars in millions

Project information	State	Local	Total	Notes
Individual highway projects	40	158	198	State projects specified in the Legislative Evaluation & Accountability Program (LEAP) list. Five state and 12 local projects were added to the list and received federal approval. Six other local projects are no longer receiving funds.
Certified by Governor	40	158	198	Governor must certify that projects were reviewed and represent an appropriate investment of taxpayer dollars. Including the two safety buckets separated below, 200 projects have been certified.
Projects advertised	36	145	181	
Contracts awarded/Under construction	33	137	170	
Projects completed	20	68	88	This is an increase from 47 reported complete by September 30.
Financial information	State	Local	Total	Notes
Recovery Act dollars provided	\$340	\$152.1	\$492.1	\$4 million in state enhancement funds provided to locals. While WSDOT controls \$340 million, the total obligation authority is \$344 million.
Recovery Act dollars obligated to date	\$267	\$143.5	\$410.5	Obligated dollars represent projects approved by the federal government with an executed project agreement. The state met the requirement to obligate 50% of funds by June 29, 2009. All dollars must be obligated by March 2, 2010. As of January 29, 2010, \$477.5 million had been obligated.
Total cost of obligated projects	\$816	\$846	\$1,662	Also includes non-Recovery Act leveraged fund sources; represents total project funds positioned to enter the economy.

Data as of December 31, 2009. Data Sources: WSDOT Capital Program Development & Management Office, Highways and Local Programs Office.

Note: Project totals are cumulative, so advertised projects include projects awarded and completed, and projects awarded include projects completed.

Recovery Act-funded state highway 'bucket' projects

Number of bucket projects by type; dollars in millions

	Rumble strips	Cable median barrier	Total
Project status			
Certified by Governor	28	13	41
Projects advertised	26	7	33
Contracts awarded / Under construction	17	7	24
Projects completed	15	2	17
Financial information			
Funds available for buckets	\$3.1	\$9.2	\$12.3
Recovery Act dollars obligated	\$2.8	\$6.2	\$9.5
Total cost of obligated projects	\$2.8	\$11.5	\$14.3

Data Sources: WSDOT Capital Program Delivery & Management Office.

Recovery Act project definitions and notes

Tier 1 Priority shovel-ready projects selected for Recovery Act funding.

Tier 2 The projects originally selected for funding with Recovery Act surplus funds and/or additional Recovery Act funds.

Tier 3 Additional projects identified in December 2009 to receive surplus Recovery Act funds.

Bucket projects State projects using Recovery Act funds to address programmatic safety priorities statewide.

Obligated funds An obligation is a commitment—the Federal government's promise to pay the State for the Federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed. Obligated funds are considered "used" even though no cash is transferred.

Obligation plan: WSDOT's plan to obligate 100% by March 2, 2010 is updated regularly online. The latest changes are available at www.wsdot.wa.gov/funding/stimulus/newsletter.

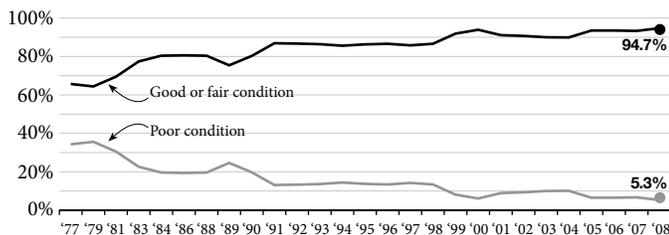
High Speed Rail:

Pavement Conditions

The annual Pavement Conditions Asset Management Report details WSDOT's effort to maintain and preserve the 18,500 lane-miles of state highway pavements. The report provides condition ratings and analysis for the three pavement types WSDOT uses: chip seal (bituminous surface treatment or BST), asphalts (including hot mix asphalt and warm mix asphalt), and concretes. For 2008, WSDOT found that 94.7% of state pavements were in good or fair condition, surpassing the state goal of 93.0%. This was an increase over the 93.3% average recorded in 2007, with a decline in the percentage of poor pavements from 6.7% in 2007 to 5.3% in 2008.

State highway pavement trends, 1977-2008

All pavement types; 1977-2008



Data Source: WSDOT Materials Lab.

Washington State Ferries Reporting

The Washington State Ferries (WSF) quarterly update provides ridership, service efficiency and reliability ratings for the ferry system during the second quarter of fiscal year 2010. Ridership was down 0.9% while farebox revenue was down 2.7% for the quarter against forecasted levels. Customer complaints dropped to 2.4 complaints per 100,000 riders, down from an average of 2.5 complaints in the previous quarter. Service reliability performance declined slightly in all measures, with the average number of missed trips (annually adjusted) increased to 3.3 per rider from 2.3 one year prior. The overall percentage of trips delivered vs. planned dropped from 99.5% in 2008 to 99.2% in 2009. On-time performance dropped to 93.4% for the current reporting quarter compared with 95.0% for the same quarter one year ago; the quarterly goal is 90%. The average sailing delay past the on-time window (10 minutes after scheduled departure) was 2.9 minutes for the current reporting quarter vs. 2.8 minutes one year prior. The table below includes all WSF performance measures by how they are reported (system-wide vs. individual route averages).

Gray Notebook performance measures and reporting

Measure	All routes	By route	Trend time period
Ridership	√		Annual
Farebox revenues	√		Annual
Customer complaints	√		Annual
Average number of missed trips	√	√	Quarterly
Trip cancellations	√		Quarterly
On-time performance	√	√	Quarterly
Average sailing delay	√	√	Quarterly

For the entire WSF quarterly update, see pp. 27-30.

The annual report also covers the critical pavement rehabilitation backlog, which reviews the number of lane-miles that now require or will eventually require rehabilitation against available and projected funding levels. To avoid increasing the backlog, WSDOT estimates that it would need to repair 7% of existing asphalt and 15% of existing chip seal pavements annually. Estimates are not as precise for concrete pavements, but 60% of the state's concrete pavement is 30 years old or older; these pavements are rated for an average life span of 20 years. There is not enough funding to rehabilitate all past-due pavement, and the preservation backlog has been growing since 2005. The 2009 American Recovery and Reinvestment Act provided \$144.5 million to help reduce the rehabilitation backlog during the 2009-2011 biennium. This work is under way and will improve conditions.

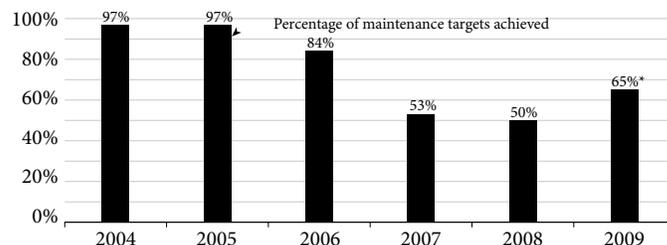
WSDOT reports that only 8% of statewide vehicle miles traveled is carried on pavements rated as having poor smoothness. Additional reporting includes WSDOT's efforts to help local communities evaluate and report pavement conditions on city-owned pavements and connectors. The 2008 *City Arterials Condition Report* shows the 3,176 centerline miles of city-managed pavements surveyed included 79% in good or fair condition and 21% in poor condition. For the complete annual report, see pp. 10-15.

Highway Maintenance

This quarter includes the annual report on WSDOT's Maintenance Accountability Process (MAP). MAP focuses on the condition of highway system assets as they relates to 31 maintenance activities' Level of Service. MAP also includes a new metric called *task completion*, which is the percentage of needed tasks completed each year. For 2009, WSDOT met or exceeded the LOS for 20 activities, or 65% of MAP targets. In 2008, WSDOT met 16, or 50%, of the LOS targets. Targets were adjusted in 2009 to align performance expectations with the changed buying power of the maintenance budget; without this adjustment 12, or 39%, of the MAP targets were met.

Statewide maintenance targets achieved

As a percentage of total, 2004 - 2009



Data Source: WSDOT Maintenance Office.

*Data note: Targets are adjusted biennially based on funding levels, 2009 represents a mid-biennial adjustment.

A backlog of maintenance tasks for highway assets has developed from recent expansion of the state highway system and the maintenance budget not keeping up with the increasing costs of program delivery. For the 2009-2011 biennium, the Legislature provided \$16.8 million to address backlogs for eight MAP activities. For the entire annual report, see pp. 16-18.

Fish Passage Barriers

The annual Fish Passage barrier report highlights WSDOT's efforts to correct or remove barriers to fish for waterways that flow under the state's highway system. Since 1991, WSDOT and the Washington State Department of Fish and Wildlife (WDFW) have worked to inventory and prioritize existing barriers for correction. When a barrier is identified as a potential candidate for correction, the two agencies conduct a joint evaluation of the site to determine what corrections are needed as well as to evaluate what type of habitat gains might occur if the correction is completed. Finally, if funding is available for the project, construction will take place within the appropriate in-stream work windows.

To date, WSDOT has corrected or modified 238 barriers. Since the last annual report, 20 barrier projects have been completed-- eight in 2008 and twelve in 2009. Most were completed with dedicated environmental corrections funding from the Pre-Existing Funds (PEF) program. Several projects were done as part of mobility and safety projects financed by the 2003 Nickel or 2005 TPA funding

packages, and one was corrected as a result of emergency repairs for a washed out road. In all, these 238 barriers have resulted in 755 linear miles of upstream habitat gain for spawning salmon and trout. *For the entire report, see pp. 34-36.*



Before and After pictures of a barrier correction on SR 532 over Bruce Creek near Maple Falls. The 4-foot round culvert (left) was replaced with a 15-foot wide box culvert (right).

Environmental Compliance

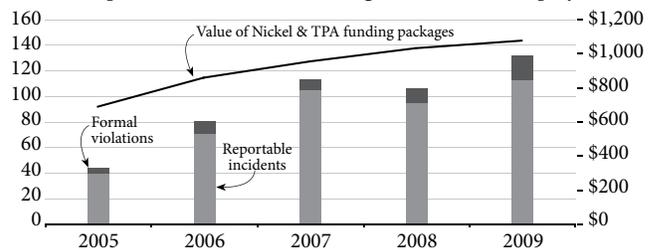
The annual Environmental Compliance report details WSDOT's efforts to comply with environmental regulation and protect the environment while completing projects, maintenance activities, and ferry operations. The article focuses on reportable events of potential or known non-compliance of standards or practices, and formal violations, where WSDOT is officially cited and/or fined for events that exceeded or violated environmental standards.

In 2009, WSDOT had 113 reported events, 18 more than 2008. Eighty-nine of these events (79% total) involved water quality issues, including high turbidity (water clarity), pH levels (acidity or alkaline levels), or spills. Other reportable events resulted from impacts to wetlands, air and noise quality, fish habitat, hazardous materials, and a few designated as 'other'. The increase in reportable incidents is attributed to both an increase in projects associated with the current peak of project construction, and new and enforcement processes from the Washington State Department of Ecology. WSDOT

received 19 formal violations in 2009, 11 more than last year. There were no fines issued to WSDOT as a result of any of the 2009 violations. *For the entire annual report, see pp. 37-38.*

Number of environmental compliance events recorded annually vs. the value of the capital project delivery program, 2004 - 2005

Number of reportable compliance events and formal violations vs. annual value of the 2003 Nickel and 2005 Transportation Partnership Account's (combined) budgeted construction projects¹



Data Sources: WSDOT Environmental Services Office, Capital Program Development & Management Office.

¹ 2008 Dollars, in millions.

How to find performance information

The electronic subject index gives readers access to current and archived performance information. This comprehensive index is easy to use and instantly links to every performance measure published to date. Measures are organized alphabetically within program areas. A click on the subject topic and edition number provides a direct link to that page. A copy of the subject index is also provided in the back of each *Gray Notebook* edition. To access the index electronically, visit: <http://www.wsdot.wa.gov/Accountability/GrayNotebook/SubjectIndex.htm>

The information presented here is a snapshot of what you'll find in the full version of *Gray Notebook* 36. The full version for the quarter ending December 31, 2009 is available on line at: <http://www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm>

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