

# The Gray Notebook

# Lite

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

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## GNB 37 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 safety rest areas, freight, aviation, water quality, and wetlands protection as well as quarterly updates for Washington State Ferries, Amtrak *Cascades*, worker safety, and worker training.

An insert provides updated figures for the 2003 Nickel, and the 2005 Transportation Partnership Account 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 [www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm](http://www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm)

## Safety

### Safety Rest Areas Annual Safety Report

WSDOT operates 47 safety rest areas statewide, giving fatigued drivers an opportunity to leave the highway to refresh themselves, stretch, or make a phone call. In 2009, the system saw a net increase of 7% (21.8 million users) over visitor figures for 2008 (20.2 million users). Eighteen facilities saw more visitors in 2009, with increases from 4% to 78%. One facility, the I-5 SeaTac northbound, doubled the number of visitors with 894,318 more visitors than in 2008, for a total of 1,778,280 visitors in 2009 (a 50% increase). WSDOT also increased the number of truck parking spaces by 38 in 2009 to 580 statewide. Truck parking facilities, including those at safety rest areas, are a critical component of WSDOT's efforts to address highway safety and economic vitality across the state's highway system. *See pp. 7-8 for more information.*

#### Safety rest area visitation data, 2006-2009

Year	Total visitors	Change from previous year
2005	21,306,943	--1
2006	21,571,000	1% ▲
2007	20,884,596	-3% ▼
2008	20,273,428	-3% ▼
2009	21,788,595	7% ▲

Data Source: WSDOT Maintenance Office

1 2006 was the first year WSDOT used water usage as the primary evaluation tool to estimate user visitation, prior estimates used a different metric, and are not compared.

## Preservation

### Safety Rest Area Annual Preservation Report

The Safety Rest Area Preservation Annual Report covers facility conditions, user feedback, along with current and future improvement projects. WSDOT's Maintenance Accountability Process (MAP – *see pp. 16 of Gray Notebook 36*) assigns a Level of Service (LOS) ratings to each of the 33 MAP categories, rating the annual level of performance of maintenance activities against budget levels. For 2009, WSDOT's safety rest area's LOS rating dropped to a B- from a B (in 2008). WSDOT attributes the decline in performance to a 10% decrease in janitorial services from the year prior. This is the first drop in the safety rest area's LOS rating since 1999.

Each year, visitors fill out comment cards on safety rest area conditions and amenities. For 2009, 87% of users rated their experiences as either "very good" or "good", a 5% decrease from 2008. The 13% that found their experience to be "satisfactory" or "unsatisfactory" reported a need for more restroom stalls, vending services, and dissatisfaction with cleanliness levels. *See pp. 10-11 for more information.*

#### User satisfaction with safety rest area facilities

Rating	2008	2009
Very good	49%	44%
Good	43%	43%
Satisfactory	7%	8%
Unsatisfactory	<1%	5%

Data source: WSDOT Facilities Office.

### Worker Safety Quarterly Update

The quarter's Worker Safety Report covers WSDOT's efforts to reduce the frequency of common and preventable injuries in the workplace. For fiscal year 2010, WSDOT is focusing on hearing loss and strain/sprain injuries across the regions and at headquarters. To date, audio testing has been completed for three organizational units, none of which are on track to meet the hearing loss goal.

For strain/sprains, WSDOT had an agency wide injury rate of 2.7 per 100 workers in Q3, 0.5 higher than the goal of 2.2 injuries for fiscal year 2010. Though organizational units are in general not on track to meet the new strains and sprains goal, fewer injuries have been recorded to date compared to FY 2009. WSDOT is analyzing these preliminary results and will report in a future *Gray Notebook*. *See pp. 2-4 for more information.*

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

Number of injuries per 100 workers for the third quarter of FY 2010

	FY 2010 goal	Current injury rate	On-track to achieve FY 2010 goal?
Sprains and strains	2.2	2.7	No
Hearing loss	0.4	NA	Testing not complete

Data Source: WSDOT Safety Office.

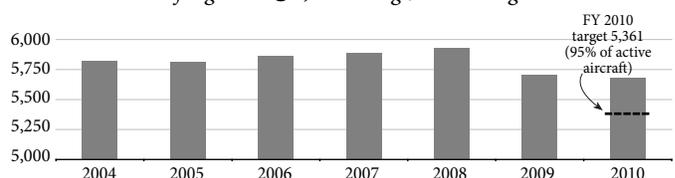
Audio testing is conducted over the course of the year. Fiscal year 2010 results will be published in a future *Gray Notebook*.

## Mobility

### Aviation Annual Report

The annual Aviation report covers aviation grants, aircraft registrations, search and rescue operations, and runway pavement condition assessments. For fiscal year 2010, WSDOT awarded 41 aviation grants to help support runway pavement rehabilitation, safety, security, and planning needs. In all, \$12.4 million was awarded, including \$11.2 million in federal funds, \$889,000 in state, and \$453,000 in local matching grants or in-kind contributions. For aircraft registrations, WSDOT met its goal of registering 90% or more of the state's active aircraft by January 1, 2010. WSDOT registered 5,684, or 95% of active aircraft statewide. WSDOT is also required to coordinate air search-and-rescue operations. In 2009, 144 operations were carried out. Federal funding for the triennial pavement conditions assessment is now available and the results will be reported on in the 2011 Aviation Annual Report (*Gray Notebook 41*). *See pp. 18-20 for more information.*

#### Number of aircraft registrations, 2004 - 2010



Data source: WSDOT Aviation.

# WSDOT's Capital Project Delivery Program

## Highway Construction: Nickel and TPA Project Delivery Performance Overview

### Expanded reports show WSDOT's progress on transportation budgets

As reported in last quarter's *Gray Notebook 36*, WSDOT has further refined the reporting format and information provided to communicate performance results in delivering the 2003 Nickel and 2005 TPA transportation packages in the Beige Pages. This edition continues this series of refinements, offering new information as well as data that readers are already familiar with in updated formats.

### Revised dashboard shows progress against 2010 Transportation Budget and includes individual programmatic and bucket projects

The 2010 Supplemental Transportation Budget signed into law by Governor Gregoire on March 30, 2010, directs WSDOT to develop and construct a specified list of projects in the course of the biennium. The greater part of these line-item projects were itemized in the original 2003 and 2005 Nickel and TPA programs (see below). Some projects may be newly added, reflecting changing needs and priorities, while some projects that were present in previous budgets are no longer listed because they are already complete.

To provide a comprehensive account of the entire program in the current Transportation Budget, the Beige Pages' tables will now account for individual projects that may have been previously reported as one "bucket" of projects or as a project "bundle." The tables now reflect these individual "unbundled" projects from programmatic budget items (such as guardrail improvements, fish passage, or the Bridges Seismic Retrofit Program), and more clearly identify subprojects within mega-projects (such as the Alaskan Way Viaduct project).

By "unbundling" these previously rolled-up projects, the total combined number of projects in WSDOT's capital project delivery program has increased, from 391 to 421. The table below shows how the total of 421 is composed.

Program element	Number of projects	Value of program (\$ in thousands)
Projects completed in earlier biennia that are <i>not</i> included in the current Transportation Budget	70	\$241,743
Projects completed that are included in the current Budget	194	\$3,468,014
<b>Subtotal of completed projects</b>	<b>264</b>	<b>\$3,709,757</b>
Projects included in the current Budget that are not yet completed	157	\$11,725,544
<b>Total</b>	<b>421</b>	<b>\$15,435,301</b>

### Progress against the Original Program lists in the 2003 and 2005 funding packages

This edition continues the presentation of status reports on the 2003 and 2005 LEAP (Legislative Evaluation & Accountability Program) lists; the tables on pages 71 and 72 address all budget items including highway and other modes, pre-construction and environmental studies, that were listed in the original funding packages. In addition, they address performance against scope and original appropriation, so these elements are no longer shown in the Schedule & Budget tables on page 64.

Immediately following those pages are WSDOT's financial planning reports, showing actual revenue against planned revenue for both the Nickel and TPA programs.

### Project Delivery Highlights for Nickel and TPA combined

WSDOT has refined its method of presenting the projects in the Nickel and TPA capital projects program, "unbundling" projects from programmatic budget items and identifying subprojects.

WSDOT will continue to report performance against budget and schedule, using the revised project numbers.

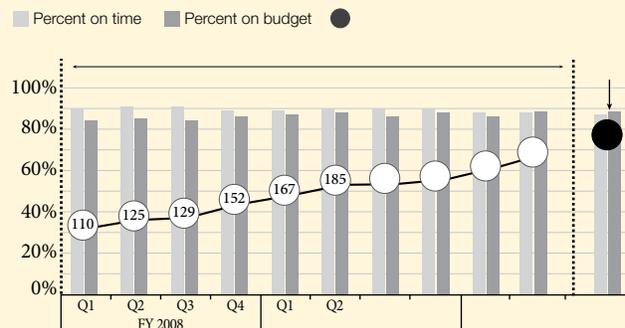
89% of all Nickel and TPA projects combined were completed early or on time.

91% of Nickel and TPA completed projects combined are under or on budget.

82% of Nickel and TPA completed projects were both on time and on budget.

### Nickel and TPA projects

264 of 421 projects completed as of March 31, 2010



Data source: WSDOT Capital Program Development & Management.

# WSDOT's Capital Project Delivery Programs, continued

## Current 2010 Legislative Transportation Budget: Highways

### Highway construction performance dashboard

As of March 31, 2010; Dollars in thousands

Combined Nickel and TPA programs	Number of projects	Value of program
Projects completed in earlier biennia that <i>are not</i> included in the current Transportation Budget	70	\$241,743
Projects completed that <i>are</i> included in the current Transportation Budget	194	\$3,468,014
Projects included in the current Transportation Budget but not yet completed	157	\$11,725,544
<b>Total number of projects<sup>1</sup> in Improvement &amp; Preservation budget<sup>2</sup></b>	<b>421</b>	<b>\$15,435,301</b>

**Schedule and Budget Summary:** Results of completed projects in the current Transportation Budget detailed on page 64.

	Combined Nickel & TPA
<b>Number of projects in current Transportation Budget completed to date: 2003 – March 31, 2010</b>	<b>264</b>
Percent completed early or on time	89%
Percent completed under or on budget	91%
Percent completed on time and on budget	82%
Baseline estimated cost at completion	\$3,712,802
Current estimated cost at completion	\$3,709,757
Percent of total program over or under budget	0.08% Under
<b>Total number of projects completed in 2009-11 biennium to date</b>	<b>50</b>
Percent completed early or on time	86%
Percent completed under or on budget	94%
Percent completed on time and on budget	84%
Baseline estimated cost at completion this biennium	\$1,249,837
Current estimated cost at completion this biennium	\$1,247,701

**Advertisement Record:** Results of projects entering into the construction phase or under construction detailed on pages 65-69.

	Combined Nickel & TPA
<b>Total cumulative number of projects in construction phase to date, 2003 – March 31, 2010</b>	<b>60</b>
Percent advertised early or on time	85%
<b>Total number of projects advertised for construction in 2009-11 biennium to date</b>	<b>7</b>
Percent advertised early or on time	86%

**Projects To Be Advertised:** Results of projects now being advertised for construction or planned to be advertised, detailed on page 70.

	Combined Nickel & TPA
<b>Total projects being advertised for construction bids April 1, 2010 – September 30, 2010</b>	<b>11</b>
Percent on or better than anticipated advertisement schedule	82%

### Budget status: 2009-2011 biennium

Dollars in thousands

Budget amount for 2009-2011 biennium	WSDOT biennial budget
	<b>\$3,234,650</b>
Actual expenditures to date 2009-2011 biennium	\$884,018
Total 2003 Transportation Funding Package (Nickel) expenditure	\$258,646
Total 2005 Transportation Partnership Account (TPA) expenditure	\$466,543
Total Pre-Existing Funds (PEF) expenditure <sup>3</sup>	\$158,829

Data source: WSDOT Capital Program Development & Management.

1. This project total has been updated to show "unbundled" projects which may have been previously reported in programmatic construction program buckets (such as Roadside Safety Improvements or Bridges Seismic Retrofit). See page 61.

2. Per the 2005-2007 Transportation Budget, Section 603.

3. For full details of the PEF program, see pages 86-89.

# Recovery Act Reporting

The American Recovery and Reinvestment Act (Recovery Act) is providing Washington and its local governments with well over \$1.3 billion for transportation investments that will improve the movement of people and goods, as well as create and retain jobs. The Recovery Act included \$492 million for highway projects and \$179 million for transit investments in the state. While the initial projects are completed or under construction, WSDOT is preparing to implement additional federal stimulus funding.

## WSDOT received funding for high-speed rail

In January, the Federal Rail Administration (FRA) announced that Washington received \$590 million in Recovery Act funds for the Pacific Northwest Corridor. The projects funded by these grants will improve on-time performance, speed, and reliability between the Columbia River and the Canadian border. The projects will bring considerable benefits to the region, including energy savings and congestion reduction, transportation options, job creation, and 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 nation's passenger rail transportation network. Nationwide, 31 states and 13 corridors received funding for high-speed passenger rail service.

In March, WSDOT proposed a list of five projects worth \$311 million that could begin construction in 2010 and be completed by 2011 or 2012. Five additional projects and the purchase of a new train were proposed as part of WSDOT's plan beyond the 2010 construction season.



WSDOT received \$590 million in High-Speed Intercity Passenger Rail Program funding for improvements to services in Washington.

## Spokane and Seattle projects win TIGER grants

On February 17, 2010, U.S. Transportation Secretary Ray LaHood announced that Washington received \$65 million in TIGER grants. A \$35 million WSDOT North Spokane Corridor project was funded as part of a \$1.5 billion discretionary surface transportation grant program called TIGER, or Transportation Investments Generating Economic Recovery. TIGER grants provided funding for 51 projects nationwide,

The project will build 3.7 miles of the southbound lanes on the North Spokane Corridor/US 395 between Frances Avenue and Farwell Road as part of a project designed to improve north-south traffic flow through Spokane. The project was advertised on March 22, and is scheduled for completion in late 2011.

The city of Seattle also received \$30 million from the competitive TIGER grant program in February, for improvements to Seattle's Mercer Street Corridor. The project was also advertised in March and is scheduled for construction this year.

## Highway project delivery under way

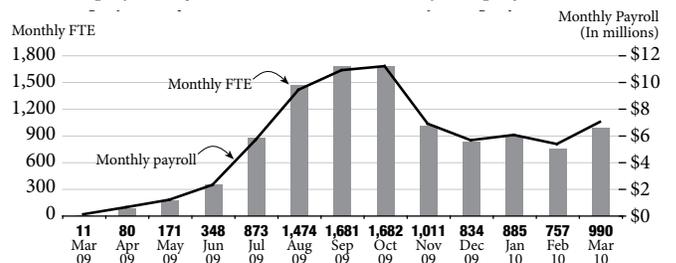
WSDOT and local governments continue to complete and advance projects. By March 31, 2010, 209 projects had been certified for stimulus funding, including 99 that were completed.

On February 19, Washington met the March 2, 2010, deadline to obligate 100% of federal highway stimulus funds. If the current projects result in unused Recovery Act funds, states have until September 30, 2010, to obligate additional money to other stimulus projects.

The projects are continuing to generate payroll for workers in Washington. Recovery Act highway projects have provided more than 1.8 million hours of employment and \$72 million in payroll, including \$18.3 million in the last quarter. Workers have earned an average of \$38 an hour on state and local projects. As the table shows, labor hours and payroll declined from last quarter, primarily due to winter weather that closed work sites and project completions.

## 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.  
Data source: Monthly Recovery Act employment data is collected from contractors, subcontractors, and WSDOT, then uploaded to the FHWA Recovery Act Database (RADS).

# Recovery Act Reporting, continued

## Recovery Act-funded highway projects through March 31, 2010

Number of projects by jurisdiction; dollars in millions

Project information	State	Local	Total	Notes
Individual highway projects	47	162	209	State projects specified in the Legislative Evaluation & Accountability Program (LEAP) list. Fifteen state and 21 local projects were added to the list and received federal approval. Six local projects are no longer receiving funds.
Certified by Governor	47	162	209	Governor must certify that projects were reviewed and represent an appropriate investment of taxpayer dollars. Including the two safety buckets separated below, 211 projects have been certified.
Projects advertised	47	157	204	
Contracts awarded/Under construction	42	151	193	
Projects completed	21	78	99	This is an increase from 88 reported complete as of December 31, 2009.
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, its total obligation authority was \$344 million.
Recovery Act dollars obligated to date	\$340	\$152.1	\$492.1	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 source: WSDOT Capital Program Development & Management Office, Highways and Local Programs Office. Data as of March 31, 2010.

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

## Recovery Act-funded state highway 'bucket' projects through March 31, 2010

Number of bucket projects by type; dollars in millions

Project status	Rumble strips	Cable median barrier	Total
Certified by Governor	28	13	41
Projects advertised	28	13	41
Contracts awarded / Under construction	28	10	38
Projects completed	15	6	21
Financial information			
Funds available for buckets	\$3.1	\$9.2	\$12.3
Recovery Act dollars obligated	\$2.9	\$8.9	\$11.8
Total cost of obligated projects	\$3.0	\$11.5	\$14.5

Data source: 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.

**Next Obligation deadline:** Funds that were obligated by March 2, 2010 can be removed and obligated to other projects by September 30, 2010. Some funds may be moved as contracts are closed and following favorable bids.

**Newsletter:** The latest information on stimulus projects is at [www.wsdot.wa.gov/funding/stimulus/newsletter](http://www.wsdot.wa.gov/funding/stimulus/newsletter).

## Recovery Act employment

Monthly from October 2009 to March 2010; Totals from March 2009 to March 2010; dollars in millions

	October	November	December	January	February	March	Total
Labor hours	290,971	174,965	144,326	153,068	130,888	171,263	1,867,991
Payroll value	\$11.2	\$6.7	\$5.6	\$6	\$5.3	\$7	\$72.1
Monthly FTE*	1,682	1,011	834	885	757	990	—
Individuals paid with Recovery Act funds	6,626	4,961	3,608	3,500	3,329	3,857	—

Data Source: Monthly Recovery Act employment data is collected from contractors, subcontractors, and WSDOT then uploaded to the FHWA Recovery Act Data System (RADS). Hours and payroll reflect combined state and local data.

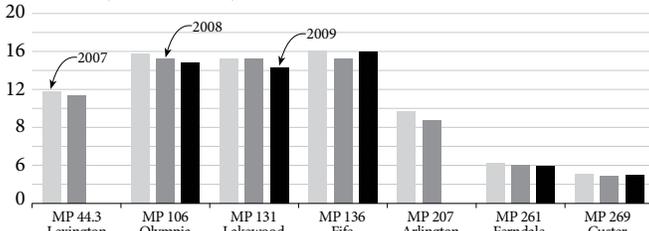
\* Note: The number of full time monthly equivalent (FTE) jobs is calculated on a 2,080 hour work-year. October, November, and December data has been revised since the December 31, 2009, *Gray Notebook*. More information is available on-line at [www.wsdot.wa.gov/funding/stimulus/measuredeployment](http://www.wsdot.wa.gov/funding/stimulus/measuredeployment).

### Trucks, Goods, and Freight Annual Report

Truck freight volumes in Washington have shown steady, long-term increases; although 2008 saw the first annual decrease, volumes have begun to rise again slightly in 2009. Commercial truck registrations are down 6.5% in Washington for 2009, which may be due in part to the recession.

#### I-5 average daily number of trucks by milepost

2007-2009\* (South to North); Number in thousands



Data source: WSDOT Transportation Data Office.

\* 2009 data for MP 44.3 Lexington and MP 207 Arlington is unavailable.

#### Truck border crossings decrease nearly 8%

For western Washington crossings, which handle 80% of cross-border traffic, truck crossings are down 7.6% for 2009. At the 10 largest crossings on the Washington/Canadian border, truck crossings are down 8.6% on average.

### Truck freight performance measure pilot project

It is now feasible and cost effective to use GPS data to track trucks and to develop performance measures. GPSs can capture a truck's travel routes, times, and speeds on the road network and locate the location and amount of delay. WSDOT is collecting daily data for 2,500 trucks in the Puget Sound region to determine the cause of truck delays, identify freight bottlenecks, and observe truck movement.

### Marine, Rail, and Air Freight

Other freight modes report mixed performance. Marine container volumes through the ports of Seattle and Tacoma are down 12.5% for 2009. Rail freight growth is projected, despite a small decrease in rail-tonnage in 2008. Air cargo tonnage grew 5% between 2007 and 2008, with Washington's three largest airports (Sea-Tac, Boeing Field/King County, Spokane) handling nearly all of the volume.

### CVISN saves truckers time and money

The Commercial Vehicle Information Systems and Networks (CVISN) is a system that allows trucks with transponders to bypass weight stations. The CVISN system saved Washington truckers 87,000 hours of travel time and an estimated \$6.5 million dollars in 2009. The number of trucks equipped with transponders increased 3.2% to 21.5% overall, but the overall percentage of trucks bypassing weigh stations remained fairly steady at 81.7%. See pp. 46-54 for more information.

## Mobility

### Rail Quarterly Update

Washington is one of 13 states to provide operating funds to Amtrak for intercity passenger rail service. Amtrak *Cascades* train operations span 466 miles of rail between Eugene, Oregon and Vancouver, B.C.

#### First quarter ridership sets new record high

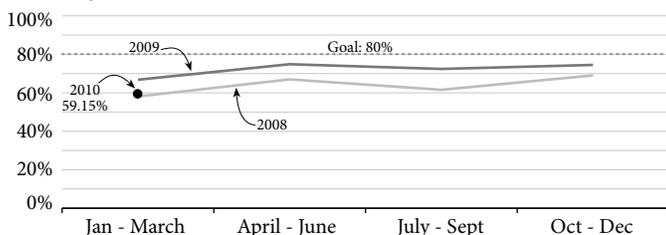
State-supported Amtrak *Cascades* service demonstrated record growth in ridership during the first quarter of 2010, with a 22.4% increase compared to the first quarter of 2009. This record high ridership can be attributed to an additional train and the 2010 Olympics held in Vancouver, B.C. Ticket revenues for Amtrak *Cascades* trains rose 43%, when compared to the same period in 2009. As ticket revenue and ridership are closely correlated, record ridership this quarter explains much of the increase in ticket revenues.

#### Average on-time performance down for the quarter

On-time performance for Amtrak *Cascades* trains was 59.15% for the first quarter of 2010 compared to 66.81% in the first quarter of 2009, a decrease of 7.7%. The on-time performance goal for Amtrak *Cascades* trains is 80%. See pp. 25-26 for more information.

### State-supported Amtrak Cascades on-time performance

Percent of trains on time, 2008-2010 - Goal is 80% on-time arrivals



Data source: Amtrak and WSDOT State Rail and Marine Office.

### Washington State Ferries Quarterly Update

This quarter's Washington State Ferries update includes ridership, farebox revenue, service reliability, and customer feedback performance. Ridership was 2.6% below planned levels, while farebox revenue was 0.5% below plan. The ferry system had fewer missed trips during the third quarter (122) when compared with the same quarter one year ago (217). Overall, 99.7% of all scheduled trips were completed during the quarter. On-time performance declined to 91.5% for the system, compared to 96.7% last year, however, the average sailing delay remained the same at 2.5 minutes past the on-time window (departing within 10 minutes of the scheduled time). Customer complaints increased to 5.5 per 100,000 riders, nearly double the rate (2.4) one year ago. See pp. 27-30 for more information.

### Washington State Ferries quarterly performance

Fiscal year 2010, Quarter 3 (January 1, 2010 - March 31, 2010)

Measure	Result	Change
Total ridership	4,889,016	▼
Total farebox revenues	\$29,606,955	▼
Average number of complaints per 100,000 customers	5.5/100,000	▼
Overall trip reliability	99.7%	▲
Missed trip index rating (annualized)	1.3 missed trips per rider	▲
On-time performance rating	91.5%	▼
Average sailing delay	2.5 minutes	--

Data source: WSDOT Ferry System.

## Water Quality Annual Report

This edition of the *Gray Notebook* includes a comprehensive update on water quality programs at WSDOT. Included are updates on stormwater facilities, erosion control preparedness, and construction site water quality.

### Stormwater facilities and permits

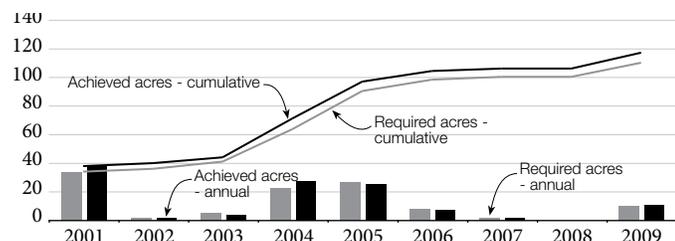
Stormwater management reduces pollutants in Washington's streams and rivers, contributes to Puget Sound and salmon recovery efforts, and reduces downstream flooding and erosion. WSDOT constructs stormwater facilities according to federal and state laws and permit requirements. In 2009, WSDOT was issued a new permit by the Washington State Department of Ecology for constructing stormwater treatment facilities in more than 90 additional urbanized areas when highway projects result in significant modifications from the pre-existing design. The permit's coverage area encompasses 40% of the state-managed centerline highway miles (a total of 1,600 miles), which is a significant increase in terms of statewide coverage under the previous permit issued in 2004. *See pp. 32-38 for more information.*

## Wetlands Protection Annual Report

WSDOT designs transportation projects to avoid or minimize wetland disturbance. Since 1988, WSDOT has established, enhanced, or restored 177 wetland sites covering 796 acres. Both federal and state wetlands policies address a concept known as 'No-Net-Loss', where wetlands that are removed for projects are replaced later, so that the total acreage does not decrease. Since 2001, WSDOT has achieved 'No-Net-Loss', creating 106% of the necessary acreage for replacement wetlands. *See pp. 42-44 for more information.*

### WSDOT wetland mitigation acres achieved, 2001-2009

Number of acres achieved vs. required, annual & cumulative



Data source: WSDOT Environmental Services.

## How to find performance information

The electronic subject index on line 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: [www.wsdot.wa.gov/Accountability/GrayNotebook/SubjectIndex.htm](http://www.wsdot.wa.gov/Accountability/GrayNotebook/SubjectIndex.htm)

## Construction site water quality

WSDOT regularly reports on water quality samples taken from projects involving in-water work. In 2009, 108 samples were taken, with 97% (105 samples) in compliance. Additionally, WSDOT evaluates stormwater from project sites to ensure that turbidity is at or below acceptable levels. For 2009, 84% of samples taken were acceptable. The other 16% of samples did exceed acceptable thresholds for turbidity. They were corrected by modifying Best Management Practices put in place to control turbidity in construction site stormwater. *See pp. 39 for more information.*

## Erosion control preparedness.

Each year, WSDOT selects a number of active construction sites to evaluate its preparedness for erosion control against the project's erosion control plan and the department's erosion control measures. For 2009, 16 sites were evaluated, but experienced mixed results compared to the 2008 evaluations. In 2008, all 12 measures were rated as stable or improving compared with 2007, and all were rated as "Excellent". In 2009, four measures experienced decreases, five were stable, and three saw improvement. No measure in 2009 was rated below "Fair". *See pp. 40-41 for more information.*

## Stewardship

### Workforce Levels and Training Quarterly Update

As of March 31, 2010, there are 7,529 full-time employees in the department, 30 more than the previous quarter. This increase is attributable to a number of non-permanent employees being converted to permanent.

For required diversity training of all WSDOT employees, the department exceeded its goal of 90% attendance for those requiring training for the three courses. Performance was mixed for required policy training of all WSDOT employees: only one program met the 90% goal: violence that affects the workplace, while the other three programs were below goal (65%-80%). For maintenance and safety training compliance, the department fell short of the 90% goal, with 79% maintenance attendance and 78% safety attendance. Only one of the six regions and headquarters met the 90% goal (Southwest). *See pp. 92-93 for more information.*

The information presented here is a snapshot of what you'll find in the full version of *Gray Notebook 37*. The full version for the quarter ending March 31, 2010, is available on line at: [www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm](http://www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm)

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