

# The Gray Notebook

# Lite

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

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## GNB 34 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 articles covering highway safety, workforce safety, bridge assessment, capital facilities, construction contracts, Ferries, and climate change, plus a travel time update for the first six months of 2009.

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

The 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>

# Highway Safety and Corridor Safety Annual Reports

## Traffic fatalities decrease to lowest number since 1955

Over the past decade, there has been a downward trend in traffic fatalities on Washington State's highways, city streets, county roads, and other public roadways. Washington experienced a decrease in fatalities in 2003 and 2004, and again from 2006 to 2008 after a spike in 2005 of 649 highway fatalities. 2008 brought the lowest number of traffic fatalities recorded (522) since 1955 (461). For 2008, vehicle miles traveled on state highways statewide decreased approximately 3.8% from 2007, which may have contributed to reducing fatalities and serious injuries.

### Washington annual traffic fatalities

2003-2008

2003	2004	2005	2006	2007	2008
600	567	649	633	571	522

Data Source: Fatal Accident Reporting System (FARS).

## Washington below national fatality rate target: 0.94 per 100 million vehicle miles traveled in 2008

Traffic fatality rates are commonly expressed as deaths per 100 million vehicle miles traveled (VMT). The national target was set to lower the fatality rate to 1.00 fatality per 100 million vehicle miles traveled by 2008. In 2007, Washington met the national target with a fatality rate of 1.00, which represented a decrease of 11%, from 1.12 in 2006.

## Washington is the sixth lowest in the nation for fatality rates per capita

Washington's average fatality rate per capita is about nine traffic fatalities for every 100,000 people, which is below the national average rate of about 14 fatalities per 100,000 people. In 2004 and 2005, Washington ranked seventh in the nation for fewest traffic fatalities in relation to population, and ranked ninth in the nation for 2006. In 2007, the most recently available national data, Washington ranked sixth lowest in the nation.

## Worker Safety Quarterly Update

### WSDOT has reduced injuries 25% since 2006

In 2006, WSDOT established a goal of zero workplace injuries by 2019. Significant progress has been made toward this goal. The number of OSHA-recordable worker injuries and illnesses declined from 525 in fiscal year 2006 to 393 in fiscal year 2009, a decrease of 25%.

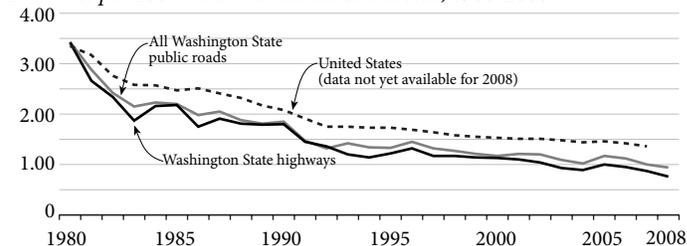
As WSDOT continues to emphasize injury reduction, the agency will use a new measure to track workplace injuries: a rate of injuries per 100 full time equivalent employees (FTEs). The change to a rate will provide a consistent measure as the agency's workforce level fluctuates and allow for greater consistency of reporting.

### Injuries increased by 17 in FY 2009 compared to FY 2008

While there has been substantial progress over the past three years, WSDOT did not achieve its annual target for FY 2009, which sought to reduce the number of recordable injuries and illnesses to 212, 60% fewer than the FY 2006 baseline. Between July 1, 2008 and June 30, 2009, 393 injuries and illnesses were recorded statewide.

## Traffic fatality rates in Washington compared to the national average

Fatalities per 100 million vehicle miles traveled; 1980-2008



Data Sources: U.S. Fatalities/VMT: NHTSA Traffic Safety Facts; WA Fatalities: FARS; State Highway Fatalities: WSDOT-TDO; WA VMT: WSDOT-TDO.

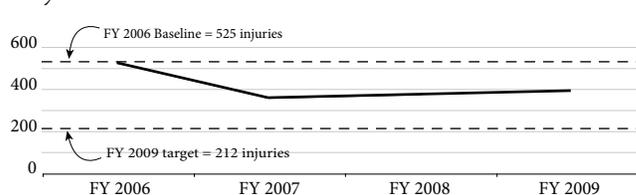
## Corridor safety program

WSDOT, along with the Washington Traffic Safety Commission and the Washington State Patrol, have collaborated for over 15 years on the Highway Corridor Safety Program. The program develops low-cost, near-term solutions for state, county, and city corridors with above-average fatal and disabling collision rates, and helps communities reduce the frequency and severity of such crashes. It is part of the state's Target Zero plan for reducing the severity and frequency of fatal and disabling collisions.

WSDOT uses a combination of engineering enhancements like guardrail, rumble strips, signage, lighting, and intelligent transportation systems along with planning to create targeted plans for program success. Before and After results of corridor safety projects are encouraging: a 34% average reduction in fatal and disabling collisions has been recorded for 30 completed projects from the last 16 years. Alcohol-related collisions have declined by 15%, total injuries declined by 11% and all collisions have been reduced by 5% on-average.

## OSHA-recordable worker injuries have declined significantly since FY 2006

Fiscal years 2006 to 2009



Data Source: WSDOT Safety Office.

The injury increase was partly caused by a 12% rise in sprains and strains, from 183 in FY 2008 to 206 in FY 2009. Sprains and strains continue to be the agency's most prevalent type of injury, accounting for 52% of all injuries. WSDOT has recognized the challenge in controlling this type of injury and has developed multi-faceted mitigation plans for its control, including Ergo Awareness training, just-in-time hazard recognition, Pre-Activity Safety Plans, Employee Wellness programs, and evaluation of equipment design and work procedures. The agency set a new goal to decrease sprains and strains by 20% in FY 2010.

# WSDOT's Capital Project Delivery Program Performance Overview

Since 2003, WSDOT has delivered a total of 194 Nickel and Transportation Partnership Account (TPA) projects for \$2.546 billion, on target with the Legislative budget expectation.

## WSDOT delivers eight projects during the fourth quarter of FY 2009

WSDOT's cumulative capital program delivery performance remained steady with 78% of all projects delivered both on-time and on-budget through the fourth quarter of FY 2009. Although all three Nickel projects were completed on time, only two (40%) of the five TPA projects were completed according to schedule during the first part of a busy 2009 construction season. Several projects were delayed due to the time needed to redesign foundations to suit difficult geological conditions.

Among the quarter's most important completed projects was a replacement of the eastern half of the SR 104 Hood Canal Bridge. A full close-out report will appear in next quarter's *Gray Notebook*; this quarter's activities are on page 86 of the June 30, 2009 *Gray Notebook*.

## On-time and on-budget performance on individual projects remains consistent

For the 194 highway projects completed from 2003 through June 30, 2009, changes from the previous quarter are:

- On-time delivery performance remained steady at 90%;
- On-budget performance improved slightly to 88%;
- On-time and on-budget project delivery performance remained steady at 78%.

## 81 Nickel and TPA projects under construction or advertised for construction

This quarter, nine new projects were advertised for construction. Two projects advertised earlier than scheduled, four projects were advertised late, and the rest were on time. Six projects are

pending contract award amount, but the remaining projects have been awarded for a cumulative construction contract total of \$1.84 million.

## 21 projects totaling an estimated \$295 million at completion are scheduled to advertise by December 31, 2009

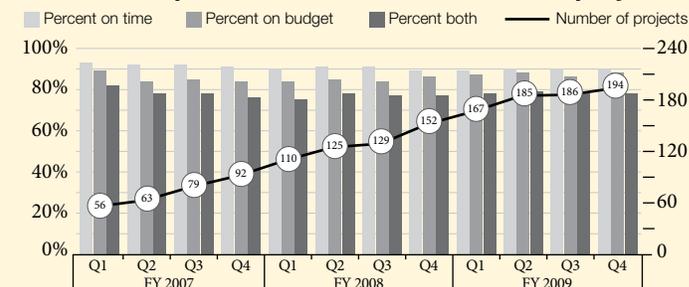
Six significantly sized projects have budgets of between \$29 million and \$58 million; all but five are on their original schedule, and two have been advanced to advertise earlier.

## Project information in the Schedule, Scope and Budget tables in Gray Notebook 34

The Beige Pages report the agency's project delivery performance against the most recent Legislative baseline (for the quarter ending June 30, 2009, this is the 2008 supplemental budget). With this quarter, WSDOT ends the fiscal year and the 2007-2009 biennium; the Beige Pages in this *Gray Notebook* reflect the eighth quarter results. The September 30, 2009, edition will provide biennial roll-up reporting and will set out the 2009 budgetary information used to benchmark the next biennium's progress.

## Cumulative performance of Nickel and TPA projects

As of June 30, 2009



Data Source: WSDOT Project Control and Reporting.

# Construction Contracts Annual Report

## 15.4% increase in number of construction contracts awarded in FY 2009

In FY 2009, WSDOT awarded 172 highway and ferry construction contracts valued at over \$677 million dollars. This 15.4% increase from FY 2008 (149 contracts) can in part be attributed to the passage of the federal Recovery Act. Of note, 87.2% of contracts met WSDOT's goal for being awarded below the original engineer's estimate, compared to 66.4% in FY 2008. This follows the recent trend of low bids throughout FY 2009 as the recession forced contractors to cut profit margins to compete for work in order to keep their equipment and crews busy. WSDOT estimates were unable to anticipate the effects of the recent increase in the number of bidders on award amounts.

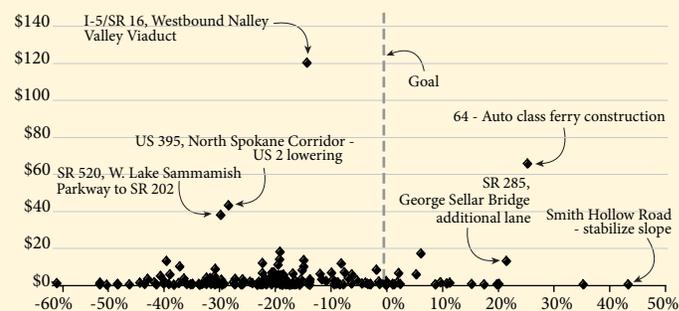
In FY 2009, WSDOT completed 163 construction contracts, a 24.4% increase from FY 2008 (131 contracts complete). The increase in the number of contracts completed is due to WSDOT's continued delivery of Nickel and TPA projects. Of the 163 contracts completed, 136 (83.4%) had final costs of no more than 10%

greater than the contract award amount, a slight decrease from FY 2008 (85.5%). Of the completed contracts, 116 (71.2%) met WSDOT's goal of final costs less than 10% above the engineer's original estimate, a slight increase from FY 2008 (67.9%).

## Individual contracts: award amount to engineer's estimate

Percent award amount above or below engineer's estimate, FY 2009

Dollars in millions



Data Source: WSDOT Construction Office.

# WSDOT's Capital Project Delivery Program

## Highway Construction: Nickel and TPA Performance Dashboard

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](http://www.wsdot.wa.gov)) through the Project Pages and Quarterly Project Reports. 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.

### Highway construction performance dashboard

As of June 30, 2009; Dollars in thousands

	Nickel (2003)	TPA (2005)	Combined Nickel & TPA	Pre-Existing Funds (PEF)
<b>Total number of projects</b>	<b>153</b>	<b>238</b>	<b>391</b>	<b>766</b>
<b>Total program budget *</b>	<b>\$3,946,466</b>	<b>\$9,415,872</b>	<b>\$13,362,338</b>	<b>\$4,676,341</b>

#### Schedule, Scope, and Budget Summary: Results of completed projects

Cumulative to date, 2003 – June 30, 2009	For Nickel and TPA details, see pages 60-66		See pages 98-103	
Total cumulative number of projects completed	111	83	194	
% Completed early or on time	89%	88%	89%	
% Completed within scope	100%	100%	100%	
% Completed under or on budget	90%	84%	88%	
% Completed on time and on budget	82%	73%	78%	
Baseline estimated cost at completion	\$1,754,329	\$778,857	\$2,533,186	
<b>Current estimated cost at completion</b>	<b>\$1,762,651</b>	<b>\$785,849</b>	<b>\$2,548,500</b>	
% of total program over or under budget	0.5% Over	0.9% Over	0.6% Over	
<b>Biennium to date, 2007-09</b>				
<b>Total number of projects completed in 2007-09</b>	<b>42</b>	<b>60</b>	<b>102</b>	<b>298</b>
% Completed early or on time	86%	87%	86%	
% Completed within scope	100%	100%	100%	
% Completed under or on budget	90%	88%	89%	
% Completed on time and on budget	81%	77%	78%	
Baseline estimated cost at completion	\$1,000,426	\$763,938	\$1,764,364	\$1,592,927
Current estimated cost at completion	\$998,597	\$771,135	\$1,769,732	\$1,591,571

#### Advertisement Record: Results of projects entering into the construction phase or under construction

Cumulative to date, 2003 – June 30, 2009	For Nickel and TPA details, see pages 67-72		See pages 98-103	
<b>Total number of projects in construction phase</b>	<b>20</b>	<b>61</b>	<b>81</b>	<b>N/A</b>
% Advertised early or on time	75%	79%	78%	
Total award amounts to date	\$635,468	\$477,657	\$1,113,125	-
<b>Biennium to date, 2007-09</b>				
<b>Total advertised</b>	<b>15</b>	<b>55</b>	<b>70</b>	<b>261</b>
% Advertised early or on time	80%	78%	79%	
Total award amounts to date	\$400,657	\$349,636	\$750,293	N/A

#### Advertisement Schedule for projects in the pipeline: Results of projects now being advertised for construction or planned to be advertised

June 1, 2009 through December 31, 2009	For Nickel and TPA details, see pages 73-74		See pages 101-103	
<b>Total projects being advertised for construction bids</b>	<b>2</b>	<b>19</b>	<b>21</b>	<b>18</b>
% on or better than schedule	100%	74%	76%	

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

# Federal Recovery Act Reporting

WSDOT and local governments across Washington State have worked quickly to use dollars from the federal American Recovery and Reinvestment Act (Recovery Act) to generate jobs and improve the transportation system. Washington received \$492 million for highway projects and \$179 million for transit.

- More than 100 highway projects were awarded to contractors by the end of July and 95% of the transit projects received Federal Transit Administration (FTA) grants.
- Transit system funds are already helping expand local bus fleets (including hybrid and natural gas vehicles), upgrade maintenance facilities, and improve transit stations and bus stops.

## First projects are being completed

WSDOT completed the first state highway stimulus project when crews from Columbia Asphalt finished work paving a four-mile stretch of I-90 near Ellensburg on July 9. The City of Condonally and Garfield County completed local paving projects in June and July, respectively. In July, WSDOT's ferry system completed vessel painting and other preservation work on the M/V *Spokane* and topside painting of the M/V *Evergreen State* using Recovery Act transit funds.

## Stimulus projects are creating and preserving jobs

WSDOT and local Recovery Act projects are creating and preserving jobs in Washington State's hard-hit construction industry. With more state and local stimulus projects now under construction, contractors reported payroll and labor hours doubling from May to June. The employment data shows workers on Recovery Act-funded projects logged nearly 58,000 labor hours in June, compared to just under 29,000 hours in May, earning an average salary of \$38 an hour.

Each month, WSDOT and local government contractors submit forms documenting the number of employees, hours, and payroll for each project. WSDOT submits those figures to the Federal Highway Administration and Congress. The reports are available at [www.wsdot.wa.gov/funding/stimulus/federalreporting](http://www.wsdot.wa.gov/funding/stimulus/federalreporting).



Granite NW Inc. crews place concrete over dowel bar slots on I-82 near Sunnyside in July.

## Most state highway Recovery Act projects awarded

The Governor and the State Legislature allocated the state's \$340 million in federal stimulus funds dedicated to state highways for 32 individual projects (Tier One projects) and two programmatic funding buckets to address safety needs. Another 12 projects were identified that could be ready to go should additional funding become available (Tier Two projects). Through July, WSDOT advertised 28 of 32 individual projects and awarded 24 to contractors.

## Work now under way on first Tier Two project

Many of the projects were awarded on bids below the engineer's estimate, allowing the state to stretch the funds and apply them to Tier Two projects. Four additional improvement projects from the Tier Two list of projects can now be funded. One of them, paving a section of I-90 near Moses Lake, was awarded in July; three others are awaiting advertisement later this year.

## More than 80 local highway projects awarded

Local cities, counties, and tribes received \$152 million in federal Recovery Act funds for highway and road construction. Local governments have advertised 130 of 147 projects, awarded 81 projects, and completed two. Most projects were awarded on bids below the engineer's estimate, allowing the state to fund more Recovery Act projects.

## 95% of transit Recovery Act projects awarded

Washington received \$179 million in Recovery Act funds to support transit projects. By the end of July, Washington transit agencies had received awards for nearly all of the projects and obligated 95% of the funds. The projects will help expand bus fleets (including hybrid and natural gas vehicles), upgrade maintenance facilities, build commuter parking lots, preserve ferry terminals and vessels, extend light rail service, and develop a new streetcar system, among other efforts. The state's Transportation Management Areas and Regional Transportation Planning Organizations selected most of the transit projects.

## Accountability

WSDOT is committed to accountability and transparency, and has made performance reporting a high agency priority. The public can find information on every state and local Recovery Act highway project on the agency's website, [www.wsdot.wa.gov/funding/stimulus](http://www.wsdot.wa.gov/funding/stimulus), featuring regular updates on the progress advancing new projects toward construction and completion.

WSDOT is providing detailed reports on how Recovery Act funds are invested and the results citizens can expect. Washington has submitted accountability reports to the Federal Highway Administration and U.S. House Transportation and Infrastructure Committee. In October, the state will submit its first quarterly accountability report to the federal Office of Management and Budget.

# Recovery Act Funded Projects Overview

## Recovery Act-funded highway projects

Number of projects by jurisdiction; dollars in millions

Project information	State	Local	Total	Notes
Individual highway projects	36	147	183	State projects specified in the Legislative Evaluation & Accountability Program (LEAP) list. This includes four additional projects receiving federal approval (Tier 2).
Certified by Governor	36	147	183	Governor must certify that projects were reviewed and represent an appropriate investment of taxpayer dollars.
Projects advertised	29	130	159	
Contracts awarded/Under construction	25	81	106	
Projects completed	1	2	3	
Financial information	State	Local	Total	Notes
Recovery Act dollars provided	\$340	\$152.1	\$492.1	
Recovery Act dollars obligated to date	\$244.5	\$128.4	\$372.9	Obligated dollars represent projects approved by the federal government with an executed project agreement. The state must obligate 50% of funds by June 29, 2009. This requirement has been met. All dollars must be obligated by March 2010. Local jurisdictions must obligate 100% of funds by March 2010.
Total cost of obligated projects	\$713.3	N/A	N/A	Also includes non-Recovery Act leveraged fund sources; represents total project funds positioned to enter the economy. Data not available for all local projects due to timing of project phases.

Data Note: Data as of July 28, 2009. Data Sources: WSDOT Project Control & Reporting Office, Highways and Local Programs Office.

## Recovery Act-funded state highway 'bucket' projects

Number of bucket projects by type; dollars in millions

Project status	Rumble strips	Cable median barrier	Total
Certified by Governor	27	6	33
Projects advertised	27	6	33
Contracts awarded / Under construction	17	6	23
Projects completed	0	0	0
Financial information			
Funds available for buckets	\$3.1	\$9.2	\$12.3
Recovery Act dollars obligated	\$2.9	\$5.9	\$8.8
Total cost of obligated projects	\$2.8	\$5.3	\$8.1

Data Sources: WSDOT Project Control & Reporting Office, Highways and Local Programs Office.



WSDOT contractors completed work on a Recovery Act paving project on I-90 near Ellensburg in July.

## Recovery Act project definitions

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

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

## First WSDOT Recovery Act project completed

### I-90/Yakima River to West Ellensburg (Kittitas County)

This project paved nearly four miles of I-90 near Ellensburg, extending the life of the state's busiest east-west thoroughfare.

*Project benefits:* The project will provide a smoother, safer driving surface on both directions of I-90 and better preserve the roadway.

*Highlights and challenges:* This was the first WSDOT stimulus project to begin construction and be completed. The project helped the winning contractor, Columbia Asphalt, to hire and retain workers in hard-hit central Washington. The winning bid was almost 20% below the engineer's estimate.

*Budget performance:* This project was completed for approximately \$2.4 million, below the original 2009 approved budget of \$3 million. The surplus funds can be used to help fund additional Recovery Act projects.

*Schedule performance:* This project was completed on July 9, nearly two months ahead of schedule, due to aggressive work by the state and contractor to begin the state's first stimulus project.

# Asset Management: Bridge Assessment Annual Report



An under-bridge inspection

WSDOT is responsible for managing more than 3,600 bridges and structures. The department's bridge preservation program consists of categories of work that ensure state-owned bridges remain in safe and operational condition. The primary elements of the bridge preservation program include inspections, replacements and rehabilitations, preservation, and risk reduction.

## 97% of WSDOT bridges are in good or fair condition

For fiscal year (FY) 2009, 89% of WSDOT bridges were in good condition, and 8% were in fair condition. Less than 3% of bridge structures (2.47%) had a condition rating of poor, a slight improvement compared to FY 2008 (2.99%). No bridge that is open to traffic and rated as "poor" is unsafe for public travel.

## Bridge inventory increases during FY 2009

The number of vehicular bridges more than 20 feet in length has increased from 2,995 to 3,023 since July 2008. The increased inventory primarily relates to new bridges being built and older bridges being replaced within the highway system. In addition, the number of pedestrian bridge structures has increased from 63 to 65.

## Bridge structural condition ratings

Condition ratings by fiscal year (based on the number of bridges)

Description	2004	2005	2006	2007	2008	2009
<b>Good</b> A range from no problems to some minor deterioration of structural elements.	87%	89%	88%	88%	88%	89%
<b>Fair</b> All primary structural elements are sound but may have deficiencies such as minor section loss, deterioration, cracking, spalling, or scour.	10%	9%	9%	9%	9%	8%
<b>Poor</b> Advanced deficiencies such as section loss, deterioration, cracking, spalling, scour, or seriously affected primary structural components. Bridges rated in poor condition may have truck weight restrictions.	3%	2%	3%	3%	3%	3%

Source: WSDOT Bridge and Structures Office.

## Bridge replacement and rehabilitation

The bridge preservation program includes funding for the replacement and rehabilitation of selected bridges. The 2005 Transportation Partnership Account (TPA) included funding for the replacement of 25 bridges and the SR 104 Hood Canal Bridge. An additional 33 bridges were identified and prioritized for replacement or rehabilitation using Pre-Existing Funds (PEF). The current list of 33 bridges was prioritized based on traffic volumes, structural condition, and any load restrictions put into place.

## Preservation: steel bridge painting

Protective paint coatings on steel bridge elements are essential to prevent corrosion and extend service life. There are 99 WSDOT steel bridges that are either due or past due for painting. The cost to repaint these bridges plus the US 101 Astoria Bridge is estimated to be \$388 million. The funding needed to address these bridges over the next 10 years will be \$78 million per biennia.

## Bridge risk reduction

The seismic retrofit of selected bridges and the scour repair of bridge piers in rivers are proactive strategies that minimize the risk of damage to bridges due to earthquakes and flooding.

## Status of bridges in the seismic retrofit program

Completed	230
In-progress	30
Partially completed	140
Not started	479
<b>Total</b>	<b>879</b>

Source: WSDOT Bridge and Structures Office.

# Asset Management: Capital Facilities Annual Report

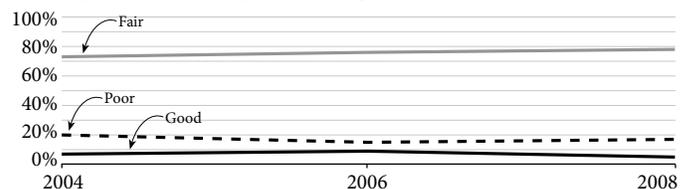
WSDOT maintains, operates, and is responsible for improvement and preservation of 946 department-owned buildings and structures at 296 sites across the state. These assets are valued at an estimated \$1.2 billion and consist of 2.7 million square feet of building space (170,000 square feet of which is WSDOT ferry system facilities) that houses the majority of department staff as well as space for 6,500 vehicles and other equipment.

## 83% of WSDOT facilities rated in good or fair condition

WSDOT performs a facility condition assessment (FCA) to identify facilities backlogs and determine facility replacement priorities. Facilities are rated using a "good", "fair", and "poor" ratings system. The 2008 FCA assessed 83% of WSDOT's capital facilities in good or fair condition. This represents a slight decline from 2006, when 85% were assessed as good or fair. In 2008, 17% of facilities were in poor condition, 5% were in good condition, and 78% were in fair condition.

## WSDOT facility condition trend

Percentage of facilities in good, fair, or poor condition, 2004-2008



Data Source: WSDOT Facilities Office.

## Project performance in the 2007-09 biennium

In the 2007-09 biennium, WSDOT planned to complete 101 projects worth \$10.3 million. By the end of the biennium, 92 of these projects worth \$9.8 million had been delivered, representing 91% of the planned projects. Nine projects were not completed due to budget revisions.

# Six Month Highway Travel Times Update

## Travel times improve on 13 of 18 commute routes

During the first half of 2009, travel times for the major Puget Sound commute routes evaluated in this study improved for most trips compared to the same time period in 2008, but by a smaller amount than in the previous year's comparison (2008 vs. 2007). The year-over-year results showed that seven of the 18 trips had a travel time reduction of one minute or more in the first half of 2009, and six additional trips had small improvements of less than a minute. Four trips showed increases of under one minute, and one trip (Seattle-Bellevue via I-90 PM) had an increase in travel time of over one minute, which possibly can be attributed to construction on this corridor.

### Changes in average travel times and volumes during peak periods: January-June 2007 and 2008 compared to 2009<sup>1</sup>

		Average travel time (minutes)				
		2007	2008	2009	2009 vs. 2007	2009 vs. 2008
<b>Peak direction – Morning commutes</b>						
I-405	Tukwila – Bellevue	34.8	34.3	<b>22.0</b>	-12.8	-12.3
I-90	Bellevue–Seattle	14.7	11.3	<b>12.1</b>	-2.6	+0.8
<b>Peak direction – Evening commutes</b>						
I-405	Bellevue – Tukwila	30.0	29.0	<b>27.1</b>	-2.9	-1.9
I-90	Seattle – Bellevue	14.3	12.7	<b>14.2</b>	-0.2	+1.4

Source: Washington State Transportation Center (TRAC).

<sup>1</sup> Travel time and volume data for weekdays only; peak periods are 6-9 AM and 3-7 PM.

Over a two-year period (first half of 2009 vs. first half of 2007), every trip analyzed showed an overall drop in travel times, with 12 of the 18 trips showing a reduction of two or more minutes. Overall, the trips via I-90 and SR 520 across Lake Washington had the smallest changes in travel times over the two-year period.

### A WSDOT Moving Washington project improves travel times on I-405 by 12 minutes in 2009

The Tukwila to Bellevue trip has shown sustained year-over-year average travel time reductions of 12 minutes during the AM peak period. The data suggests that a contributing factor was completion of an auxiliary lane near the I-90 interchange that opened in January 2009. Preliminary data from shortly after the opening of the new lane showed immediate travel time changes; those trip time savings have largely been sustained for the almost six months following that lane opening.

### Volumes mixed in early 2009

During the first half of 2009, volumes appear to have moderated somewhat as compared with the drops seen in late 2008, with half of the 18 locations showing a drop in peak period volume, and the other half showing higher volumes, compared to the first half of 2008.

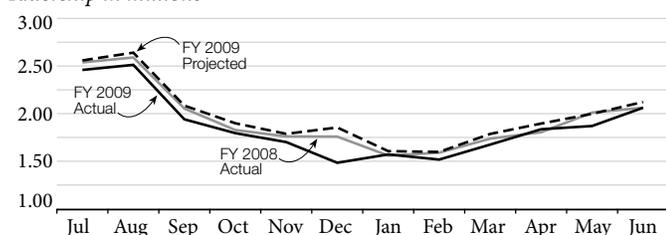
## Ferries Quarterly Update

For the fourth fiscal quarter, Washington State Ferries (WSF) transported 5.8 million riders on the ferry system. For fiscal year (FY)2009, WSF's total ridership was 22.4 million riders, a 5% decline from the 23.8 million riders in FY 2008. Farebox revenues for the fourth quarter totaled \$40.5 million. For FY 2009, farebox revenues were \$148.4 million, or 2.6% lower than total farebox revenues in FY 2008.

All of the ferry system's service reliability measures showed quarterly improvements in the fourth quarter. The missed trip index improved 39% to 1.3 missed trips (annualized) from 2.2 in FY 2008. The overall reliability average for the fourth quarter improved to 99.70% of trips delivered, vs. 99.46% in the fourth quarter of FY 2008. On-time performance improved to 93%, compared with 91.7% last year. Finally, the average sailing delay shortened to 3.4 minutes past the "on-time" window of ten minutes after the scheduled departure time.

### Ferries ridership by month

Actual ridership vs. planned ridership for fiscal year 2009



Data Source: WSDOT Ferry System.

## Climate Change

### WSDOT has completed greenhouse gas emissions inventory

WSDOT recently completed its first greenhouse gas emissions inventory, and is one of the first state transportation departments in the nation to quantify its emissions.

The inventory, which covers calendar year 2007, includes only scope 1 and 2 emissions from agency activities, and not those associated with the state's transportation system as a whole, nor those released by the activity of others on the agency's behalf, such as contractor or materials manufacturers.

### WSDOT's 2007 greenhouse gas emissions

In 2007, WSDOT emitted roughly 265,000 metric tons (MT) carbon dioxide equivalents (CO<sub>2</sub>e), just under 0.3% of all greenhouse gas emissions from all sources statewide. More than two-thirds of the emissions came from the operation of state ferry vessels.

The vast majority of WSDOT's direct GHG emissions come from energy use, and, for this reason, WSDOT is focusing on energy conservation to reduce both emissions and energy costs. Examples of current WSDOT energy conservation and GHG emission reduction initiatives include activities related to ferries, fuel-efficient vehicles, LED lights and a no-idle policy, LED traffic lights, reduction of electricity usage, the use of natural gas, and more efficient highway maintenance.