

The Gray Notebook

Lite

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

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Secretary of Transportation



GNB 38 Excerpts

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June 30, 2010**

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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 highway safety, capital facilities, bridge assessment, commute options, construction contracts, and Endangered Species Act documentation, as well as the semi-annual travel trends update and quarterly updates for Washington State Ferries and new ferry vessel construction.

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 American Recovery and Reinvestment 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

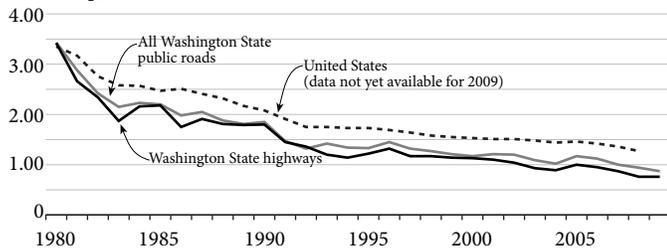
Highway Safety Annual Report

Traffic fatality numbers and rates continue to decline

The annual Highway Safety report includes Washington’s 2009 annual fatality figures and rates. 2009 saw the lowest number of traffic fatalities (491) since 1955, and a 5.9% decrease from the number of fatalities in 2008 (522). Increased enforcement of seat belt, speed, and DUI laws, and investments in highway safety projects, have contributed to the annual reduction in fatalities. Washington’s fatality rate is now 0.87 fatalities per 100 million vehicle miles traveled (VMT), an 7.4% decrease from 2008’s rate of 0.94. Washington’s annual rate is lower than the national target of 1.0 fatalities per 100 million VMT, as well as the national average rate of 1.25 traffic fatalities per one million VMT. Washington’s traffic fatality rate has been below the national target since 2007.

Traffic fatality rates in Washington compared to the national average

Fatalities per 100 million vehicle miles traveled, 1980 - 2009



Data source and analysis: WSDOT Statewide Travel and Collision Data Office (STCDO). Additional data source: Fatal Accident Reporting System (FARS).

Before & After analysis of run-off-the-road improvement projects

Since 2007, WSDOT has been conducting Before & After analysis on multiple types of highway safety improvement projects. This quarter, WSDOT highlights the results of projects intended to reduce the number of run-off-the-road collisions. These collision types are a new Priority One focus area in the state’s strategic highway safety plan, *Target Zero*. Between 2006 and 2009, 7.9% (174 total) of fatalities were attributable to run-off-the-road collisions without other contributing circumstances, such as impaired driver or speeding. For projects with one year of Before & After data, WSDOT has seen an 8% reduction in traffic fatalities and 28% decrease in minor injuries. For projects with two years of Before & After data, there has been no decrease in fatal collisions and a 9% reduction in minor injury collisions.

More in-depth analysis of the kinds of improvements made and how they performed is under way. For the entire report, see pp. 5-10.

Preliminary Before & After analysis for roadside safety projects with one year of After data

Ten projects total, by collision type

Collision type	3 rd year Before data	2 nd year Before data	1 st year Before data	1 st year After data
Fatal and/or serious injury	84	72	64	59
Minor injury	730	667	650	491

Data source and analysis: WSDOT Statewide Travel and Collision Data Office.

Stewardship

Construction Contracts Annual Report

The annual Construction Contracts report analyzes three measures of estimating and bid accuracy: award amount to engineer’s estimate, final costs to award amount, and final costs to engineer’s original estimate. For the fiscal year ending June 30, 2010, WSDOT awarded 86.7% of projects below the engineer’s estimate (130 of 150 projects advertised). This was slightly below the 87.3% average recorded at the end of fiscal year 2009.

When comparing final costs against the award amount, WSDOT’s goal is to have 10% or fewer projects exceed the award amount. For fiscal year 2010, the total final costs were 6.1% (\$548 million) above the total award amount (\$516 million); this is a decrease from the 8.4% average for fiscal year 2009. For final costs compared to the engineer’s original estimate, contracts completed in fiscal year 2010 were 3.8% below the total engineer’s estimate (\$565 million). This is the first time this has occurred since fiscal year 2004; for comparison, final costs exceeded the engineer’s estimate by 6.6% in fiscal year 2009. For the entire report, see pp. 94-97.

Preservation

Capital Facilities Annual Report

The annual Asset Management – Capital Facilities report provides updated performance data on the condition and age of WSDOT’s facilities, maintenance backlogs, and preventive maintenance. This report presents capital condition assessments for ‘primary buildings’ in lieu of facilities to capture the specific condition needs of the buildings themselves.

Every two years, WSDOT evaluates the condition of all primary buildings. In 2010, 60% were rated as being in either good or fair condition, with 40% in poor condition. The poor rating is an increase of 3% over the ratings reported for 2008.

The increasing number of primary buildings rated as poor is attributed to a growing maintenance/rehabilitation backlog. WSDOT is currently updating its 16-year Capital Facilities Strategic Plan to prioritize repairs and address its identified \$280 million capital facilities backlog. For the 2009-11 biennium, \$3 million of the capital expenditures budget has been made available for repairs; WSDOT estimates that this will address 2% of the needed facilities repairs annually. For the entire report, see pp. 19-22.

WSDOT's Capital Project Delivery Program Performance Overview

As reported in last quarter's *Gray Notebook 37*, WSDOT continues to refine 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.

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 the current Transportation Budget, the Beige Pages' tables now show individual "unbundled" projects from programmatic budget items (such

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	\$239,794*
Projects completed that <i>are</i> included in the current Budget	202	\$3,655,566
Subtotal of completed projects	272	\$3,895,360
Projects included in the current Budget that are not yet completed	149	\$11,631,821
Total	421	\$15,537,181

Data source: WSDOT Capital Program Development & Management.

* Note: This value was incorrectly reported last quarter as \$241,742.

as guardrail improvements, fish passage, or the Bridges Seismic Retrofit Program), and 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 is now 421, as shown in the table below, left.

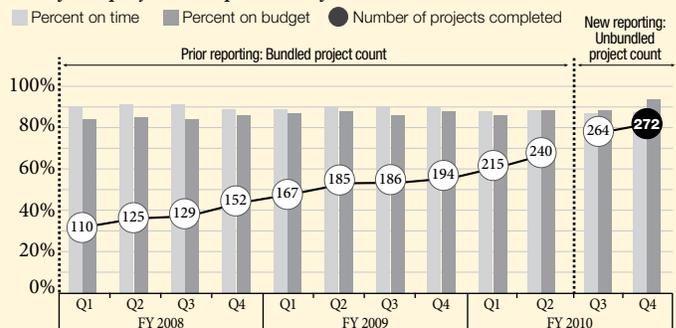
Progress against the Original Program lists in the 2003 and 2005 funding packages

This edition continues the presentation of status reports on the 2003 and 2005 LEAP (Legislative Evaluation & Accountability Program) lists; the tables on pages 65 and 66 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 58.

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

Cumulative on time and on budget performance of Nickel and TPA projects

272 of 421 projects completed as of June 30, 2010



Data source: WSDOT Capital Program Development & Management.

Stewardship

WSDOT recommits to "no surprises" reporting

Since 2001, WSDOT has employed the quarterly *Gray Notebook* (also called the *GNB*) as one of the agency's primary accountability reporting tools. The *GNB* contains quarterly, semi-annual, and annual updates on a range of agency activities, programs, and capital project delivery.

In July 2010, Washington Transportation Secretary Paula Hammond recommitted the agency to transparency, accountability, and 'no surprises' reporting, including a direction to all personnel that WSDOT be "as aggressive in reporting the bad news as we are in reporting our good news." Secretary Hammond announced additional statewide communications protocols, which include:

- Reinforcing performance expectations for project reporting and problem identification for senior managers and agency communications staff.

- The distribution of biweekly transportation alerts to notify the legislature and public of project issues both when a problem is identified and when it is resolved.
- The activation of new project reporting systems that will publish "project updates" monthly on project web pages, and which will include project delivery details and issues.

The *GNB* publishes special quarterly updates on selected projects as well as a Watch List of projects with schedule or budget issues (pp. 79-84). Great care will be taken to ensure the information in the special reports and on the List corresponds to information published through the alerts or project web pages. However, because the *GNB* is published after the quarter closes, the most recent updates on projects will be found online or in the alerts.

WSDOT's Capital Project Delivery Programs, continued

Current 2010 Legislative Transportation Budget: Highways

Highway construction performance dashboard

As of June 30, 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	\$239,794
Projects completed that <i>are</i> included in the current Transportation Budget	202	\$3,665,566
Projects included in the current Transportation Budget but not yet completed	149	\$11,631,821
Total number of projects¹ in Improvement & Preservation budget²	421	\$15,537,181

Schedule and Budget Summary: Results of completed projects in the current Transportation Budget detailed on page 58.	Combined Nickel & TPA
Number of projects in current Transportation Budget completed to date: 2003 – June 30, 2010	202
Percent completed early or on time	87%
Percent completed under or on budget	94%
Percent completed on time and on budget	83%
Baseline estimated cost at completion	\$3,665,566
Current estimated cost at completion	\$3,628,077
Percent of total program over or under budget	-1% Under
Total number of projects completed in 2009-11 biennium to date	57
Percent completed early or on time	86%
Percent completed under or on budget	95%
Percent completed on time and on budget	84%
Baseline estimated cost at completion this biennium	\$1,216,920
Current estimated cost at completion this biennium	\$1,181,206

Advertisement Record: Results of projects entering into the construction phase or under construction detailed on pages 59-63.	Combined Nickel & TPA
Total cumulative number of projects in construction phase to date, 2003 – June 30, 2010	60
Percent advertised early or on time	0%
Total number of projects advertised for construction in 2009-11 biennium to date	35
Percent advertised early or on time	89%

Projects To Be Advertised: Results of projects now being advertised for construction or planned to be advertised, detailed on page 64.	Combined Nickel & TPA
Total projects being advertised for construction bids July 1, 2010 – December 31, 2010	10
Percent on or better than anticipated advertisement schedule	50%

Budget status: 2009-2011 biennium

Dollars in thousands

Budget amount for 2009-2011 biennium	WSDOT biennial budget
	\$3,234,650
Actual expenditures to date 2009-2011 biennium	\$1,200,849
Total 2003 Transportation Funding Package (Nickel) expenditure	\$335,235
Total 2005 Transportation Partnership Account (TPA) expenditure	\$623,660
Total Pre-Existing Funds (PEF) expenditure ³	\$241,954

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 55.

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

3. For full details of the PEF program, see pages 86-88.

Recovery Act Reporting

The American Recovery and Reinvestment Act (Recovery Act) provides funds to help preserve the transportation system while helping create and retain jobs during the national recession. Through June 30, 2010, Washington and its local governments have completed more than 120 highway projects, with at least 90 more certified to use the remaining funds.

Contractor crews working on I-405 completed one of WSDOT's largest, stimulus-funded projects on June 16. The I-405/195th Street NE to SR 527 Auxiliary Lane project received more than \$20 million in Recovery Act highway funds. The project, which added an extra lane on a very congested stretch of the highway, was one of four state projects completed in the quarter.

A pedestrian tunnel under busy SR 14 in the city of Washougal and a Port of Vancouver freight access rail project were two of the 20 local agency projects completed in the quarter. Ninety-eight of the 123 projects completed to date are funded by the \$152 million in highway funds dedicated to local government transportation projects. More information on state and local project delivery, including highlights of completed projects, is on page 52 of the *Gray Notebook*.

Between April 1 and June 30, workers earned \$30.2 million during more than 769,000 hours on the job. To date, projects receiving stimulus funds have provided to more than \$106 million in payroll on state and local projects. Employees have worked more than 2.7 million hours on the projects since the Recovery Act was approved on February 17, 2009.

WSDOT faces a September deadline to finish assigning all surplus Recovery Act dollars to new or existing stimulus projects. While all highway stimulus funds were obligated to specific projects in February, before a March 2 deadline, low bids have resulted in surplus Recovery Act funds that must be obligated to other projects. WSDOT is committed to obligating funds by the September 30, 2010, deadline.



In June, WSDOT's contractor completed the project adding an auxiliary lane on I-405 between NE 195th St and SR 527, the largest state Recovery Act project completed to date.

WSDOT begins administering new Recovery Act-funded High-Speed Rail program

In January, the Federal Railroad Administration (FRA) announced that Washington would receive \$590 million in Recovery Act funds for the Pacific Northwest Rail Corridor. Projects funded by these grants will help grow the Amtrak *Cascades* service and improve on-time performance and reliability between Seattle and Portland.

In July, Washington's high-speed rail program achieved a milestone when FRA published a draft Finding of No Significant Impact (FONSI) for the entire corridor of proposed rail infrastructure improvements funded by the 2009 Recovery Act.

Washington applied for more funding this year from the \$2.5 billion set aside for high-speed rail in the 2010 federal transportation appropriations bill. More information is on page 54.

TIGER projects advance toward construction

The city of Seattle and WSDOT each received Recovery Act-funded Transportation Investments Generating Economic Recovery (TIGER) grants in February to help pay for large infrastructure projects.

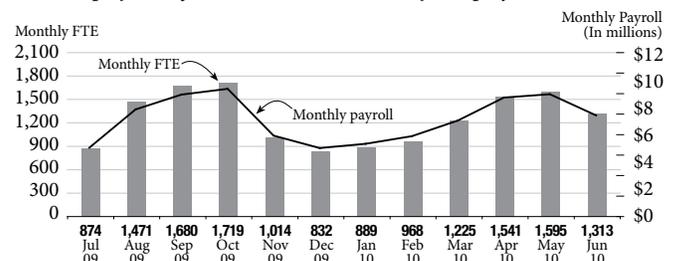
The city of Seattle received a \$30 million grant to help fund improvements to the flow of traffic on and off I-5 near Mercer Street. In June, the city awarded the project to Gary Merlino Construction on a bid 23% below the engineer's estimate.

WSDOT received a \$35 million grant to build the southbound lanes on the North Spokane Corridor between Farwell and Freya Roads. The project adds to the existing northbound lanes, which opened to traffic last year.

The \$35 million US 395 project was initially advertised in March, but was readvertised in June due to ambiguity related to the Buy American requirements in the bid documents. The contract was awarded in July to Graham Construction and Management on a bid 12% under the engineer's estimate.

Recovery Act employment

Total employment for state and local Recovery Act projects



* Monthly FTE are based on a standard 2,080 hour work year, which is equivalent to 173 hours each month. Information is based on data as of June 30, 2010. 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 June 30, 2010

Number of projects by jurisdiction; dollars in millions

Project information	State	Local	Total	Notes
Individual highway projects	48	166	214	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	48	166	214	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	161	208	
Contracts awarded/Under construction	45	156	201	
Projects completed	25	98	123	This is an increase from 99 reported complete as of March 31, 2010.
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. All funds were obligated by the March 2, 2010 deadline. Final obligation must be completed by September 30, 2010.
Total cost of obligated projects	\$828	\$846	\$1,674	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 June 30, 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 June 30, 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	13	41
Projects completed	17	7	24
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 employment

Monthly from January 2010 to June 2010; Totals from March 2009 to June 2010; dollars in millions

	January	February	March	April	May	June	Total
Labor hours	153,728	167,386	211,891	266,585	275,915	227,106	2,743,055
Payroll value	\$6	\$6.7	\$8.3	10.5	10.9	8.8	\$106.1
Monthly FTE*	889	968	1,225	1,541	1,595	1,313	–
Individuals paid with Recovery Act funds	3,538	3,696	4,498	5,156	5,627	4,794	–

Data Source: Monthly Recovery Act employment data is collected from contractors, subcontractors, and WSDOT. 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. January, February, and March data has been revised since the March 31, 2010, *Gray Notebook*. More information is available on-line at www.wsdot.wa.gov/funding/stimulus/measuredemployment.

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.

Preservation

Bridge Assessment Annual Report

The annual Bridge Assessment report provides an update on the condition, needs, repairs, and replacements for WSDOT's statewide bridge inventory. For 2010, 98% of state-owned bridges are in either good or fair condition, with 2% in poor condition (note: no bridge currently rated as poor is unsafe for public travel.) For the fifth year in a row, WSDOT has met the Governor's goal for bridges: 97% in good or fair condition. The number of state-owned vehicular bridges over-20 feet increased from 3,023 in 2009 to 3,031, with a statewide total of 3,658 bridge structures as of June 30, 2010.

Bridge deck condition, steel bridge painting, and floating bridge cables

Since 1980, WSDOT has utilized a systematic approach to prevent concrete deck deterioration, which is costly to fix or replace. The average cost of repairing a square foot of concrete bridge deck is \$75, and is approximately 25% of the cost of replacing the bridge deck, or 10% of the cost of replacing an entire bridge. WSDOT has prioritized 62 bridges that need future deck repairs for a total cost of about \$77 million. For the 2009-11 biennium, five of these bridge decks are scheduled to be rehabilitated at a cost of \$5.3 million.

Steel bridge painting is a critical preventive maintenance need. WSDOT is responsible for 279 steel bridges. Since the June 30, 2009, *Gray Notebook 34*, five WSDOT-owned steel bridges have been repainted and two steel bridges jointly owned by WSDOT and the Oregon Department of Transportation were jointly repainted. In all, there are 94 bridges with due or past-due steel painting needs.

2010 bridge structural condition ratings

Percentage of state-owned bridges for each condition rating

	Description	2010
Good	A range from no problems to some minor deterioration of structural elements.	90%
Fair	All primary structural elements are sound but may have deficiencies such as minor section loss, deterioration, cracking, spalling, or scour.	8%
Poor	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.	2%

Source: WSDOT Bridge and Structures Office.

Finally, for floating bridges, the *Gray Notebook* includes an update on the number of anchor cables replaced in the 2009-11 biennium, and the number planned for future biennia.

Bridge replacement program

WSDOT's bridge preservation program includes funding for the rehabilitation or replacement of bridges. In addition to biennial funding, WSDOT has dedicated bridge replacement funds for 20 projects plus the SR 104 Hood Canal Bridge Rehabilitation project from the 2005 Transportation Partnership Account (TPA). As of June 30, 2010, five bridges have been replaced with TPA funding, two bridges have been rehabilitated, and five additional bridges are under contract for replacement. For the entire report, see pp. 12-18.

Mobility

Washington State Ferries Quarterly Update

For the fourth fiscal quarter, WSF transported 5.7 million passengers on nine different routes; this was 3.5% fewer (206,000 riders) than the projected levels for the quarter. Farebox revenues were also down 1.3% for the quarter, totaling \$38.8 million (\$1.3 million below projections). Overall, the ferry system completed 99.5% of all scheduled trips. However, service reliability declined on several measures. The number of missed trips increased to 200 compared with 134 one year ago, and the missed trip reliability index increased to 2.0 missed trips per commuter, annually. On-time performance declined as well; 88.2% of recorded trips departed 'on-time' (within 10 minutes of the scheduled sailing time), compared with 93% one year ago. The average sailing delay did improve slightly from 3.4 minutes last year to 3.3 minutes for the fourth quarter.

Washington State Ferries quarterly performance

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

Measure	Result	Change
Total ridership	5,760,377	▼
Total farebox revenues	\$39,634,682	▼
Overall trip reliability	99.5%	▼
Missed trip index rating (annualized)	2.0 missed trips/rider	▼
On-time performance rating	88.2%	▼
Average sailing delay	3.3 minutes	▲

Data source: WSDOT Ferry System.

New vessel construction (Stewardship)

In addition to reporting on WSF's key mobility metrics, WSDOT provides an update on the construction of the new 64-car class *Kwa-di-Tabil* ferry vessels. The M/V *Chetzemoka*, the first of three *Kwa-di-Tabil* vessels, is currently nearing the end of construction and testing. In April, the vessel was towed to Everett Shipyard for final outfitting, machinery start-up, and system testing. The M/V *Chetzemoka* began testing safety equipment and procedures with the U.S. Coast Guard.

Press-time update on M/V *Chetzemoka* sea trials

In July, WSDOT's sea trial tests of the M/V *Chetzemoka* uncovered excessive vibration in the engine drive train, including the main diesel engine, couplings, shafts, reduction gears, and the propellers. WSDOT is working together with Todd Shipyards to determine the cause of the vibrations, and ultimately on finding and implementing a solution. Online updates are available at www.wsdot.wa.gov/news.

The second of the three *Kwa-di-Tabil* vessels, the M/V *Salish*, began construction this quarter with the laying of the keel. The *Salish's* superstructure is currently under construction. For the quarterly update in the mobility section, see pp. 35-38; for the new vessel construction in the stewardship section, see pp. 77.

Semi-Annual Travel Times Report

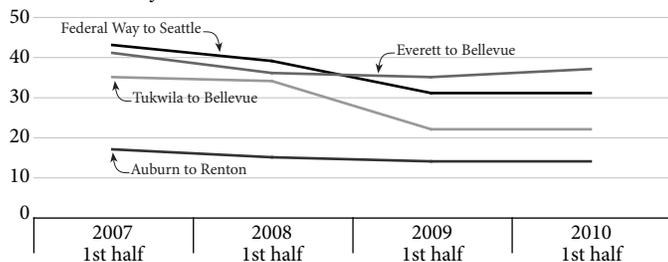
The fifth edition of the Travel Times semi-annual report examines data from January 1 – June 30, 2010, for select central-Puget Sound corridors. For the first six months of 2010, six of 18 corridors experienced shorter average peak travel times compared with the first six months of 2009 and 2008.

Corridors continue to benefit from WSDOT’s congestion relief projects with lower peak travel times

Eighteen months after completing an auxiliary lane on the I-405 South Bellevue Widening Project, the I-405Tukwila to Bellevue AM commute continues to maintain its 12-minute decrease in average travel time despite a slight increase in average daily volume. The large 11-minute decrease on the I-5 Federal Way to Seattle AM commute’s average travel time has continued to hold. A preliminary investigation of the data shows some correlation with SR 167 High Occupancy Tolling project, the opening of the Sound Transit central link light rail, the I-405 widening project, and economic recession. The entire report is on pp. 24-27.

AM peak period commutes with greatest time changes

First six months of 2007, 2008, 2009, & 2010, travel time in minutes



Data source: Washington State Transportation Center (TRAC).

Commute Options Annual Report

The annual Commute Options report details WSDOT’s efforts to plan, carry out, and evaluate alternative commute options for Washington communities and employers. By providing suitable alternatives to commuting to work, school, and other destinations, WSDOT is working to reduce the drive-alone rate in order to maximize the efficiency of services and infrastructure. Fewer ‘solo’ trips reduce volume on congested highways and reduce green house gas emissions.

WSDOT has been able to measurably reduce the drive-alone rate for employers through its Commute Trip Reduction program (CTR) and in employment/business locations through the Growth Transportation Efficiency Centers. In 2009, these programs removed 28,000 vehicles, each weekday, from Washington’s roadways, eliminating 12,900 hours of annual delay, and saving the state and drivers \$99 million in costs associated with fuel and delay. The CTR program’s five-year goal (2007-2012) is a 10% reduction in the drive-alone rate and a 13% reduction in vehicle miles traveled per employee. Work-sites that have been consistently in the CTR program reduced their drive-alone rate by 5.9% and VMT per employee by 6.0%. The report is on pp. 28-32.

Percent reductions in drive-alone rate and VMT per employee: Results for employers consistently in the CTR program

2007-2008 compared to 2009-2010

	2007-08	2009-10	Percent change	2011-12 goal
Drive alone rate	69.3%	65.2%	-5.9%	60.7%
VMT per employee	11.8	11.1	-6.0%	9.9

Data source: Commute Trip Reduction (CTR) survey database.

Endangered Species Act Documentation Annual Report

The annual Endangered Species Act Documentation report provides information on WSDOT’s projects that undergo review for their effects on listed species, the average duration of these reviews, and changes to administrative guidance for conducting reviews. As of June 30, 2010, 64% of the Nickel, Transportation Partnership Account, and Pre-Existing Funds projects going to advertisement in the 2009-11 biennium have completed the ESA review; 24% of

projects advertising in the 2011-2013 biennium were also completed. For projects with informal reviews with the federal Services, the average review time was 38 days (the goal between WSDOT and the services is 30 days), and the average duration of formal reviews was 238 days (the goal is 135 days.) While WSDOT cannot control the length of time the federal Services need to process reviews, the agency has worked to improve the quality of documentation prior to submittal, contributing to lower average review durations. The entire report is on pp. 42-44.

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

The information presented here is a snapshot of what you’ll find in the full version of *Gray Notebook* 38. The full version for the quarter ending June 30, 2010, is available on line at: www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm

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