Washington State Department of Transportation

The Gray Notebook *Lite*

GNB 35 Excerpts

Quarter ending September 30, 2009

Published November 20, 2009

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

Paula J. Hammond, P. E.
Secretary of Transportation

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 congestion, Incident Response, workforce safety, ferries preservation, operations, and vessel construction, and air and noise quality.

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

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

Performance highlights from the 2009 Annual Congestion Report

The 2009 annual Congestion Report provides a comparative assessment of the travel conditions recorded in 2008 from those previously reported in 2006 for commutes in the central Puget Sound and Spokane-areas. Using a variety of measures assessing volume, speed, and travel-time reliability, WSDOT is able to evaluate its programs to better manage the current highway system, as well as conduct Before and After assessments for strategic capacity additions and new operational efficiency installations. This year's Congestion Report runs separately from *Gray Notebook* 35, and is available online at http://www.wsdot.wa.gov/accountability/congestion/.

Performance Highlights from the 2008 Annual Congestion Report

Travel Times Analysis for 38 high demand Puget Sound commutes

Average peak travel times improved on 30 of the 34 surveyed high demand commute routes between 2006 and 2008, with improvements ranging from 1 to 9 minutes. Average travel times became worse between one and two minutes on two commutes (Bellevue to Tukwila evening commute and Bellevue to Lynnwood evening commute) during the same period and remained unchanged on two.

95% reliable travel times: Between 2005 and 2007, 26 of the 34 surveyed high demand commutes saw improvements in 95% reliable travel time, with improvements ranging from one to 16 minutes. Five commutes saw reliable travel times worsen between one and seven minutes, while reliable travel times remained unchanged on three commutes.

Percent of days when speeds were less than 35 mph: The most visual evidence of peak periods improving in 2008 can be seen in the graphs on pages 22-24 of the 2009 Annual Congestion Report. These "stamp graphs", comparing 2006 and 2008 data, show the percentage of days annually that observed speeds fell below 35 mph (severe congestion).

***NEW* Percent System Congested:** Roughly 5.7% of state highways (in lane miles) were congested in 2006, meaning they dropped below the maximum throughput speed (70% below posted speeds.) This measure dropped to 5.2% in 2008, mirroring the decrease in travel seen throughout the country. As expected, most of the congested state highways are in urban areas (4.7% of all state highways in 2008).

Hours of Delay

Total statewide delay: Statewide delays, relative to posted speeds and maximum throughput speeds decreased by 10% and 13% respectively. The decrease in delays indicates that many highways across the state became less congested between 2006 and 2008.

HOV Lane Performance

Person Throughput: Most HOV lanes continue to be more effective at moving more people during peak periods than general purpose (GP) lanes. At the monitoring locations, the average HOV lane carries about 35% of the people on the freeway in the morning and evening peak periods. At eight of the ten monitoring locations HOV lanes move more people than adjacent GP lanes.

HOV Lane Travel Times: Average travel times and 95% reliable travel times are almost always faster in HOV lanes than in general purpose (GP) lanes. In 2008 Average HOV travel times beat GP lane travel times on 38 out of 44 surveyed routes. Forty-one HOV lanes provide better reliability (95% reliable travel time) than their general-purpose lane counterparts.

Before and After Analysis of Selected Projects: Moving Washington Program

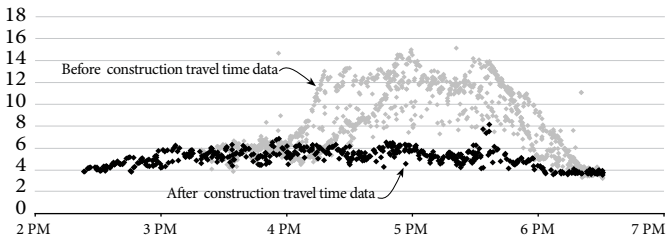
Add Capacity Strategically–Nickel and TPA: A study of 15 mobility projects funded by the 2003 and 2005 transportation funding packages resulted in a 15% improvement in peak period travel times following construction, even with a 14% increase in volume.

Operate Efficiently–I-5 to US 2 Hard Shoulder Running: WSDOT added signs and restriped the US 2 trestle to allow shoulder use during the evening peak and installed nine ramp meters. During the evening peak hour, these projects have reduced travel times by 6 minutes, or more than 50%.

Manage Demand–I-90 Homer Hadley Bridge Construction Mitigation: Construction mitigation efforts helped divert 40% to 60% of traffic every weekday during the construction.

Travel times improve on I-5 to US 2 in Everett as a result of hard shoulder running and ramp metering

Individual vehicle travel times scatter plots
Afternoon commute: NB I-5 at 41st to the US 2/SR 204 Interchange
Travel time in minutes



Data Source: WSDOT Northwest Region.

Before and After results highlight Moving Washington strategies

Moving Washington is WSDOT's strategy to better manage highway resources and changing demand. The Congestion Report's case studies section (see pp. 35-44) highlights Before and After results of programs and projects that address the three focus areas of Moving Washington: Add capacity strategically, operate efficiently, and manage demand.

Hard shoulder running improves peak travel times

To the left is an example of a new Before and After analysis result published in this year's report. Hard Shoulder Running is one way to 'operate efficiently': by using the highway's shoulder during peak demand, travel times are reduced with additional capacity. For more information, see pages 39-40 of the case studies section.

WSDOT's Capital Project Delivery Program Performance Overview

Since 2003, WSDOT has delivered a total of 215 Nickel and Transportation Partnership Account (TPA) projects for $3.274 billion, on target with the Legislative budget expectation.

WSDOT completes 215 highway construction projects through the first fiscal quarter of 2010

WSDOT's cumulative capital program delivery performance remained steady. For the 215 highway projects completed from 2003 through September 30, 2009, changes from the previous quarter are:

- On-time delivery performance declined by 2%, to 88%;
- On-budget performance declined slightly, from 88% to 87%.
- Overall on-time and on-budget remained steady at 78%

All projects were within the scope approved in the most recent State Transportation Budget. A special Biennium Wrap Up report covers WSDOT's performance against these and other measures; please see pages 40-42.

WSDOT delivers 21 projects during the first fiscal quarter of 2010

WSDOT completed 21 projects in the quarter from July 1 through September 30, 2009. All were within scope; 81% were completed early or on time, and 90% were under or within budget. For details, please see the Schedule, Scope and Budget tables on pages 45-47.

Completed projects are reviewed in more depth for schedule and budget performance as well as construction highlights or challenges in the *Gray Notebook's* Beige Pages "Completed Projects" section, pages 58-67.

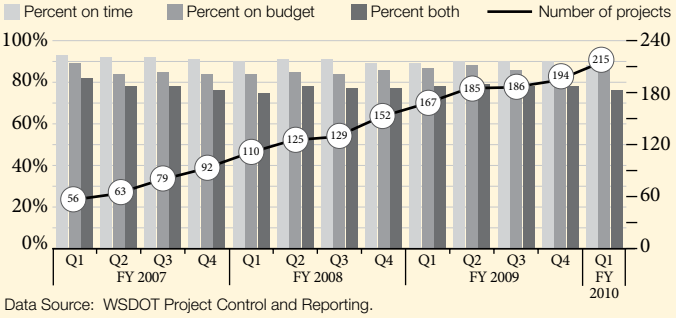
64 Nickel and TPA projects under construction or advertised for construction

In the first quarter of the 2010-2012, two new projects were advertised on time for construction bids, a lower number than usual which reflects the approaching winter slowing of construction work. The total award amount for the 64 projects either under construction or about to begin work is $852 million. Details of these projects are in the Advertisement Record on pages 48-51.

29 projects totaling an estimated $587 million at completion are scheduled to advertise by March 31, 2010

Nine significantly sized projects, with budgets ranging between $24 million to $146 million are scheduled to be advertised in the next six months. All but three are on their original schedule, and three have been advanced to advertise earlier than planned. Full details are in the Projects To Be Advertised tables on pages 52-53.

Cumulative performance of Nickel and TPA projects



Data Source: WSDOT Project Control and Reporting.

Hood Canal Bridge Construction Wrap Up

This project constructed and replaced the entire eastern half of the SR 104 Hood Canal Bridge with new sections that included 14 new pontoons, three retrofitted pontoons, and superstructure. It added two new trusses and approach spans to the east and west ends, built 20 new anchors, and connected these anchors to the new pontoons with thicker anchor cables.

This project improves safety and reduces congestion on the bridge by providing a wider, straighter roadway and larger shoulders. Upgraded mechanical, electrical, and hydraulic systems, as well as a new east-half control tower, provide travelers and marine traffic with more reliable bridge openings.

The Hood Canal Bridge project was completed for $519 million, $20 million more than the 2009 legislative expectation, and $314.5 million more than the original $204.5 million budget. The bridge was completed in 2009, about two years later than originally planned. For more details, see pages 68-69.

The SR 104 Hood Canal Bridge is now operationally complete and open to traffic.

WSDOT's Capital Project Delivery Programs

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). The *Gray Notebook*'s Beige Pages generally do not include planning studies or projects that do not have a construction phase. Pre-Existing Funds (PEF) projects are budgeted by program for the improvement and preservation of the highway system, and the delivery of the work is reported programmatically in six categories. WSDOT will be updating its project delivery reporting in the *Gray Notebook*. Improvements will include a multi-level reporting approach, to more closely align with changing project management processes and prepare for the deployment of the new automated project reporting system (see p. 86). This transition will evolve over the next three quarters and, as a result, the Beige Pages will change over time.

Highway construction performance dashboard
As of September 30, 2009; Dollars in thousands

	Nickel (2003)	TPA (2005)	Combined Nickel & TPA	Pre-Existing Funds (PEF)
Total number of projects	153	238	391	494**
Total program (Improvement & Preservation) budget *	$3,801,822	$9,791,080	$13,592,902	$4,592,021
Schedule, Scope, and Budget Summary: Results of completed projects				
Cumulative to date, 2003 – September 30, 2009	For Nickel and TPA details, see pages 45-47			See pages 80-83
Total cumulative number of projects completed	116	99	215	–
% Completed early or on time	90%	86%	88%	–
% Completed within scope	100%	100%	100%	–
% Completed under or on budget	90%	85%	87%	–
% Completed on time and on budget	82%	73%	78%	–
Baseline estimated cost at completion	$2,273,609	$988,034	$3,261,643	–
Current estimated cost at completion	**$2,260,949**	**$1,013,270**	**$3,274,219**	–
% of total program over or under budget	0.6% Under	2.6% Over	0.4% Over	–
Biennium to date, 2009-11				
Total number of projects completed in 2009-11	**5**	**16**	**21**	**58**
% Completed early or on time	100%	75%	81%	-
% Completed within scope	100%	100%	100%	-
% Completed under or on budget	100%	88%	90%	-
% Completed on time and on budget	100%	75%	81%	-
Baseline estimated cost at completion	$519,280	$174,405	$693,685	$144,842
Current estimated cost at completion	$502,561	$168,031	$670,592	$133,666
Advertisement Record: Results of projects entering into the construction phase or under construction				
Cumulative to date, 2003 – September 30, 2009	For Nickel and TPA details, see pages 48-51			See pages 80-82
Total number of projects in construction phase	**15**	**49**	**64**	**N/A**
% Advertised early or on time	73%	86%	83%	–
Total award amounts to date	$440,031	$412,409	$852,440	–
Biennium to date, 2007-09				
Total advertised	**0**	**2**	**2**	**7**
% Advertised early or on time	0%	100%	100%	71%
Total award amounts to date	$0	$0	$0	N/A
Advertisement Schedule for projects in the pipeline: Results of projects now being advertised for construction or planned to be advertised				
October 1, 2009 through March 31, 2010	For Nickel and TPA details, see pages 52-53			See pages 83
Total projects being advertised for construction bids	**3**	**26**	**29**	**33**
% on or better than schedule	100%	88%	90%	-

* per 2005-2007 Transportation Budget, Section 603. ** Biennium reporting for PEF projects.
Data Source: WSDOT Project Control & Reporting.

47 highway projects completed by September 30, 2009

WSDOT and local governments completed 47 highway projects receiving Recovery Act funds by September 30, 2009, and continue to advance more projects to construction. By the end of the quarter, 192 projects were certified to receive funds, 170 were advertised and 162 were awarded to contractors or under construction.

Since the $787 billion American Recovery and Reinvestment Act's passage on February 17, 2009, WSDOT and local governments have used federal stimulus funds to improve the transportation system and create and retain jobs. The state received $492 million for highway projects and $179 million for transit investments. Washington met the June 30, 2009 deadline to obligate 50% of federal stimulus highway funds and is on pace to obligate all money by the March 1, 2010, deadline.

The 47 highway projects completed to date include:

- Ten state highway projects including three paving projects on I-90 near Keechelus Lake, Ellensburg, and Moses Lake, and projects on US 2 near Monroe and near Newport.
- Eighteen county projects including two each in Lewis, Skamania, and Spokane Counties
- Eighteen city projects
- One project for Jamestown Tribe

The updated, complete project list is available at: www.wsdot.wa.gov/funding/stimulus.

WSDOT is carefully tracking the stimulus investments to provide regular updates for the public, U.S. Department of Transportation, and Congress. The agency publishes weekly updated delivery statistics on the WSDOT webpage and provides comprehensive reports to the Federal Highway Administration and U.S. House Committee on Transportation and Infrastructure each month. The reports track project advertisements, awards, completions, and include employment data on projects under way. Reports are available at www.wsdot.wa.gov/funding/stimulus/reporting.htm.

Projects receiving stimulus funds have helped create and retain jobs for companies working in Washington. Employees have earned $29.1 million in payroll working nearly 781,000 hours on highway projects through September 30, 2009. The table on the back of this page shows how monthly full time equivalents, payroll value, and labor hours grew each month since the first stimulus spending in March.

Transit projects under way

Transit projects receiving Recovery Act funds are helping governments and transit agencies provide more than 250 passenger vehicles (buses, minibuses, and vans) and other improvements across the state. The Federal Transit Administration has obligated 98% of the state's funds to projects. In addition, Sound Transit received $44 million in advanced funds for its University Link light rail extension and three transit agencies won $7.4 million for energy-saving projects in a competitive grant process for improvements that will reduce emissions.

WSDOT applied for TIGER Discretionary Grants

The state submitted applications on September 15 for three high priority transportation projects in King County, Vancouver, and Spokane to compete for the $1.5 billion in Surface Transportation Discretionary Grants, called TIGER grants, or Transportation Investment Generating Economic Recovery.

WSDOT applied for grants to build portions of the SR 520 Bridge Replacement program ($300 million), the Columbia River Crossing ($147 million), and the North Spokane Corridor ($35 million). Each of the projects proposed to receive funding will improve mobility in major freight corridors, complement current state highway investment, and provide jobs in communities experiencing significant business closures and unemployment.

WSDOT submitted applications for high-speed rail

The Washington State Department of Transportation applied for more than $1.3 billion in stimulus funds for the Pacific Northwest Rail Corridor on August 24 and October 2, 2009. 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 the federal government's first significant investment in the nation's passenger rail transportation network.

WSDOT proposed a list of 26 capital rail projects that qualify for federal funding, including both rounds of applications.

If Washington is awarded grants through the ARRA High-Speed Intercity Passenger Rail program, the projects will improve on-time performance as well as speed and reliability between the Columbia River and Canadian border. There will be considerable benefits to the region including energy savings and congestion reduction, transportation options, job creation, environmental, and economic benefits. More information on the grant applications, is available at www.wsdot.wa.gov/funding/stimulus/passengerrail.htm

Eight Washington airports received aviation funds

The Recovery Act includes $1.3 billion for Federal Aviation Administration programs to protect and promote jobs through construction projects at airports and investments in FAA's air traffic control infrastructure. Eight Washington airports received nearly $50 million in Recovery Act funding, including almost $18 million for Spokane International Airport, $11.4 million for Paine Field in Everett, and $8.7 million for Tri-Cities Airport in Pasco.

Recovery Act Reporting, continued

Recovery Act-funded highway projects

Number of projects by jurisdiction; dollars in millions

Project information	State	Local	Total	Notes
Individual highway projects	37	153	190	State projects specified in the Legislative Evaluation & Accountability Program (LEAP) list. Five state and 12 local projects were added to the list and received federal approval. Six other local projects are no longer receiving funds.
Certified by Governor	37	153	190	Governor must certify that projects were reviewed and represent an appropriate investment of taxpayer dollars. Including the two safety buckets separated below, 192 projects have been certified.
Projects advertised	31	139	170	
Contracts awarded/Under construction	28	134	162	
Projects completed	10	37	47	This is an increase from 3 reported complete by July 28
Financial information	**State**	**Local**	**Total**	**Notes**
Recovery Act dollars provided	$340	$152.1	$492.1	$4 million in state enhancement funds provided to locals. While WSDOT controls $340 million, the total obligation authority is $344 million.
Recovery Act dollars obligated to date	$222.6	$134.8	$357.4	Obligated dollars represent projects approved by the federal government with an executed project agreement. The state obligation amount has decreased since July 28, 2009, after low bids reduced the funding required for projects. 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 as of September 30, 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

	Rumble strips	Cable median barrier	Total
Project status			
Certified by Governor	27	7	34
Projects advertised	27	7	34
Contracts awarded / Under construction	17	6	23
Projects completed	10	0	10
Financial information			
Funds available for buckets	$3.1	$9.2	$12.3
Recovery Act dollars obligated	$2.8	$6.7	$9.5
Total cost of obligated projects	$2.6	$6.7	$9.3

Data Sources: WSDOT Project Control & Reporting Office.

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.

Recovery Act employment

Calendar year 2009; Dollars in millions

	March	April	May	June	July	August	September	Total
Total labor hours	1,864	11,278	28,708	57,698	144,308	252,125	280,927	776,908
Total payroll value	$0.1	$0.5	$1.1	$2.2	$5.4	$9.3	$10.4	$29.1
Full time equivalents	11	65	166	334	834	1,458	1,624	–
Individuals paid with Recovery Act funds	12	283	850	1,811	3,413	5,433	6,638	–

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

Data Note: The number of full time monthly equivalents is computed based on a 2,080 hour work year, More employment information is available at the stimulus webpage, www.wsdot.wa.gov/funding/stimulus/measuredemployment.

Mobility

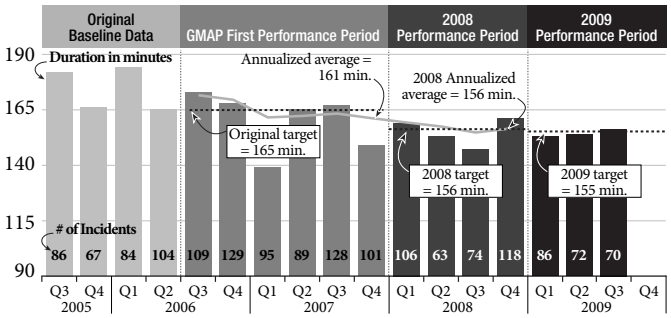
Incident Response Quarterly Update

This quarter, the Incident Response program (IR) responded to 11,943 calls, with an average clearance time of 12.9 minutes; the same time recorded last quarter. There were 23 responses to incidents involving fatalities this quarter, with an average response time of 210 minutes, an 8.8% improvement from the last quarter. Fatality-response times for 2009 are still above the long-term trend of 162-180 minutes, but there appears to be no statistically significant difference in performance for quarters with longer response times compared with quarters that have shorter times.

For the third quarter of 2009, IR responded to 70 over-90 minute responses on the nine western Washington corridors identified by the Governor as priority routes. The average response time for the incidents was 156 minutes, one minute higher than the goal of 155 minutes. The ratio of incidents lasting two to four hours was more than 33% for the third quarter, whereas the first two quarter of 2009 had an average ratio of 20%. There were no extraordinary (six-plus hours) incidents this quarter. See pages 17-19 for the complete Incident Response Quarterly Update.

Progress towards the goal for reducing average clearance time for over-90 minute incidents on nine key western Washington highway segments

July 2005 - September 2009
Average duration in minutes



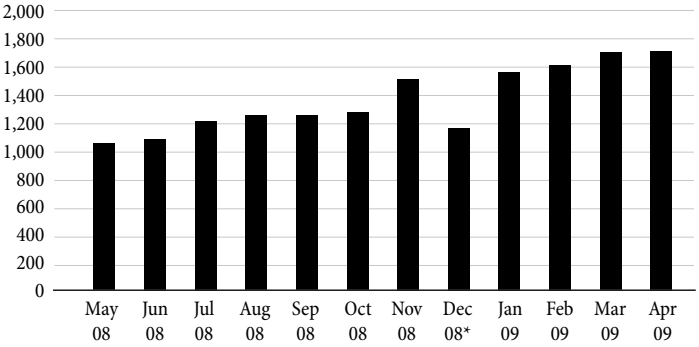
Data Source: Washington State Patrol and WSDOT Traffic Office.
Data Note: The nine key western Washington highway corridors are: I-5, I-90, I-205, I-405, SR 16, SR 18, SR 167, SR 512, and SR 520

High Occupancy Tolling aids in congestion relief

WSDOT's current tolling operations are designed to maximize mobility on their respective locations and ensure reliable travel times to those that use the electronic-tolling program, *Good to Go!*. On the SR 167 High Occupancy Tolling (HOT) lanes, WSDOT provides users with an alternative to the single-occupancy lanes by allowing *Good to Go!* users to pay a toll to use the HOV lane. The HOT lanes have been in operation for over a year, and continue to show faster travel times by maintaining average travel speeds of 45 mph 99.2% of the time, almost 10% more then the legislative requirement of 90%. Carpoolers, vanpoolers, and transit-users can still use the HOV lane free-of-charge, anytime. See pages 35-44 for all of the case studies, including those on tolling, in the Annual Congestion Report.

Average daily tolled trips on SR 167 HOT Lanes

Average daily toll trips by month, Tuesday-Thursday



Data Source: WSDOT Toll Division.
* Drop in December 2008 related to a series of severe weather events.

Environment

Air Quality Annual Update

This year's annual update on air quality provides updates on WSDOT's programs and projects to meet federal and state requirements for air quality during construction and operations. Washington State Ferries has recently completed a full round of testing on the use of bio-fuels on selected vessels, and has concluded that bio-fuels will function with existing marine engines, with no loss of performance. WSDOT tested various blends of bio fuels with the ultra-low sulfur diesel it currently uses. Executive Order 07-02 issued in 2007 mandated state agencies use 20% bio-fuels by 2010. It has since been reduced to 5% in 2009, and WSDOT is confident it can meet this new requirement. See pages 28-29 for the complete Air Quality Annual Update.

Noise Quality Annual Update

This year's annual update on noise quality addresses noise barriers, noise retrofits, and quieter pavement testing. WSDOT added two additional miles of noise walls to its inventory of over 86 miles in 2009. Noise walls are federally required when select corridors meet specific thresholds for noise and cost estimates.

The quieter pavement update shows that test sections on SR 520 near Medina and I-5 near Lynnwood are producing more audible measurements than last year. A new section was installed on I-405 in August 2009, but measurements will be reported in the 2010 update. See pages 30-32 for the complete Noise Quality Annual Update.

Mobility, Preservation, & Stewardship

Washington State Ferries Quarterly Update

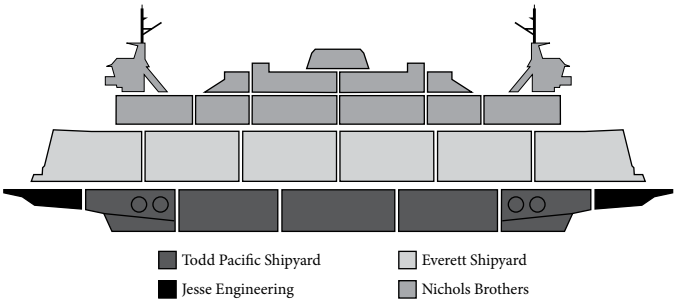
The ferry system transported 7.0 million riders in the first quarter of the fiscal year (Fiscal Year 2010, Quarter 1: July 1 – September 30, 2009), a 1% increase from one year ago, but 0.6% below planned ridership levels for FY 2010. Farebox revenue was 1.1% below expected levels, as leisure travel continues to wane during the economic recession. The system completed 99.3% of all scheduled trips, missing 313 out of more than 42,000 completed. On-time performance declined to 86% for the first quarter, down 1% from the same quarter one year ago. The average sailing delay increased by 4% to 5.0 minutes from 4.8 minutes last year. See pages 20-23 for the complete Washington State Ferries Quarterly Update.

New vessel construction update

WSDOT is in the process of constructing new ferry vessels to replace the retired Steel Electric vessel class. Three vessels are planned for construction, with the first, a 64-auto class, on an 18-month construction schedule. The contractor, Todd Pacific Shipyards, has made progress on constructing the vessel's hull: four of the five steel modules above the car deck are under construction, and sections of the car deck have already been installed. In the coming months, the contractor is expected to complete the structural assembly of the hull, joining, the hull ends, vessel sides, and stairwells. Additional systems such as piping, ventilation, and electrical systems are underway. See page 72 for the complete New Vessel Construction Quarterly Update.

Washington State Ferries
New 64-auto ferry

Vessel assembly information map



Safety

Worker Safety Quarterly Update

Tracking and understanding the types and causes of injuries are key elements of improving safety. Beginning in July 2009, WSDOT has begun to report on injury rates for sprains and strains and hearing loss for each of the regions and Olympia Headquarters. Measuring injury rates normalizes data across organizational units, and focuses on the most common (and problematic) injuries that WSDOT is targeting as part of its injury reduction program, the Safety Stand Down. Each organization has an injury-rate reduction goal, and the quarterly report will indicate if a region is on-track to meet its goal at the end of the fiscal year (June 30, 2010).

New injury rate measures evaluate key focus areas

For sprains/strains, five regions are on track to meet their reduction goals, and four are not. For hearing loss, one region is on track to meet its goal, three regions are not, and five regions including Olympia Headquarters are not reporting yet until they have the necessary audio testing set up to make quantitative determinations.

For OSHA-recordable injuries, in the first fiscal quarter, WSDOT recorded 102 injuries, 16 more than the same quarter one year ago. There were 37 injuries for workers classified as highway maintenance, 23 injuries for workers classified as highway engineering workers, two injuries for workers classified as administrative staff, and 40 injuries for workers in the ferry system. See pages 2-4 for the complete Worker Safety Quarterly Update.

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

Number of injuries per 100 workers for fist quarter of fiscal year 2010 (July 1 - September 30, 2009)

	FY 2010 Sprain/ strain goal	Rate of sprain / strain injuries	On-track to achieve FY 2010 goal?	FY 2010 Hearing loss goal	Rate of hearing loss injuries	On-track to achieve FY 2010 goal?
WSDOT rate	2.4	2.6	No	0.4	0.7	No

Data Source: WSDOT Safety Office.

How to find performance information

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

The information presented here is a snapshot of what you'll find in the full version of *Gray Notebook* 35. The full version for the quarter ending September 30, 2009 is available on line at: http://www.wsdot.wa.gov/Accountability/GrayNotebook/default.htm

For more information contact:

Daniela Bremmer
WSDOT Strategic Assessment Office
310 Maple Park Avenue SE
P.O. Box 47374
Olympia, WA 98504-7374
Phone: 360-705-7953
E-mail: bremmed@wsdot.wa.gov