

This chart shows the timeliness of approval for emergency relief (ER) damage inspection reports. Our goal is to approve 90% of these reports within 10 days of receipt.

- For the 1st/2nd quarters of FY 2012 we were within our goal of 90%.
- For the 3rd/4th quarters of FY2011 we fell 7% short of our goal.
- For the 1st/2nd quarters of FY 2011 we fell 10% short of our goal.
- For the 3rd/4th quarters of FY 2010 we fell 15% short of our goal due to the increase Recovery Act work load and internal staff turnover.
- For the 1st/2nd quarters of FY 2010 we fell 7% short of our goal due to the increased work load resulting from the Recovery Act. We approved 83% of the damage inspection reports within 10 days of receipt.
- For the 3rd/4th quarters of FY2009 we fell 16% short of our goal due to the increased work load resulting from the Recovery Act. We approved 74% of the damage inspection reports within 10 days of receipt. We met our goal of 90% for the 1st/2nd quarters of FY2009.

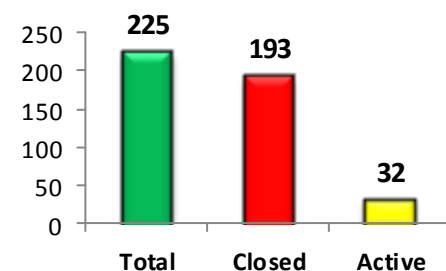
## RECOVERY ACT

The chart to the right shows the current status of the American Recovery & Reinvestment Act (Recovery Act) projects in Washington State as of May 31. 193 of the 225 projects have been completed and closed with 44 remaining active.

Also of note, of the \$491,252,853 available to Washington State, a total of \$490,463,038 or 99.8% has been obligated and 98.7% has been spent.

**Although about half of the Recovery Act projects have been final vouchered (“closed”) nationwide (as of May 31), Washington State leads the country with 86% of its projects closed!**

## STATUS OF RECOVERY ACT PROJECTS



For more information contact:

**Dan Mathis**  
Division Administrator  
FHWA Washington Division  
360-753-9480  
Daniel.Mathis@dot.gov

**Yamilée P. Volcy**  
SW and Eastern Regions Area Engineer  
FHWA Washington Division  
360-753-9552  
Yamilee.Volcy@dot.gov



## Semi-Annual Project Delivery Report

With data from Federal Fiscal Year 2012 Quarters 1 & 2 (October 2011- March 2012)  
Issue XI, May 31, 2012

The Federal Highway Administration (FHWA) Washington Division (WADIV) has developed the following Project Delivery Report which highlights some of the broad array of activities / initiatives / approvals we perform to assist the Washington State Department of Transportation (WSDOT) and local agencies in delivering projects.

### EVERY DAY COUNTS (EDC) EXCHANGE

EDC-Exchange is a regularly scheduled series of “dynamic webinars”. These in-person learning sessions describe effective project development and delivery practices, tools, and “market ready” technologies that local and tribal transportation agencies can readily implement into their programs. FHWA national subject matter experts, in conjunction with FHWA and State DOT field office experts, provide information and materials, and facilitate discussions designed specifically for local / tribal transportation managers.

The first exchange occurred in December 2011, covering the Construction Manager / General Contractor (CM/GC) contracting method. The second exchange topic was Geosynthetic Reinforced Soils (GRS) Integrated Bridge

System (IBS) technology and it took place in February 2012. The third exchange topic was Flexibilities in Right-of-Way and was held on April 19, 2012.

The subject matter experts delivered training modules targeted specifically for local transportation agencies to seminar rooms across the country. The presentations included example projects from around the country.

With assistance from our Local Technical Assistance Program (LTAP) Center, in Washington State we had nine locations including the Division office at which Local Agencies, Tribes, DOT Staff and consultants participated in the exchange. LTAP, FHWA, and WSDOT experts were available in Olympia at the FHWA Division Office to facilitate on-site discussions and answer questions.

### USE OF LOCAL FORCES ON FED-AID PROJECTS

Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) executed a Memorandum of Understanding (MOU) on the use of Agency Forces on November 3, 2010.

The MOU establishes a two year evaluation program on the use of Agency Forces for Federal-Aid projects in Washington.

Since October 2010, 48 projects have used agency forces for at least some of the work on Federal-Aid contracts. The total value of work done by agency forces on these 48 jobs is approximately \$7.7 million.

Agency forces have been used on 36 local agency jobs and 12 WSDOT jobs across all the Regions and one Washington State ferry project.

### ER STREAMLINING EFFORTS

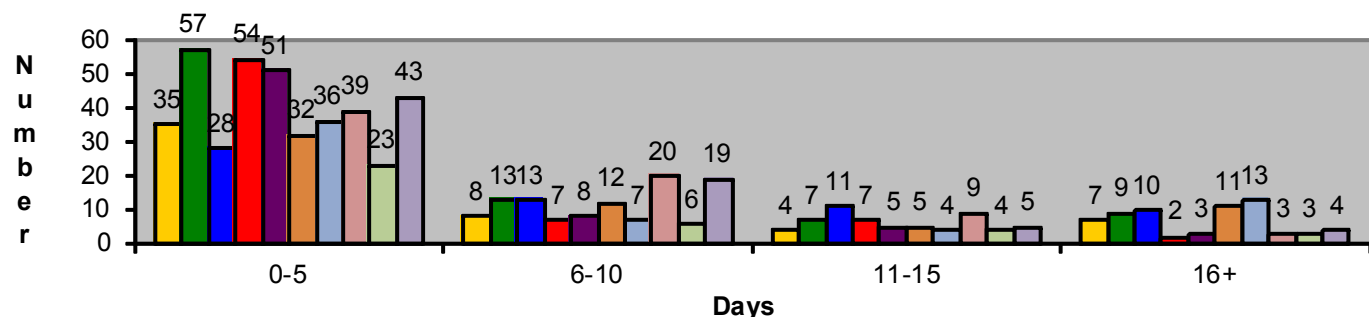
The Washington Division has done several activities to further streamline the delivery of the Emergency Relief (ER) Program in Washington State.

The Division has conducted ER webinar training for WSDOT and local officials with well over 200 participants and provided training sessions to WSDOT’s Regions on the 2009 ER Manual changes. Also, the Division developed, recorded, and posted six (6) ER training modules on our office website:

<http://www.fhwa.dot.gov/wadiv/emerrrelief/>

Additional guidance was developed and distributed on several ER Program areas such as betterments and temporary and permanent repairs. Also, endangered species act (ESA) compliance for ER projects has been streamlined by expanding the application of the 4(d) maintenance rule to include Federally-funded projects.

## Approval of Documented Categorical Exclusions

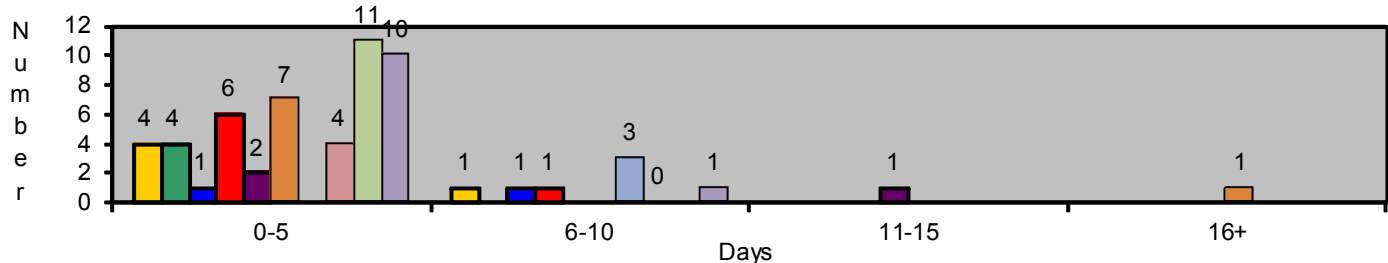


Legend for Approval of Documented Categorical Exclusions:

- 3rd/4th Quarters FY07
- 1st/2nd Quarters FY08
- 3rd/4th Quarters FY08
- 1st/2nd Quarters FY09
- 3rd/4th Quarters FY09
- 1st/2nd Quarters FY10
- 3rd/4th Quarters FY10
- 1st/2nd Quarters FY11
- 3rd/4th Quarters FY11
- 1st/2nd Quarters FY12

This chart shows the timeliness of approval of documented categorical exclusions (DCEs) semi-annually from FY2007 to FY2012. As the chart depicts, we are approving the vast majority of DCEs within the first 10 days of receipt.

## Approval of R/W Cert 3s



Legend for Approval of R/W Cert 3s:

- 3rd/4th Quarters FY07
- 1st/2nd Quarters FY08
- 3rd/4th Quarters FY08
- 1st/2nd Quarters FY09
- 3rd/4th Quarters FY09
- 1st/2nd Quarters FY10
- 3rd/4th Quarters FY10
- 1st/2nd Quarters FY11
- 3rd/4th Quarters FY11
- 1st/2nd Quarters FY12

This chart shows the timeliness of approval for right-of-way (R/W) Certifications 3 (Cert. 3s)

- A Cert. 3 occurs for parcels where not all rights have been obtained or there may be some displacees remaining.
- Our goal is to take action on / approve 90% of certification 3s within 10 days of receipt. Certifications that took longer than 10 days required negotiations that took additional time to finalize.

\* Approval of certifications 1 and 2 have been delegated to WSDOT.  
 \*\* In order to authorize the advertisement of a project for construction, the State must certify the R/W has been cleared, per 23 CFR 635.309.  
 \*\*\* Certification 3s are to be used only in very unusual circumstances.

## OTHER APPROVALS/ACTIONS

### Environmental Document Approvals

- Record of Decision (ROD) for the East Link Light Rail Project on I-90 across Lake Washington signed November 17, 2012
- I-5 Columbia River Crossing (CRC) ROD signed on December 7, 2011

### Design Approvals

- Port of Vancouver TIGER II project signed within 2 days of submittal
- I-5 Mellen to Blakeslee widening project approved within 5 days of submittal

### Design Deviations

- I-90 Two-way Transit and HOV Operations, Stage 2:
  - Tunnel lighting systems deviation approved on March 27, 2012 (5 days after receipt)
- I-5 / NE 116th Street Interchange and Street Improvement Project:
  - Shoulder width approved on December 12, 2011 (5 days after receipt)

### Access Actions

- No major access break / modifications were approved for these quarters

## Timeliness of Authorizations / Modifications (All Federal-aid Projects Including ARRA)

Number of Days	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
0 to 5 Days	780	858	724	1327	1463	1456	943	1451	1645	2261	1936	1791	848
6 to 10 Days	241	307	121	90	101	103	68	175	128	113	131	41	7
11 to 15 Days	77	109	39	10	22	24	13	37	12	7	18	7	0
16 to 20 Days	29	34	21	5	3	8	1	18	5	1	3	2	0
20 + Days	152	68	98	52	15	17	8	16	13	5	1	0	0
<b>TOTALS</b>	<b>1279</b>	<b>1376</b>	<b>1003</b>	<b>1484</b>	<b>1604</b>	<b>1608</b>	<b>1033</b>	<b>1697</b>	<b>1803</b>	<b>2387</b>	<b>2089</b>	<b>1841</b>	<b>855</b>

This table reflects the number of authorizations / modifications approved within certain timeframes since 2000.

- For FY2012 our approval is at 99%. The 99% exceeded our goal of 90%!

(Note: the FY begins on October 1 and ends on September 30 of the following year.)

## STATEWIDE SECTION 106 PA FOR FEDERAL-AID HIGHWAY PROJECTS ON USFS LANDS

The Washington Division worked with WSDOT, the Department of Archaeology & Historic Preservation (DAHP) (also the State Historic Preservation Officer (SHPO)) and the US Forest Service (USFS) to execute a second statewide Programmatic Agreement (PA) for Washington. This January 2012 agreement complements the 2007 statewide PA for streamlining Section 106 review. This new agreement is focused on streamlining Section 106 consultations for Federal-Aid Highway projects that occur on Forest Service lands.

For projects crossing USFS lands, the USFS is required to authorize the use of right-of-way for the project in the form of a "consent for appropriation" of federal land. In such cases, the agencies have agreed that FHWA is the lead federal agency for completion of Section 106.

In order to streamline review, the PA identifies undertakings that have "minimal potential to cause adverse effects to historic properties." Certain undertakings do not require Section 106 review by the SHPO or Forest Service Heritage Program Manager provided background research indicates

that there are no known historic properties or eligible resources in the area of potential effects that could be affected by the undertaking, and low potential for unknown resources.

Undertakings that may be exempted from further review include actions such as roadway surface replacement, installation of traffic control devices, in-kind emergency repairs, rock removal and stabilization activities, and use of previously disturbed areas for temporary construction staging. A separate list includes WSDOT activities that are also exempted from SHPO review, but require coordination with the Forest Service Heritage Program Manager to determine the appropriate level of identification.

This is the only statewide PA in the country specifically developed to address FHWA undertakings on federal lands. It may serve as a model for other states with a similar need to clarify roles and responsibilities, and to expedite routine projects. With little risk of causing inadvertent damage to historic sites, the PA should save WSDOT, FHWA, and USFS considerable time and money in processing minor projects with no historic properties affected.