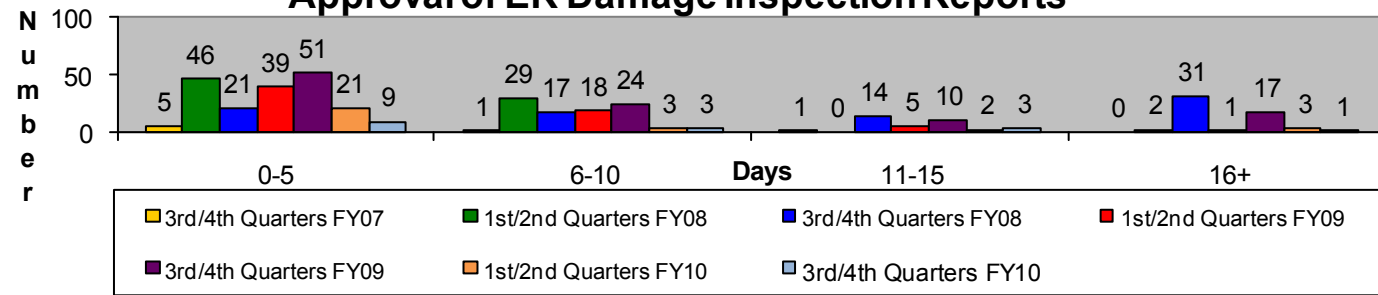


### Approval of ER Damage Inspection Reports



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 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.

### TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)

On October 20, 2010, the USDOT awarded \$45 million to Washington State for the following three TIGER II projects:



2010, Washington state was the recipient of two TIGER grants: 1) US 395 North Spokane Corridor (NSC) (\$35 Million) in Spokane County and 2) Seattle's Mercer Corridor (\$30 Million).

1) South Park Bridge in King County (\$34 Million); 2) East Foster Wells Road Extension in Franklin County (\$1.01 Million); and 3) West Vancouver Freight Access Project in Clark County (\$10 Million). Prior to these TIGER II projects, on February 17,

Both projects are designed to enhance safety, reduce congestion and revitalize economically depressed areas. These projects are currently under construction and held groundbreaking ceremonies in late October that Ray LaHood, Secretary of Transportation attended.

The Washington Division played a key role in getting the project agreements and performance measures drafted and approved. The NSC was the first TIGER project in the country to go through this process and the Mercer was the third.



### Timeliness of Authorizations for Recovery Act Projects

The chart shows the timeliness of approval of project authorization/modifications for the Recovery Act projects.

For FY2010 we approved 317 of the 321 authorizations/modifications within the first 5 days of receipt.

Number of Days	2009	2010
0 to 5 Days	312	317
6 to 10 Days	1	4
11 to 15 Days	0	0
16 to 20 Days	0	0
20 + Days	0	0
<b>TOTALS</b>	<b>313</b>	<b>321</b>

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 2010 Quarters 3 & 4 (April-September 2010)  
Issue VIII, December 2010

The Federal Highway Administration (FHWA) Washington Division 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.

### NORTHWEST (ALASKA, IDAHO, OREGON, AND WASHINGTON) EVERY DAY COUNTS (EDC) SUMMIT

The EDC Innovation Initiative Summit for the Northwest was held in Vancouver, WA November 30 and December 1, 2010. The Summit was attended by representatives from Federal, State and Local governments, industry associations, MPOs, Tribes, and Tribal Technical Assistance Program offices from the Northwest. The goal of the Summit was to explain the 8 (eight) initiatives associated with shortening project delivery, 5 (five) initiatives related to accelerating technology/innovation, and the 2 (two) initiatives intended to accelerate project delivery, determine the status of activities in each State related to the initiatives, begin to identify which initiatives the State would attempt to deploy, identify barriers to deploying initiatives, identify other stakeholders that should be invited to participate in the EDC deployment effort, begin to identify teams that would lead deployment efforts.

The Summit opening plenary session included a videotaped greeting and EDC Vision statement by Administrator Mendez. Deputy Administrator Greg Nadeau presented the EDC Model and explained the anticipated Summit Outcomes. John Horsley, AASHTO Executive Director, discussed the benefits of deploying the EDC initiatives to the

States and local agencies. After the initial plenary session there were breakout sessions for each of the initiatives in which the technical experts from FHWA explained the initiative in detail. There was also discussion during these sessions about barriers to implementing the initiatives.

The States had a second chance to meet with, discuss, and ask questions about the 5 technology/innovation initiatives. At the end of the Summit, each State was asked to meet and discuss each of the initiatives, determine which initiatives they are already doing, which ones they would not attempt to deploy, begin a discussion about what other stakeholders need to be involved, and what needs to be done to further advance initiatives that need more effort. Participants were given an opportunity to identify initiatives that were missing from EDC.

The Washington state caucus concluded that we have deployed the majority of the initiatives; however, there are several that need more effort. There were several suggestions for additional initiatives, most notably investigating flexibilities for advanced acquisition of right-of-way parcels.



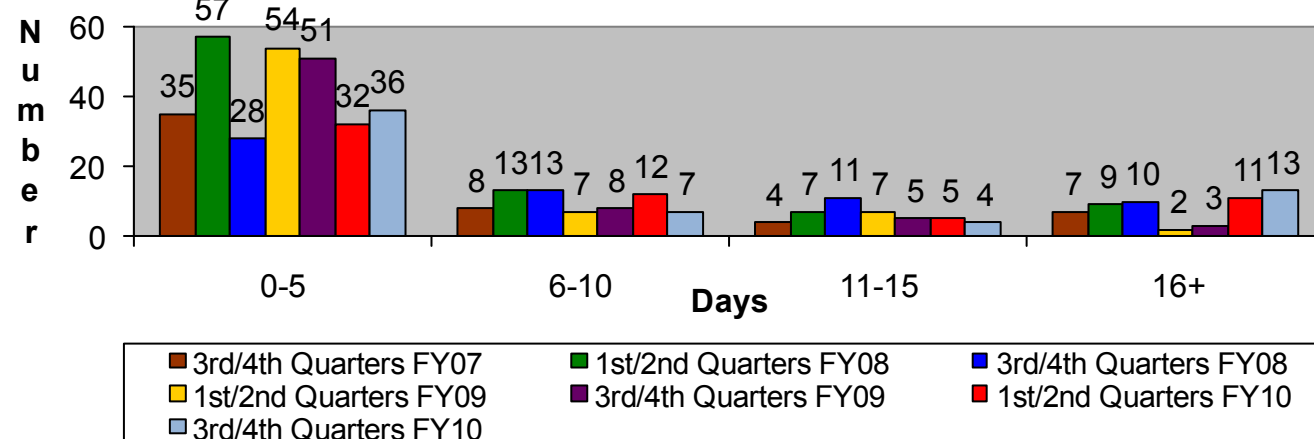
### AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) AND TIGER ACTIVITIES

#### FHWA Steps Up to Help NSC Project Move Forward

The US 395 North Spokane Corridor (NSC) project in Spokane County was one of two projects in Washington state to receive a TIGER grant. This project will build 3.7 miles of southbound US 395 from Francis Avenue to Farwell Road to complement the existing northbound lanes. The full project, once completed, will provide a necessary north/south link between I-90 and existing US 2 and US 395 to reduce congestion, increase mobility and enhance safety.

The NSC has a long history. Since the start of NEPA in 1988, a Record of Decision (ROD) was completed in November 1997 and a Supplemental ROD in November 2000. This TIGER project had a re-evaluation approved in February 2009 and was submitted for the grant in early September 2009. In late September 2009 a new guidance concerning Mobile Source Air Toxics (MSAT) was published. This guidance was not followed which resulted in a lawsuit. Prior to this project being authorized for construction, FHWA staff from HQ and Resource Center, in consultation with Washington State DOT and Spokane Regional Transportation Council and other partners, conducted the necessary studies, which confirmed there were no significant impacts to the corridor. Although this analysis was not done previously, the outcome did not change and the lawsuit was settled. The project is currently under construction.

## Approval of Documented Categorical Exclusions



This chart shows the timeliness of approval of documented categorical exclusions (DCEs) semi-annually from FY2007 to FY2010.

As the chart depicts, we are approving the vast majority of DCEs within the first 10 days of receipt.

## OTHER APPROVALS/ACTIONS

### Environmental Document Approvals

- Eastlake Sammamish Trail Project FEIS was approved on April 19, 2010. The ROD was approved on August 4.
- North Spokane Corridor Phase I Project ROD reevaluation was approved on June 4, 2010
- SR 502 Corridor Widening Project ROD was approved on June 24, 2010
- South Park Bridge Replacement Project ROD Reevaluation was approved on August 3, 2010
- NE Novelty Hill Road Project FONSI was approved on August 4, 2010
- US 12 Wallula to Walla Walla Corridor Phase FONSI was approved on September 2, 2010

### Design Approvals

- I-5 Tacoma HOV Program SR 16 I/C to Port of Tacoma Rd I/C approved on May 3, 2010 (10 days after receipt)
- I-5 Downtown Bellingham On/Off Ramp Reconstruction approved on May 6, 2010 (same day of receipt)
- I-405/NE 6th Street Project to I-5 Widening and Express Toll Lanes approved on June 22, 2010 (same day of receipt)
- I-90 Sullivan Road to Barker Road approved on August 10, 2010 (same day of receipt)
- Salmon Creek Interchange approved on August 16, 2010 (1 month after receipt)

### Design Deviations

- I-405/NE 195th to SR 527: Median Shoulder Deviation approved on April 15, 2010 (same day of receipt)
- I-405/NE 8th Street to SR 520 NB Braided Ramps Deviation approved on August 3, 2010 (same day of receipt)
- I-405/I-5 to SR 169 Stage II Widening Project and SR 515 Interchange:
  - Lane Width and Horizontal Clearance Deviations were approved on June 15, 2010 (5 days after receipt)
  - Stopping Sight Distance Deviation was approved on August 4, 2010 (1 day after receipt)
- I-5 Mellen to Blakeslee:
  - Shoulder Width Deviation was approved on July 9, 2010 (same day of receipt)
  - Vertical Clearance Deviation was approved on September 9, 2010 (same day of receipt)

### Access Actions

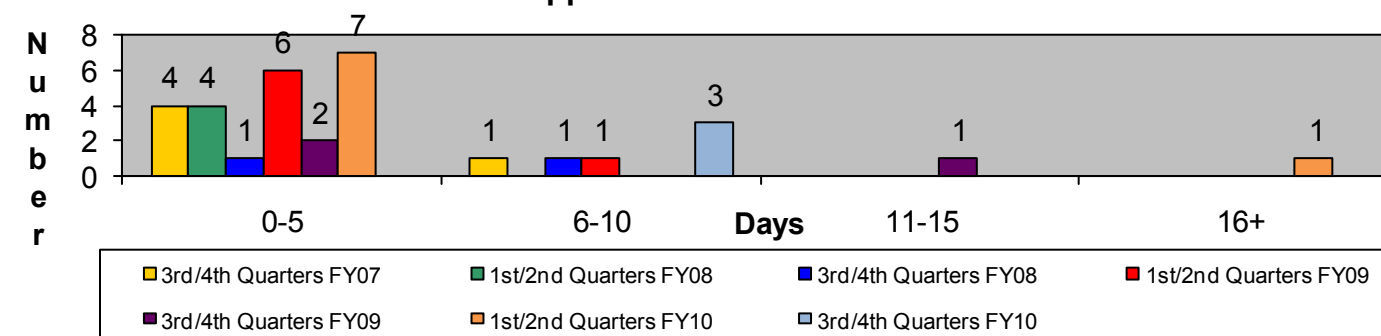
- I-5/196th (SR 524) SB Braided Ramp Modified Interchange was approved on April 14, 2010 (2 days after receipt)
- I-5 Mellen to Blakeslee Modified Interchange was approved on August 26, 2010 (15 days after receipt)
- SR-520 East Side Transit and HOV Modified Interchange was approved on September 15, 2010 (23 days after receipt)

## ACTIVE TRAFFIC MANAGEMENT AND FHWA'S ROLE IN HELPING MAKING IT HAPPEN

WSDOT turned on the state's first Active Traffic Management (AcTM) system, or Smarter Highways, on northbound I-5 near Boeing Field on August 10, 2010. Washington is the second state, after Minnesota, to deploy an AcTM system in the U.S. AcTM has proven effective in reducing crashes and congestion in multiple countries in Europe over the past decade. The initial seed for AcTM in Washington state was planted during the 2006 Congestion Management International Scan Tour, sponsored by FHWA, of which representatives from WSDOT and PSRC attended. FHWA also funded and participated in the development of the Washington AcTM Feasibility Study in 2007. Since the announcement of the Urban Partnership Agreement (UPA) award to WSDOT, Puget Sound Regional Council and King County in 2007,

which includes full funding for the AcTM systems on SR 520 and I-90 over Lake Washington, the Washington Division has worked closely with WSDOT on the development of these AcTM projects. The Washington Division conducted inspections of the AcTM construction on I-5, sign testing facility, and software development in the Traffic Management Center and also played a key coordination role in FHWA's approval of the Manual on Uniform Traffic Control Devices (MUTCD) experimental use request for AcTM signing. Overall, FHWA, and in particular the Washington Division, is proud to be a partner with WSDOT in the planning and deployment of AcTM in Washington and looks forward to sharing these projects as innovative best practices for other states to follow.

## Approval of R/W Cert 3s



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.

## Timeliness of Authorizations / Modifications

(All Federal-aid Projects Including ARRA)

Number of Days	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>0 to 5 Days</b>	208	780	858	724	1327	1463	1456	943	1451	1645	2261	1936
<b>6 to 10 Days</b>	24	241	307	121	90	101	103	68	175	128	113	131
<b>11 to 15 Days</b>	12	77	109	39	10	22	24	13	37	12	7	18
<b>16 to 20 Days</b>	9	29	34	21	5	3	8	1	18	5	1	3
<b>20 + Days</b>	31	152	68	98	52	15	17	8	16	13	5	1
<b>TOTALS</b>	284	1279	1376	1003	1484	1604	1608	1033	1697	1803	2387	2089

This table reflects the number of authorizations / modifications approved within certain timeframes since 1999.

- For FY2010 our approval is at 93%. The 93% exceeded our goal of 90%!

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