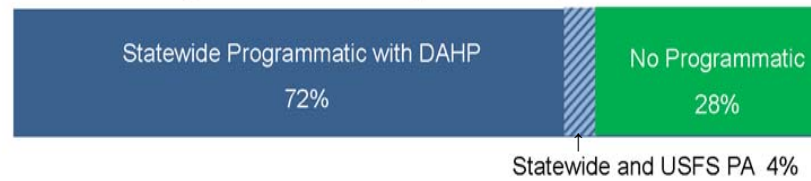


Environmental Programmatic Agreements Streamline Project Delivery

The FHWA Washington Division has worked with WSDOT and Federal and State agency partners to develop programmatic agreements (PA) to streamline the environmental process for federal-aid projects in Washington. In 2012, 72% of federal-aid projects were exempted from Section 106 review under the Statewide PA between WSDOT, FHWA, and the Washington State Department of Archaeology and Historic Preservation (DAHP). Of those projects, 4% (7 projects) were also exempt under the Section 106 PA between WSDOT, FHWA, DAHP, and the US Forest Service (USFS).

In March of 2013, a new PA for Categorical Exclusions (CEs) was signed and put into effect. This new programmatic supersedes the 2009 CE per memorandum of understanding (MOU). The CE per MOU resulted in delegation to WSDOT of 62% of CE decisions. This new PA significantly expands the number of projects that can qualify to be certified by WSDOT so it's expected the percentage will increase substantially. Preliminary reporting from the first quarter shows that 82% of WSDOT's Office of Highways & Local Programs (H&LP) CE projects have been certified by WSDOT under the new PA!

Section 106 Programmatic—Percentage of 2012 Projects

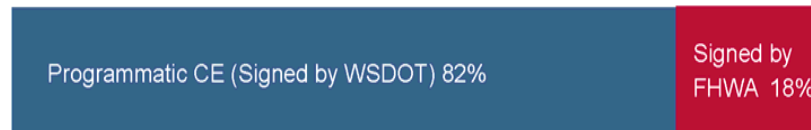


Categorical Exclusions

2009 MOU—2010-2011 usage data for WSDOT & H&LP



March 2013 Programmatic Agreement (usage to date for Local Agencies only)



STREAMLINING ESA

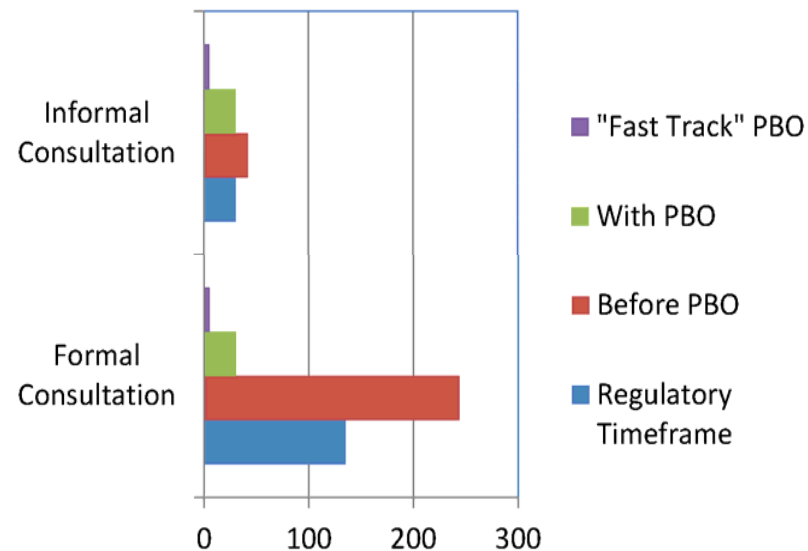
In December 2012, a programmatic biological opinion (PBO) was signed by both NMFS and WSDOT that ensures adequate documentation and compliance with the intent of the Endangered Species Act (ESA).

This streamlining measure eliminates the need to prepare biological assessments for many of the minor projects that have the same kinds of work items covered by the previously approved maintenance agreement.

The PBO reduces the review time from 42 days for informal consultations and 260 days for formal consultations to 30 days in total. It uses a simple form and covers most of the species for many routine projects. Since implementation of this programmatic four projects have been approved, one fast track and two are currently in process. The new programmatic should not only provide a streamlined process for the NMFS consultations, but should increase the use of the USFWS programmatic, as well. (Note: FHWA and WSDOT have had a programmatic endangered species act (ESA) agreement in place with USFWS for over 5 years. Since 2012 42% of the projects which required an informal or formal consultation have used the programmatic.)

NMFS ESA Consultation

Typical Timeframes (in Days)



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Semi-Annual Project Delivery Report

With data from Federal Fiscal Year 2013 Quarters 1 & 2 (October 2012– March 2013)
Issue XIII, July 17, 2013

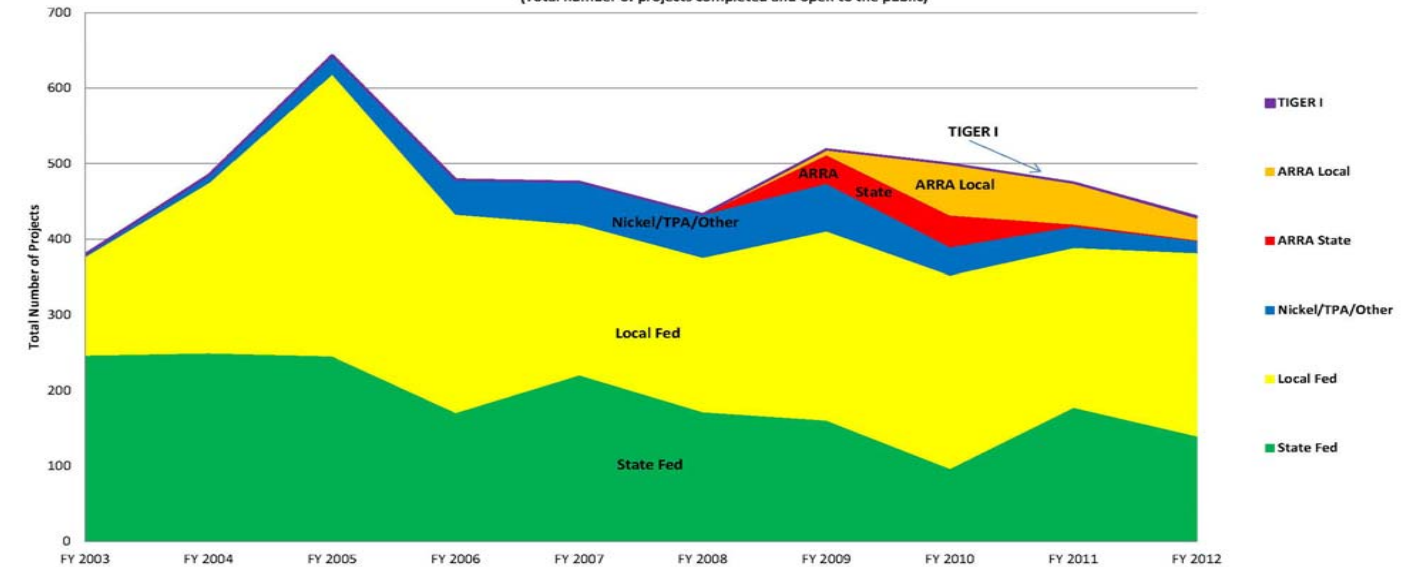
The Federal Highway Administration (FHWA) Washington Division (WADIV) has developed the following Project Delivery Report which highlights some of the broad array of activities / initiatives / approvals we perform to assist the Washington State Department of Transportation (WSDOT) and local agencies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

WSDOT and FHWA Washington Division Deliver Huge Program in Past 10 Years

Below are two charts showing the huge number of federal-aid projects and the corresponding total project dollars (state and federal) delivered by WSDOT and the FHWA Washington Division the past 10 federal fiscal years (Oct. 1-Sept. 30). The chart immediately below "Projects with Federal-aid" includes the total number projects (4821) on which there was some percentage of federal-aid and which were completed and opened-to-traffic by Sept. 30, 2012. The second chart entitled "Project Dollars" includes all state and federal-aid dollars spent (over \$12.5 billion combined!) on those completed and opened-to-traffic projects. This is quite a notable achievement for WSDOT and the FHWA Washington Division and one in which we should all take great pride!

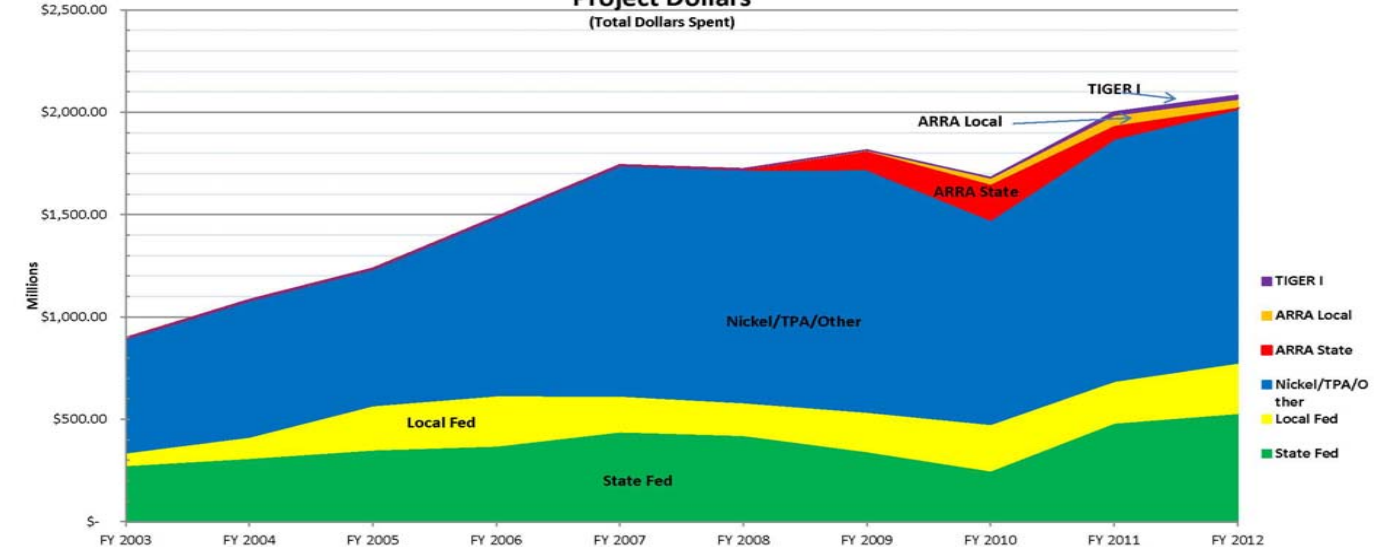
Projects with Federal-aid (4,821)

(Total number of projects completed and open to the public)



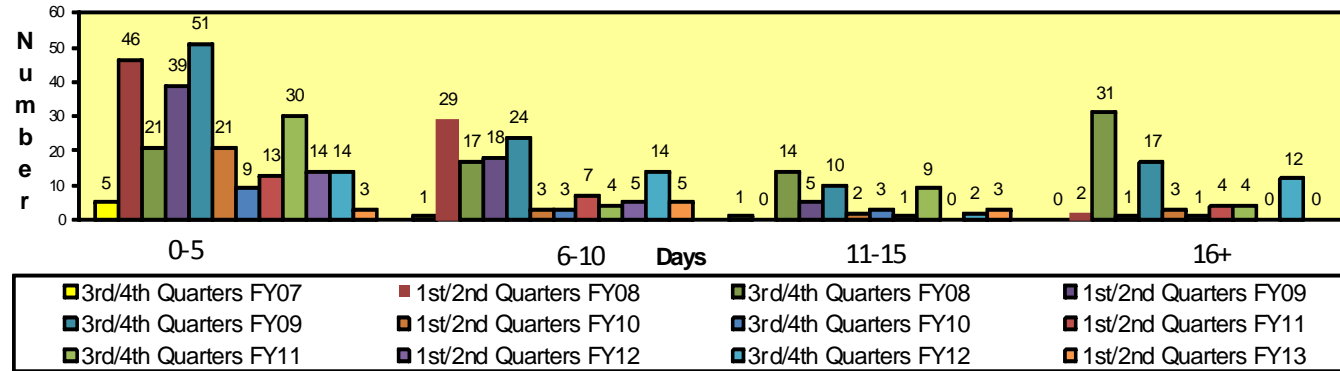
Project Dollars

(Total Dollars Spent)



Total dollars spent over a 10-year period: \$12,576,190,757.68

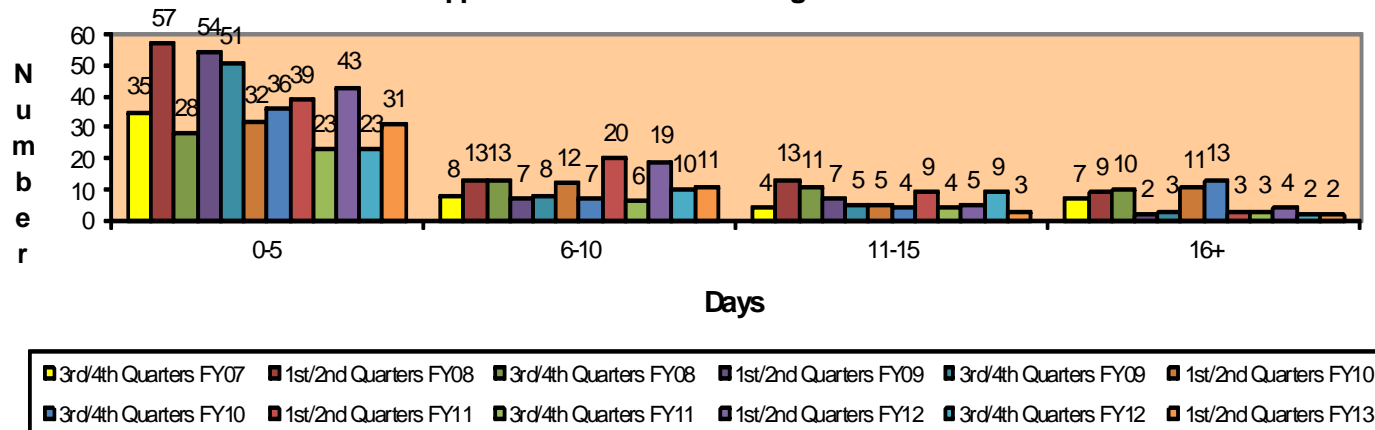
Approval of ER Damage Inspection Reports



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 1st/2nd quarters of FY 2013 we fell 27% short of our goal.
- For the 3rd/4th quarters of FY2012 we fell 23% short of our goal.
- 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

Approval of Documented Categorical Exclusions



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.

OTHER APPROVALS / ACTIONS

Environmental Document Approvals

- I-90 Snoqualmie Pass combined Final Supplemental EIS and Record of Decision (ROD) approved on March 12, 2013.

Design Approvals

- Two design approvals for I-5 Mobility Improvements SR 510 to SR 512 TIGER III were noted for these quarters.

Design Deviations

- I-90 Two-way Transit and HOV Operations
 - Lane width deviation approved on February 5, 2013 (same day of receipt)
- I-82/US 12 to Valley Mall Blvd Vicinity - Paving
 - Vertical Clearance deviation approved on October 3, 2012 (same day of receipt)
- I-5 Mobility Improvements SR 510 to SR 512 TIGER III
 - Shoulder and Lane widths deviations approved on February 28, 2013 (1 day after receipt)

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	1655
6 to 10 Days	241	307	121	90	101	103	68	175	128	113	131	41	35
11 to 15 Days	77	109	39	10	22	24	13	37	12	7	18	7	1
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
TOTALS	1279	1376	1003	1484	1604	1608	1033	1697	1803	2387	2089	1841	1691

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

- For FY2012 our approval is at 98%. The 98% exceeded our goal of 90%!

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

EVERY DAY COUNTS II

Every Day Counts (EDC) was deployed by FHWA in 2010. Its purpose was to identify ways to shorten project delivery time for construction projects from conception to completion and deploy innovation aimed at enhancing the safety of our roadways, and protecting the environment.

A second wave of innovations rolled out in 2012. A summit, designed to discuss these initiatives in detail was held in Portland on November 29-30, 2012.

The following 13 innovations were introduced and are being marketed to the states, locals, and the design and construction industries:

- Programmatic Agreements II
- Intelligent Compaction
- Design-Build
- High-friction Surfaces

- Accelerated Bridge Construction
- Locally-administered Federal -aid Projects
- 3D Modeling for Construction Means & Methods
- Construction Manager / General Contractor (CM/GC)
- Alternative Technical Concepts
- Intersections and Interchanges Geometrics
- Geospatial Data Collection
- Implementing Quality Environmental Documentation
- National Traffic Incident Management Responder Training (SHRP 2)

Since the summit where these initiatives were discussed in detail with states and locals representatives, multiple summits, webinars and training sessions have been held for the following innovations: SHRP2; High-friction Surface Treatment; Geospatial Data Collaboration; Intersections and Interchange Geometrics; and Implementing Quality Environmental Documentation.