

## **State DOT Centralized/Decentralized Right-of-Way Real Estate Programs: Synthesis of Information**

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*Transportation Synthesis Reports (TSRs) are brief summaries of currently available information on topics of interest to WSDOT staff. Online and print sources may include newspaper and periodical articles, NCHRP and other TRB programs, AASHTO, the research and practices of other state DOTs and related academic and industry research. Internet hyperlinks in the TSRs are active at the time of publication, but host server changes can make them obsolete.*

### **Synthesis Topic Summary**

This synthesis includes research papers, and other sources of published information on approaches, background, surveys, guidelines, and examples of information on centralized/decentralized (right of way real estate) programs and how the core employees were funded. Some states have centralized programs and some have tried and then decentralized. This Synthesis attempts to provide guidance on the what, how, and why of others' experience and findings.

### **Databases Searched**

- TRID - A Transportation Research Database at the Transportation Research Board (TRB)
- Research in Progress (RiP) – A Database of Current Transportation Research at TRB
- Previous Synthesis Reports on WSDOT Research Website
- Google
- Wisconsin DOT Transportation Synthesis Reports
- Federal Transit Administration (FTA) website
- Federal Highway Administration (FHWA) website
- International Transportation and other Research Websites

### **Sources**

#### ***Improved Right-of-Way Procedures and Business Practices NCHRP 20-84 [Completed]***

Cesar Quiroga, Ph.D., P.E. Texas Transportation Institute; Completion Date: 10/31/2013

Comments: Completed. To be published as NCHRP Report 771 with CRP-CD 154

Several state departments of transportation (DOTs) are considering simplifying and streamlining their right-of-way procedures and business practices with the goal of improving project development and delivery and long-term right-of-way asset management. Current right-of-way practice and procedural

manuals are the products of 40 years of statutes, case law, regulations, management styles, and best practices.

<http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2730>

PowerPoint about the NCHRP 20-84 [Completed] project from the principal investigator:

<http://rightofway.transportation.org/Documents/Session%2012%20-%20Quiroga.pdf>

### ***Right of Way Quality Management System - The Journey of Five States***

FHWA Office of Planning, Environment, & Realty (HEP); FHWA Website, [www.fhwa.dot.gov/real](http://www.fhwa.dot.gov/real) ; 2014

#### General Overview

This paper describes the types of management systems and best management practices present within State Transportation Department (STD) right-of-way (ROW) divisions. Additionally, it presents how to plan, implement, and measure a management system. Finally, this paper profiles 5 State ROW divisions in various phases of implementing their management systems. The states included are Wisconsin, Pennsylvania, Florida, Louisiana, and Oregon. Before discussing the particular states visited, it is helpful to first gain some familiarity with the terms and concepts associated with an integrated management system.

[http://www.fhwa.dot.gov/real\\_estate/practitioners/right-of-way/research/rowmgt/chap01.cfm](http://www.fhwa.dot.gov/real_estate/practitioners/right-of-way/research/rowmgt/chap01.cfm)

### ***Should Enterprise Compliance Be Centralized or Decentralized?***

The Wall Street Journal, CFO Journal, Deloitte Insights; July 2013

For many executives, “enterprise compliance” is synonymous with “centralized compliance.” But in reality, that’s not the case. An enterprise compliance program can take the form of either a centralized or a decentralized function.

<http://deloitte.wsj.com/cfo/2014/03/13/should-enterprise-compliance-be-centralized-or-decentralized/>

### ***Capital Planning and Asset Management: A Comprehensive Approach for State Government***

Division of Capital Assets Management, Office of Management and Enterprise Services, State of Oklahoma; December 2012

This report is a first step towards a new paradigm of planning globally, optimizing the facility inventory, leveraging available assets and preserving the value of the capital inventory paid for by the citizens of Oklahoma. The course of action outlined in this report builds upon current state processes, taps available resources and respects the mission of the state agencies involved. Most importantly, the recommendations, when implemented, will stop the cycle of deteriorating and dilapidated buildings that have too often become liabilities to the state.

<http://www.ok.gov/DCS/documents/CapitalPlanningAndAssetManagement.pdf>

### ***2011-2012 NASPO Survey of State Procurement Practices***

Summary Report; NASPO; June 2012

The results of the 2011-2012 edition of The NASPO Survey of State Procurement Practices are presented in this summary report. Information contained in this survey was collected from all states that completed the online survey during the first quarter of 2012 and reflects statutes, laws and regulations, policies and agency practices as current at the time the data was collected up to March 31, 2012.

[http://naspo.org/survey/Documents/Zip/FINAL\\_SummaryReport\\_2011-2012\\_Survey\\_6-28-12.pdf](http://naspo.org/survey/Documents/Zip/FINAL_SummaryReport_2011-2012_Survey_6-28-12.pdf)

### ***Right of Way Methods and Tools to Control Project Cost Escalation: AASHTO Survey from Oregon DOT***

ODOT Survey; AASHTO.org; 2007

The Oregon State Highway and Transportation Department sent questions out to all the state DOT's on Right of Way Methods and Tools to Control Project Cost Escalation. A response was requested by February 21, 2007.



Appraisal Review  
AASHTO REPORT.doc

***Right of Way Methods and Tools to Control Project Cost Escalation***

National Cooperative Highway Research Program; Stuart Anderson Texas Transportation Institute College Station, TX; Keith Molenaar, University of Colorado, Boulder, CO, And Cliff Schexnayder Del E. Web School of Construction, Arizona State University, Tempe, AZ; Final Report for NCHRP Project 8-49(2); Submitted April 2008

. . . Project 8-49 and other estimating studies identified right-of-way (ROW) cost estimating and management of right-of-way cost as critical to achieving consistency and accuracy in project cost projections. Although NCHRP Project 8-49 did address right-of-way cost estimating to a limited extent, the project's scope did not allow for an in-depth treatment of this specialized area. This report provides a more in-depth analysis of the problems and practices of right-of-way cost estimating and cost management.

[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_w132.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w132.pdf)

***Integration and Streamlining Transportation Development and Decision Making: State of the Practice***  
Synthesis Report; Jack Faucett Associates; Federal Highway Administration, Washington, DC; July 2003

This executive summary highlights the findings of a study of current practices in the development of transportation solutions in State Departments of Transportation (STDs) and other transportation agencies. This "State of the Practice" synthesis report is the first of three products developed for the United States Department of Transportation's Federal Highway Administration (FHWA) project, "Integrating and Streamlining Transportation Development and Decision-making." The project focuses on the integration of the disciplines of planning, environment, engineering and real estate in the development of transportation solutions. Findings in this report were developed based on a review of available literature, an analysis of results from the FHWA Integration Solutions Survey, and the input and suggestions from a Sounding Board of nationwide transportation professionals.

[http://www.fhwa.dot.gov/real\\_estate/publications/synthesis\\_report/finalsynthtoc.pdf](http://www.fhwa.dot.gov/real_estate/publications/synthesis_report/finalsynthtoc.pdf)