Multi-Agency Permitting (MAP) Team
Semi-Annual Performance Report

(January 1 – June 30, 2010)

Performance Summary Table

Goal	Performance Objective	Were Objective Targets Met?			
		Corps	Ecology	WDFW	King County
Goal 1: Permitting Predictability	**1.1** Achieve at least 80% complete application rates within 15 days of the permit application submittal date.	✓	✓	✗	✓
	1.2 Issue all permit decisions before the AD or RFP date 100% of the time.	✓	✓	✓	✓
	1.3 Meet all MAP Team resource agency permit process timeline statutes at least 95% of the time.	✓	✓	✓	✓
Goal 2: Inter-Agency Early Project Coordination	**2.1** Achieve at least 80% customer satisfaction rating for assisting WSDOT in developing complete permit applications.	✓	✓	✓	✓
	2.2 Achieve at least 80% customer satisfaction rating for assisting WSDOT in making critical design and environmental decisions before the project footprint is set.	**N/A**	**N/A**	**N/A**	**N/A**
Goal 3: Inter-Agency Accessibility	**3.1** Achieve at least 80% customer satisfaction rating for responsiveness and availability in helping WSDOT resolve permitting issues quickly.	✓	✓	✗	✓
Goal 4: Inter-Agency Relationships	**4.1** Achieve at least 80% customer satisfaction rating for maintaining and strengthening the working relationships between MAP Team resource agencies and WSDOT.	✓	✓	✗	✗
Goal 5: Effective Mitigation	**5.1** Achieve at least 80% customer satisfaction rating for providing WSDOT with effective technical and regulatory guidance and feedback that assists WSDOT in selecting, designing and constructing project mitigation sites.	✓	✓	✗	✗

GOAL 1: Permitting Predictability

Goal 1 measures permitting predictability of the MAP Team process through three objectives. The first objective, Objective 1.1, measures how frequently WSDOT submits complete permit applications to the MAP Team. The second objective, Objective 1.2, measures how frequently the MAP Team issues permit decisions before the project Contract Advertisement (AD) or Request for Proposal (RFP) date. Finally, the third objective, Objective 1.3, measures how frequently the MAP Team meets permit process timeline statutes.

The following projects, itemized by MAP Team resource agency permit type, were measured for Goal 1, Objective 1.1:

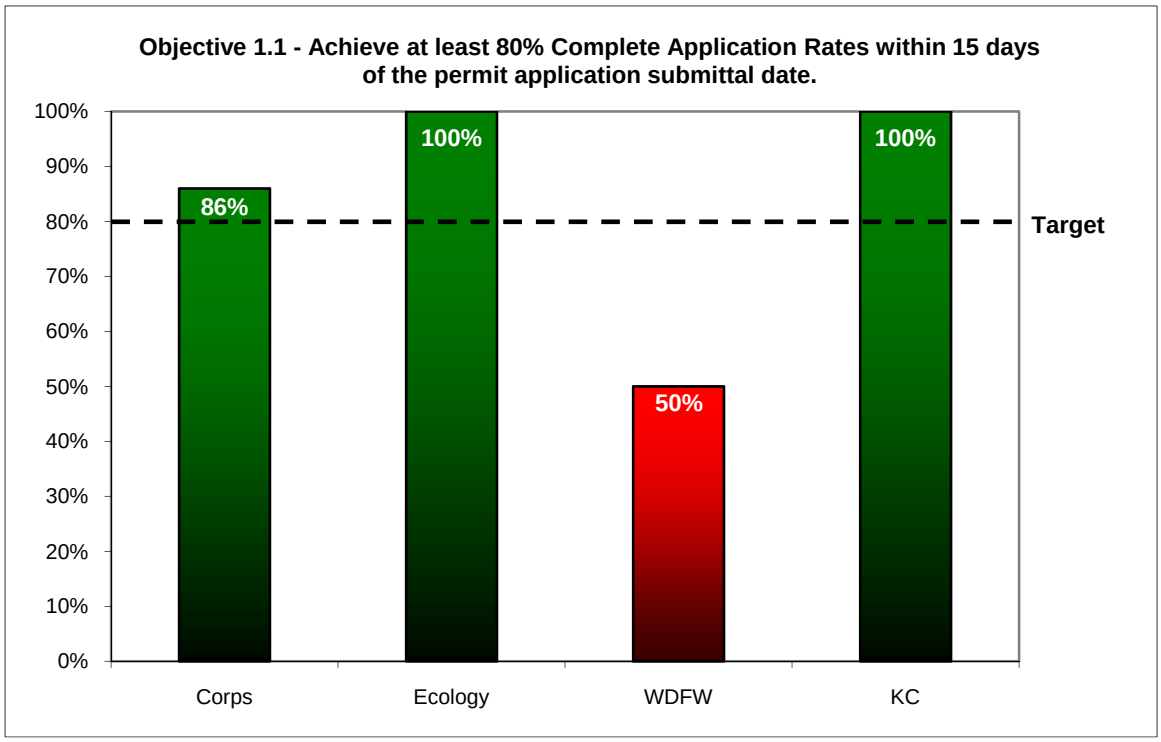
Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail; SR 18, Issaquah Hobart Retaining Wall Replacement.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 530, Sauk River CED Road Realignment.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; SR 542, Gallup Creek Bridge Replacement CED; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 520, Eastside Corridor.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal.

Objective 1.1: Complete Permit Application Rates



Objective 1.1 not met for the following reasons:

- SR 542, Marshall Hill Road – WSDOT submitted an application to WDFW that remained incomplete for 28 days. WDFW had a staff change and important information regarding early project coordination decisions about mitigation were not communicated to the new WDFW MAP Team Area Habitat Biologist. WDFW determined the application was incomplete because the JARPA package did not contain information on how WSDOT planned to mitigate for impacts to fish life. WSDOT and WDFW were able to resolve the mitigation issue 8 days after the incomplete letter was sent by submittal of an updated mitigation plan.

- I-90, East Fork Issaquah Creek Fish Barrier Removal – WSDOT submitted an application to WDFW that remained incomplete for 50 days until WSDOT submitted additional design information. The application was incomplete because it contained insufficient engineering analysis and design details for WDFW to fully evaluate potential stream impacts.
- SR 18, Issaquah Hobart Retaining Wall Replacement – WSDOT submitted an application to WDFW that remained incomplete for 131 days until WSDOT submitted additional design information. The application was incomplete because it contained insufficient engineering analysis and design details for WDFW to fully evaluate potential stream impacts.

Opportunities for Improvement:

- WSDOT and WDFW can improve coordination and information exchange during early project coordination to ensure WSDOT fully understands what engineering analysis and design details are required in order for the HPA permit application package to be considered complete by WDFW.
- WDFW can improve internal WDFW communication and transition when a new WDFW MAP Team Area Habitat Biologist is hired.
- WDFW can help WSDOT by identifying missing information and citing the specific section of the Complete Permit Application Guidance for consistency.
- WSDOT and WDFW can work cooperatively and constructively to fully understand and follow the Complete Permit Application Guidance, and agency expectations.

The following projects, itemized by MAP Team resource agency permit type, were measured for Goal 1, Objectives 1.2 and 1.3:

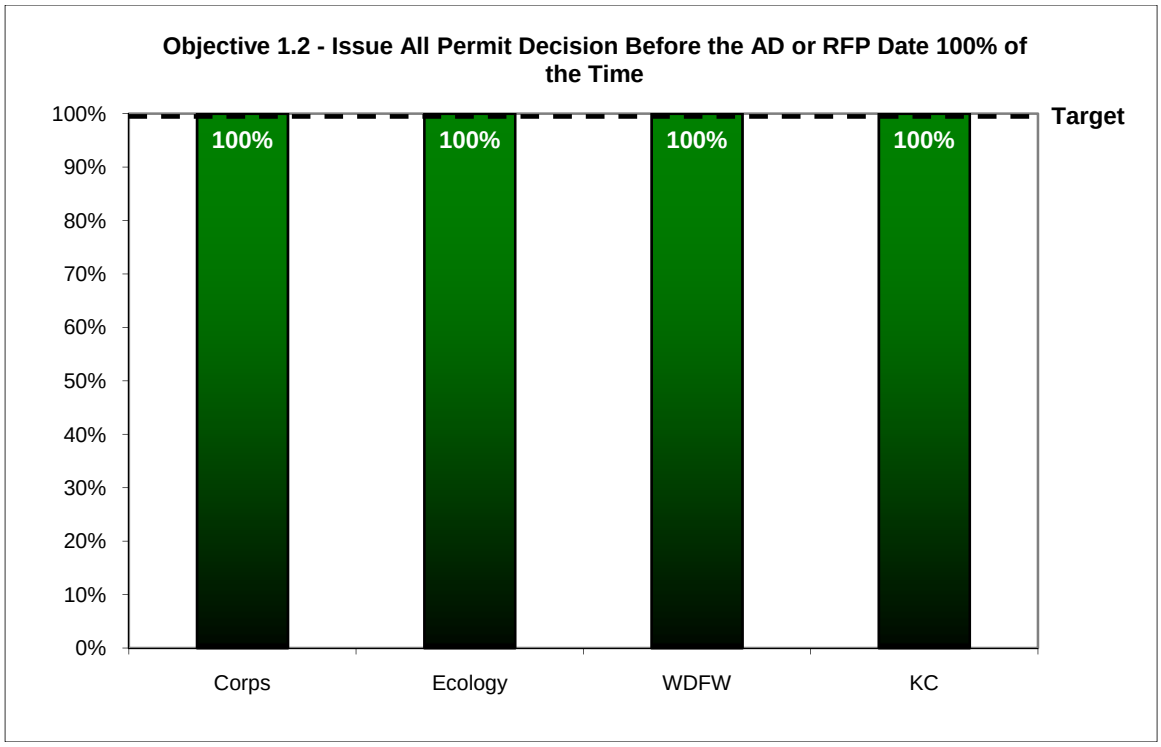
Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail; SR 9, Lundeen Parkway to SR 92; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 520, Eastside Corridor; SR 542, Gallup Creek Bridge Replacement CED.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 542, Gallup Creek Bridge Replacement CED.

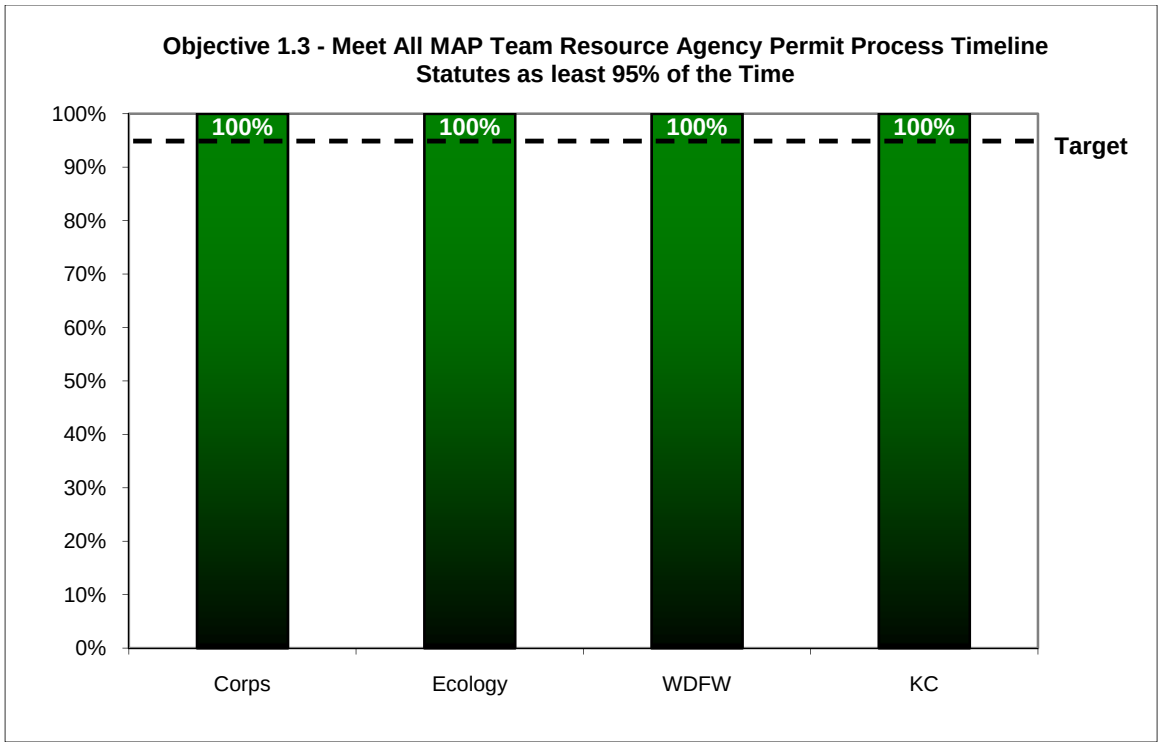
King County – I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement.

Objective 1.2: Issuing Permit Decisions Before AD or RFP Date



The MAP Team successfully met Objective 1.2.

Objective 1.3: Meeting Resource Agency Permit Process Timeline Statutes



The MAP Team successfully met Objective 1.3.

GOAL 2: Inter-Agency Early Project Coordination

Goal 2 measures the effectiveness of the early project coordination phase of the MAP Team permitting process through two objectives. The first objective, Objective 2.1, measures how well WSDOT believes the MAP Team assisted them in developing complete permit applications. The second objective, Objective 2.2, measures how well WSDOT believes the MAP Team assisted them in making critical design and environmental decisions before the project footprint was set.

The following projects were measured for Goal 2:

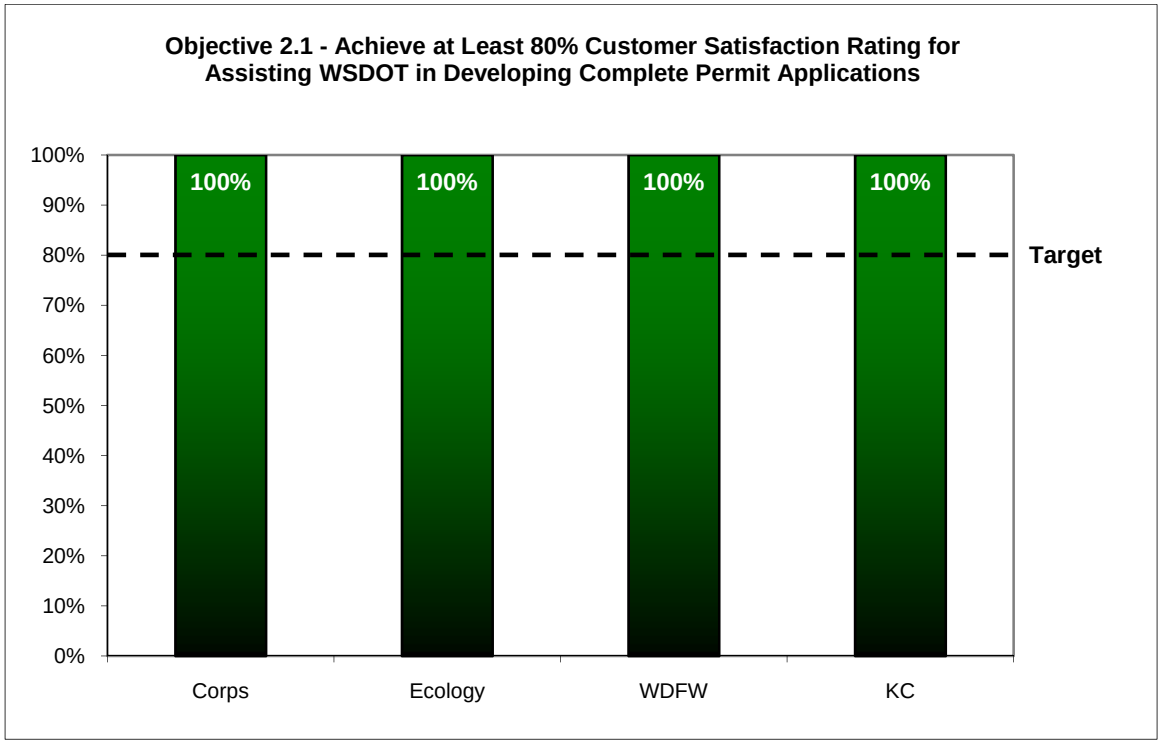
Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 530, Sauk River CED Road Realignment.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; SR 542, Gallup Creek Bridge Replacement CED; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 520, Eastside Corridor.

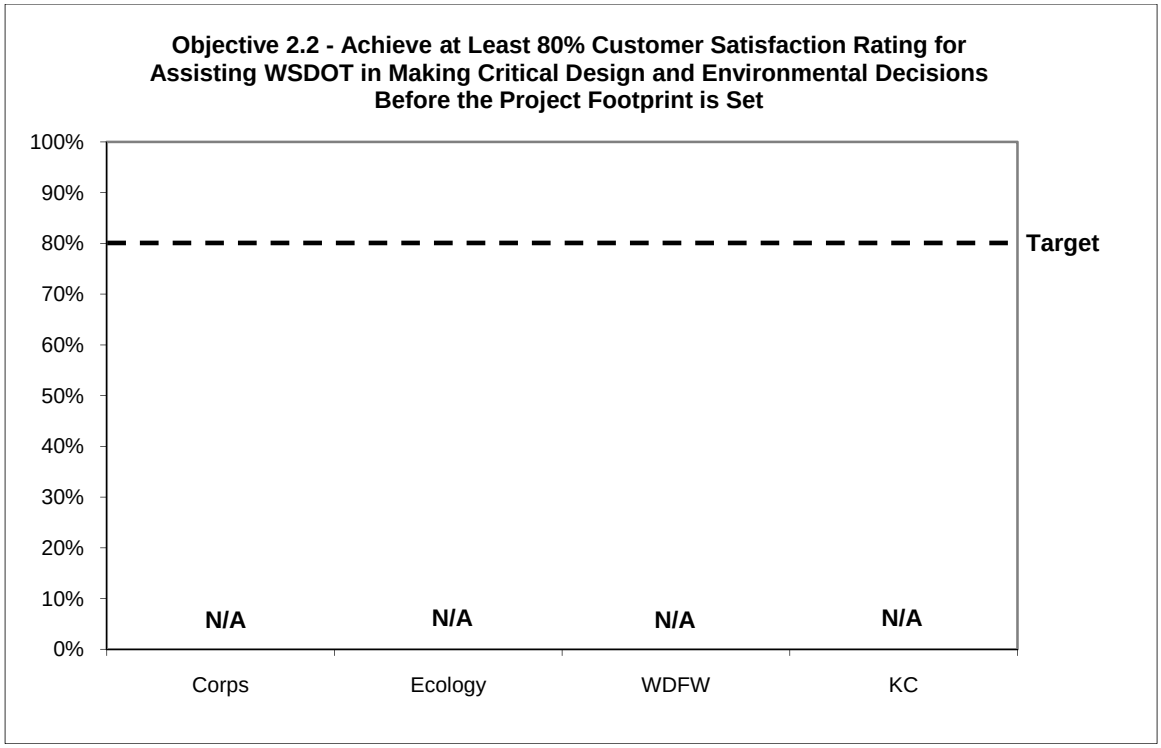
King County – I-90, East Fork Issaquah Creek Fish Barrier Removal.

Objective 2.1: Assisting WSDOT in Developing Complete Applications



The MAP Team successfully met Objective 2.1.

Objective 2.2: Assisting WSDOT with Critical Design/Environmental Decisions



WSDOT did not ask MAP Team resource agencies for assistance in making critical design and Environmental decisions before the project footprint was set.

GOAL 3: Inter-Agency Accessibility

Goal 3 measures the MAP Team's responsiveness and availability through one objective. Objective 3.1 measures how responsive and available WSDOT believes the MAP Team was in helping them resolve permitting issues quickly. Goal 3 measures all three phases of the MAP Team permitting process.

The following projects, itemized by resource agency permit type and phase of the MAP Team permitting process, were measured for Goal 3:

Early Project Coordination Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 530, Sauk River CED Road Realignment.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; SR 542, Gallup Creek Bridge Replacement CED; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 520, Eastside Corridor.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal.

Permit Review Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail; SR 9, Lundeen Parkway to SR 92; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement.

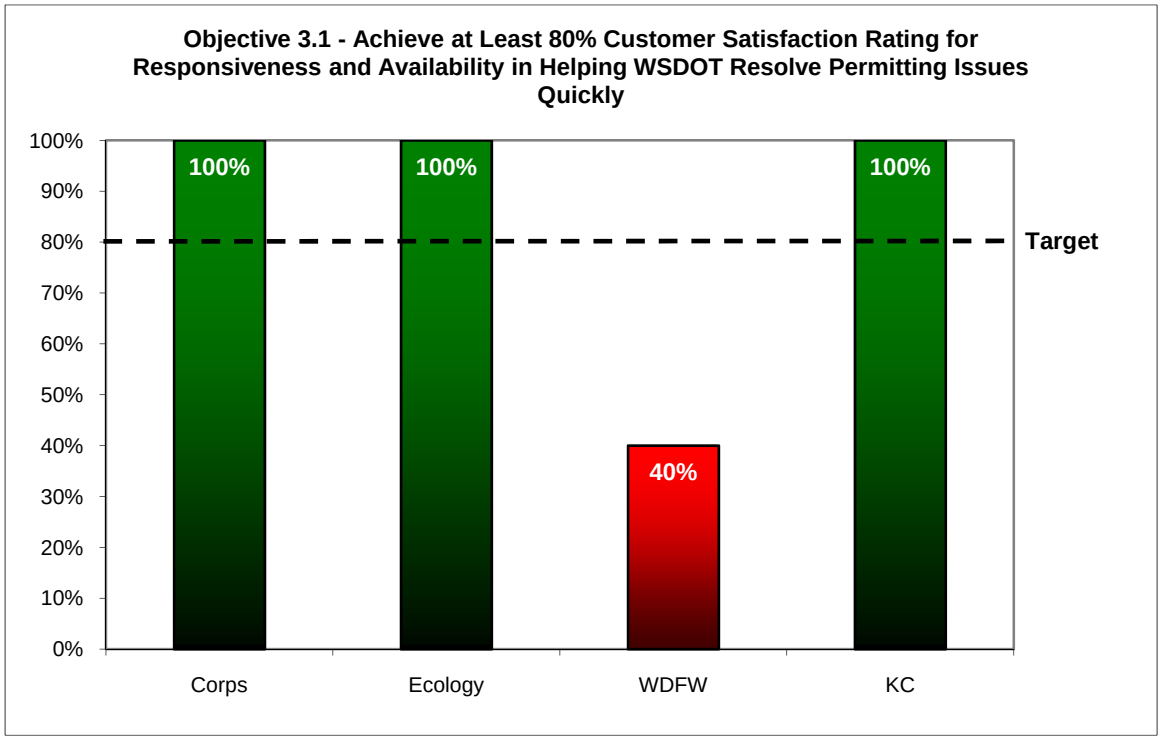
Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 520, Eastside Corridor; SR 542, Gallup Creek Bridge Replacement CED.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 542, Gallup Creek Bridge Replacement CED.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement.

Construction/Compliance Phase – No projects.

Objective 3.1: Responsiveness and Availability to Resolve Permitting Issues



Objective 3.1 not met for the following reason:

- Only 40% of WSDOT customer surveys respondents felt WDFW was responsive and available to help WSDOT resolve permitting issues quickly.

Opportunity for Improvement:

- WSDOT and WDFW could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented communications are important to improving Goal 3 performance.

GOAL 4: Inter-Agency Relationships

Goal 4 measures the strength of working relationships between the MAP Team and WSDOT through one objective. Objective 4.1 measures whether WSDOT believes the working relationships with the MAP Team are being maintained and strengthened. Goal 4 measures all three phases of the MAP Team permitting process.

The following projects, itemized by resource agency permit type and phase of the MAP Team permitting process, were measured for Goal 4:

Early Project Coordination Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 530, Sauk River CED Road Realignment.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; SR 542, Gallup Creek Bridge Replacement CED; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 520, Eastside Corridor.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal.

Permit Review Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail; SR 9, Lundeen Parkway to SR 92; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement;.

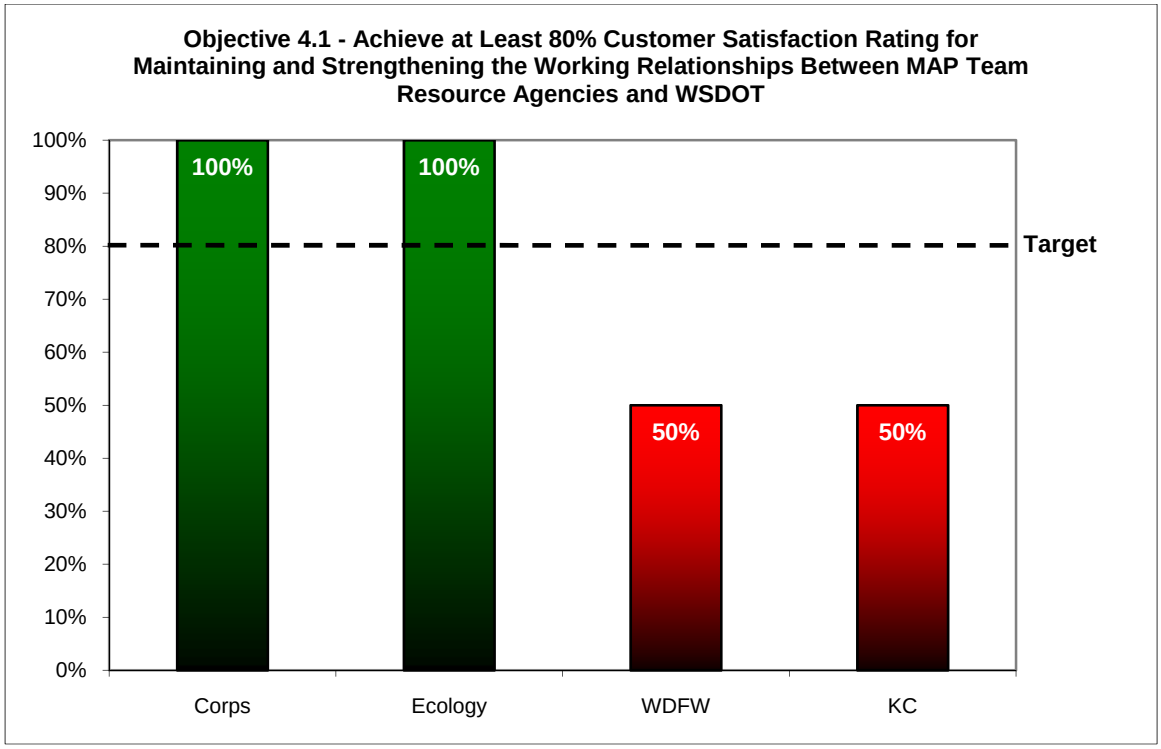
Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 520, Eastside Corridor; SR 542, Gallup Creek Bridge Replacement CED.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 542, Gallup Creek Bridge Replacement CED.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement.

Construction/Compliance Phase – No projects.

Objective 4.1: Maintaining and Strengthening Working Relationships



Objective 4.1 not met for the following reason:

- Only 50% of WSDOT customer survey respondents felt working relationships between WDFW and WSDOT were satisfactorily maintained or strengthened.
- Only 50% of WSDOT customer survey respondents felt working relationships between King County and WSDOT were satisfactorily maintained or strengthened.

Opportunity for Improvement:

- WSDOT and WDFW could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented communications are important to improving Goal 4 performance.
- WSDOT and King County could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented communications are important to improving Goal 4 performance.

GOAL 5: Effective Mitigation

Goal 5 measures the effectiveness of the MAP Team's technical and regulatory mitigation guidance to WSDOT through one objective. Objective 5.1 measures whether WSDOT believes the MAP Team provided them with effective technical and regulatory guidance that assisted WSDOT in selecting, designing and constructing project mitigation sites. Goal 5 measures all three phases of the MAP Team permitting process.

The following projects, itemized by resource agency permit type and phase of the MAP Team permitting process, were measured for Goal 5:

Early Project Coordination Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail.

Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 530, Sauk River CED Road Realignment.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; SR 542, Gallup Creek Bridge Replacement CED; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 520, Eastside Corridor.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal.

Permit Review Phase –

Corps 404 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 169, Green River Bridge Slope Stabilization; I-90, MP 5.20 Near Green River Gorge Bridge; SR 530, Sauk River CED Road Realignment; I-90, Highpoint to Preston Trail; SR 9, Lundeen Parkway to SR 92; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement.

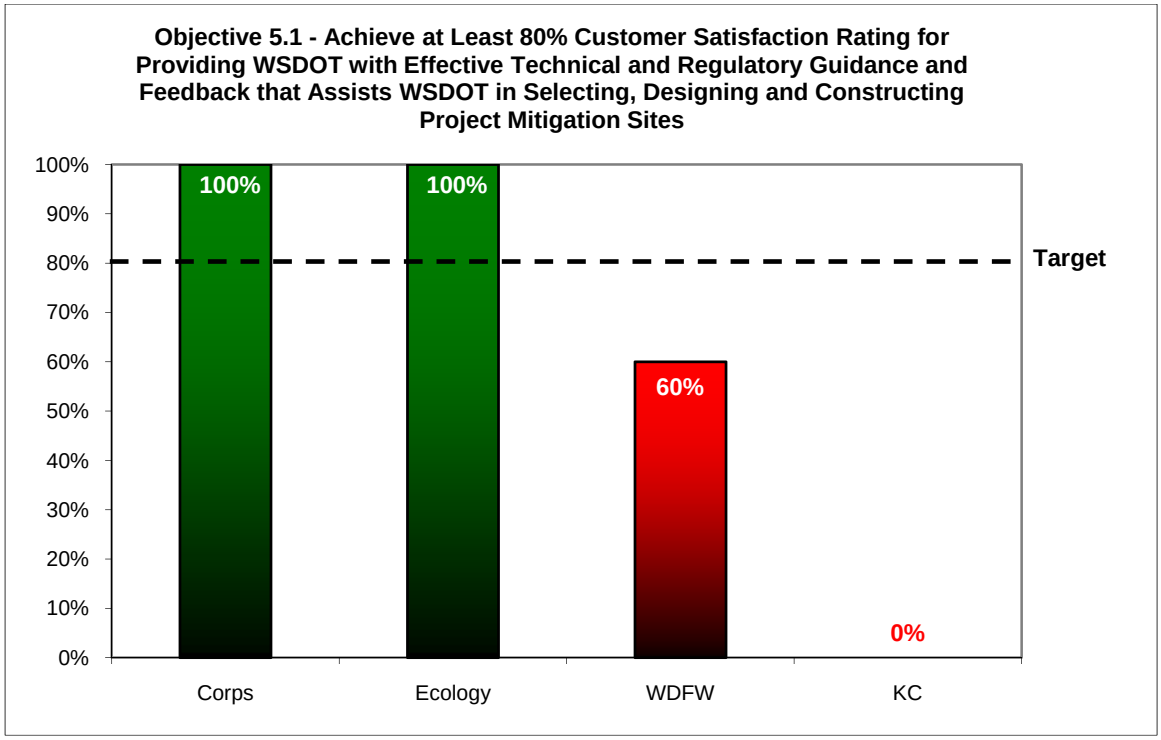
Ecology 401 – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 520, Eastside Corridor; SR 542, Gallup Creek Bridge Replacement CED.

WDFW HPA – SR 522/US 2 Interchange; SR 542, Marshall Hill Road; I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 542, Gallup Creek Bridge Replacement CED.

King County – I-90, East Fork Issaquah Creek Fish Barrier Removal; SR 18, Issaquah Hobart Retaining Wall Replacement.

Construction/Compliance Phase – No projects.

Objective 5.1: Effective Mitigation Guidance that Assists WSDOT



Objective 5.1 not met for the following reason:

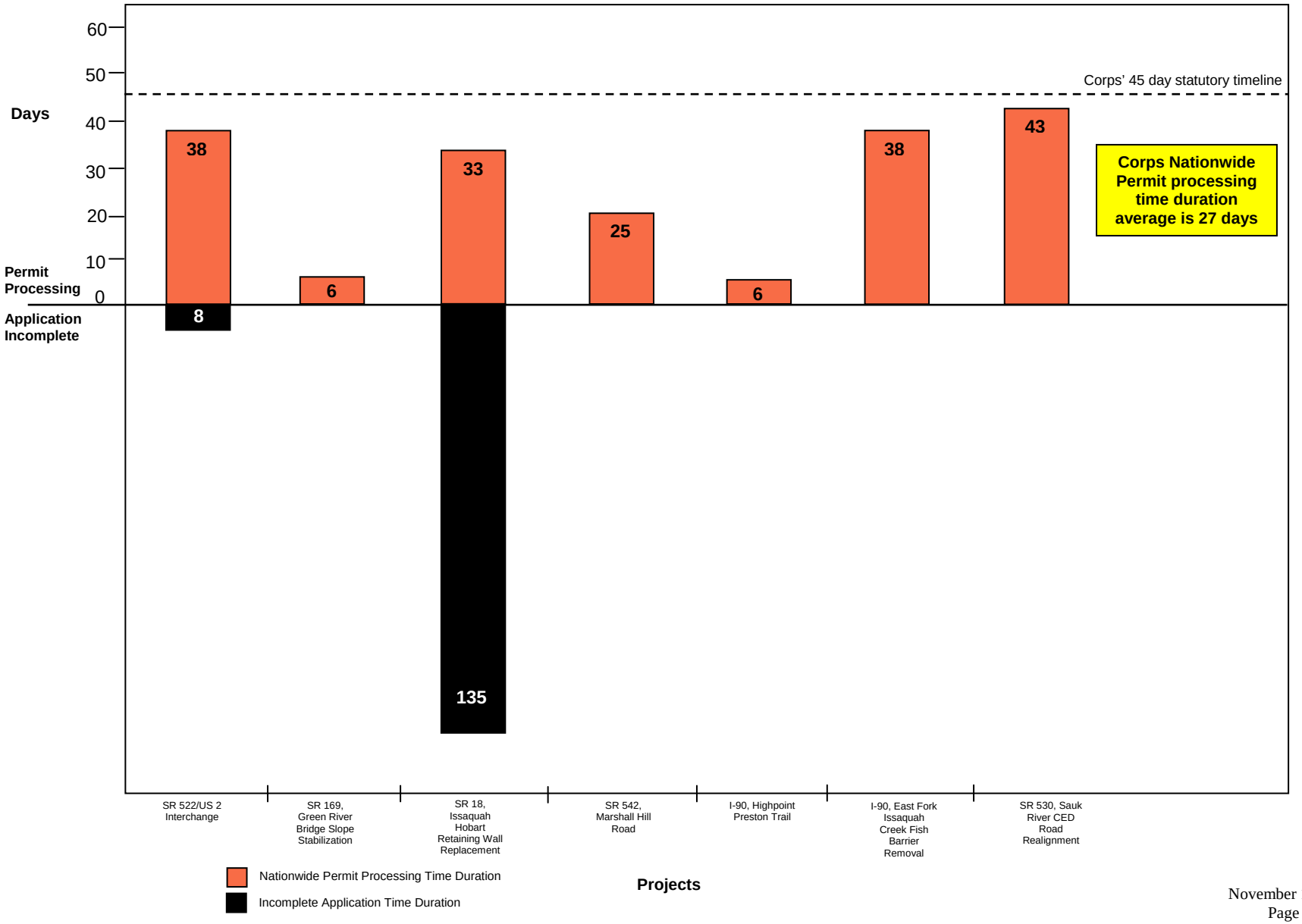
- Only 60% of WSDOT customer survey respondents felt WDFW satisfactorily provided effective technical and regulatory guidance and feedback that assisted WSDOT in selecting, designing, and constructing project mitigation sites.
- 0% of WSDOT customer survey respondents felt King County satisfactory provided effective technical and regulatory guidance and feedback that assisted WSDOT in selecting, designing, and construction project mitigation sites.

Opportunity for Improvement:

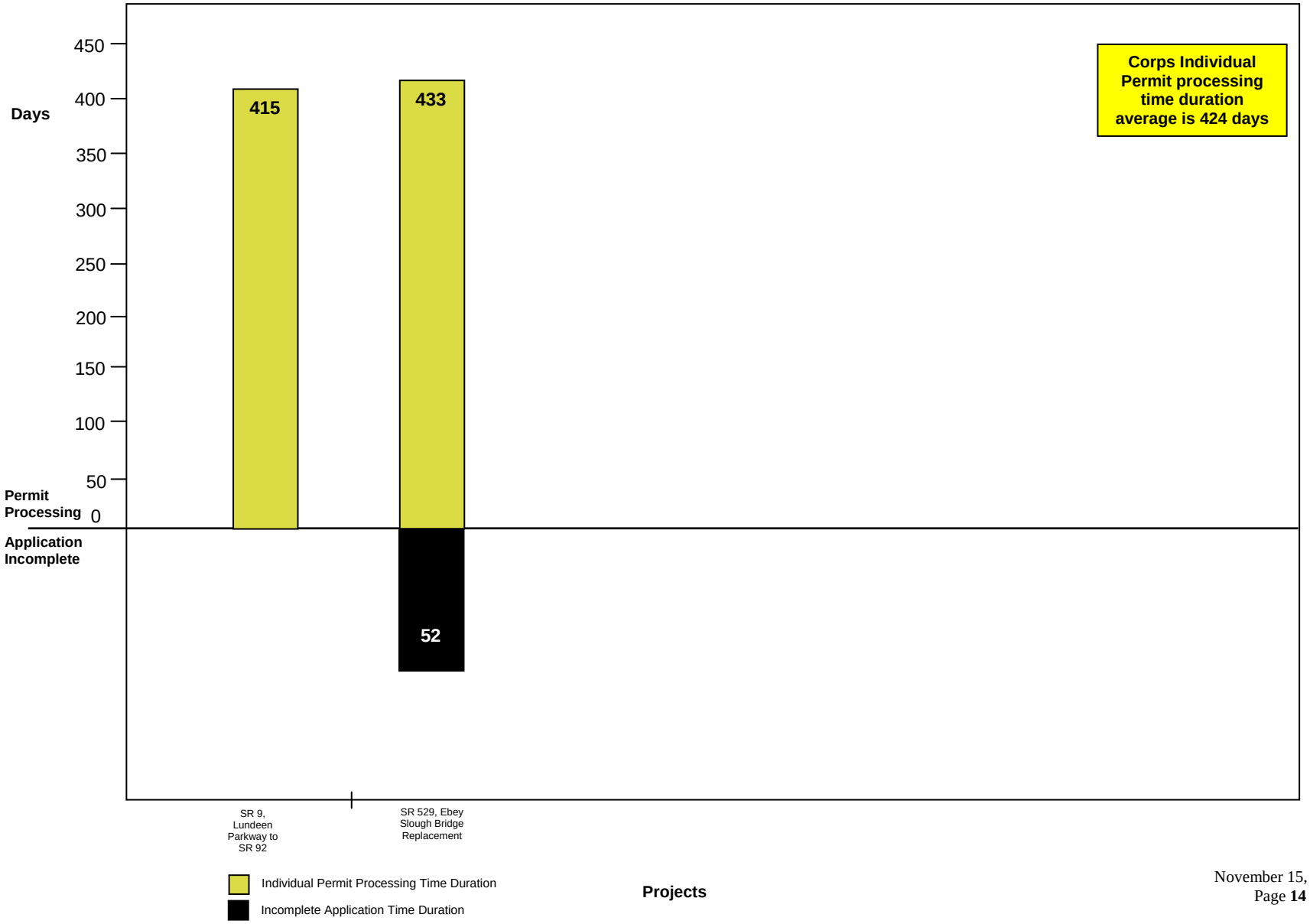
- WSDOT and WDFW could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented technical and regulatory guidance and feedback is important to improving Goal 5 performance.
- WSDOT and King County could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented technical and regulatory guidance and feedback is important to improving Goal 5 performance.

Appendix A: Permit Review Timelines for MAP Team projects that were issued during the current performance reporting period (January 1 – June 30, 2010).

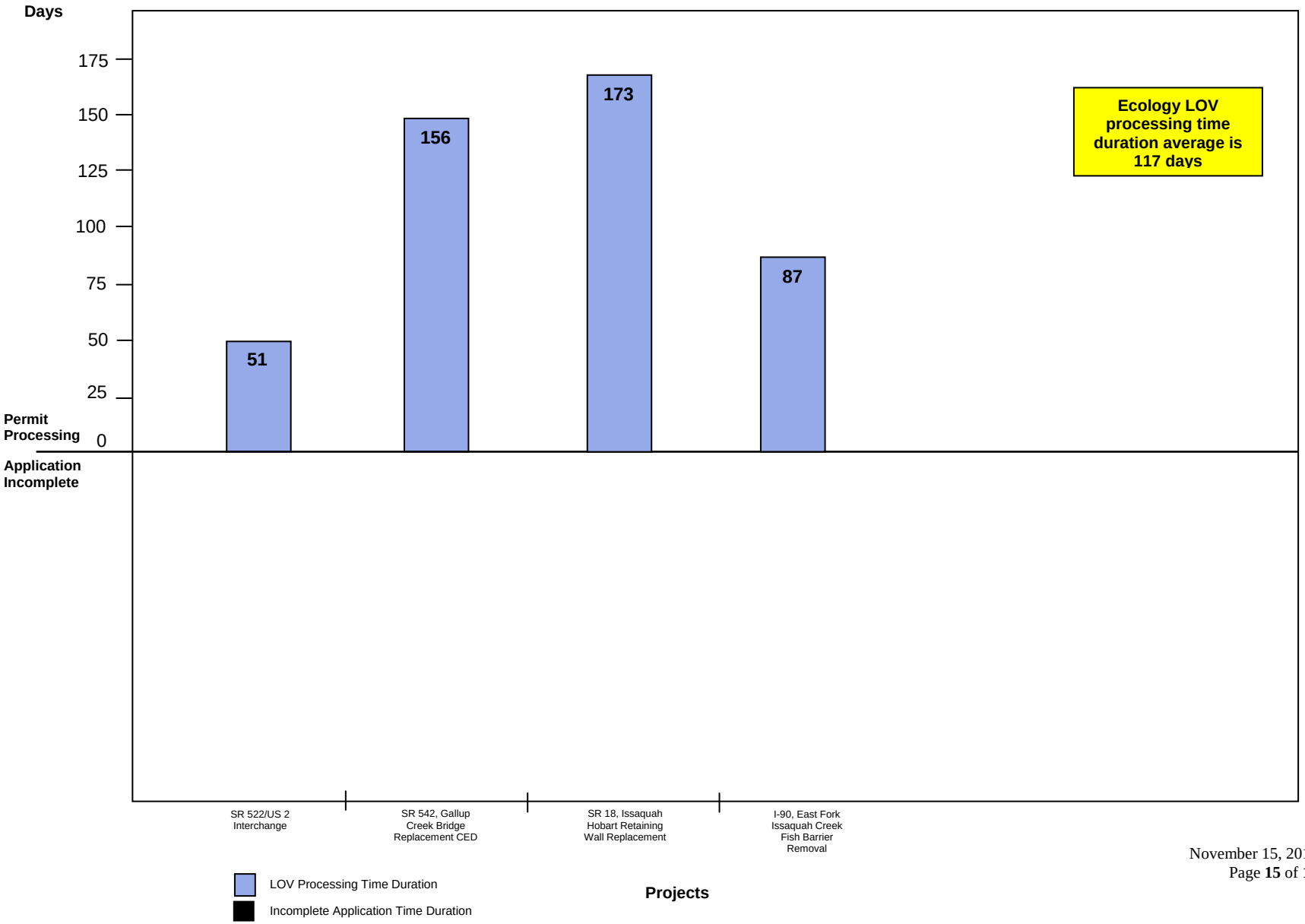
Number of Days to Issue Corps Nationwide Permit Decisions for MAP Team Projects
January 1 through June 30, 2010



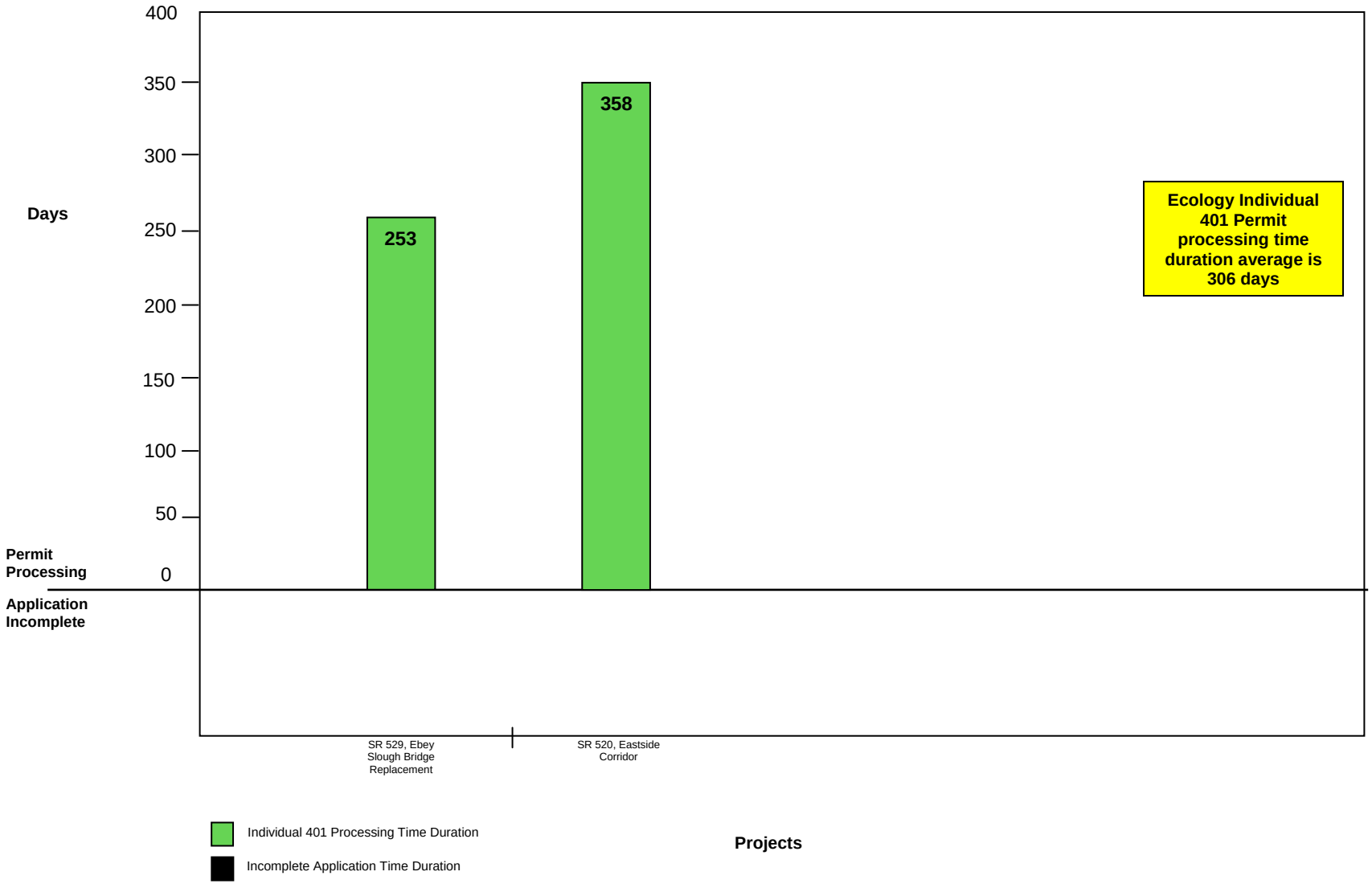
Number of Days to Issue Corps Individual Permit Decisions for MAP Team Projects
January 1 through June 30, 2010



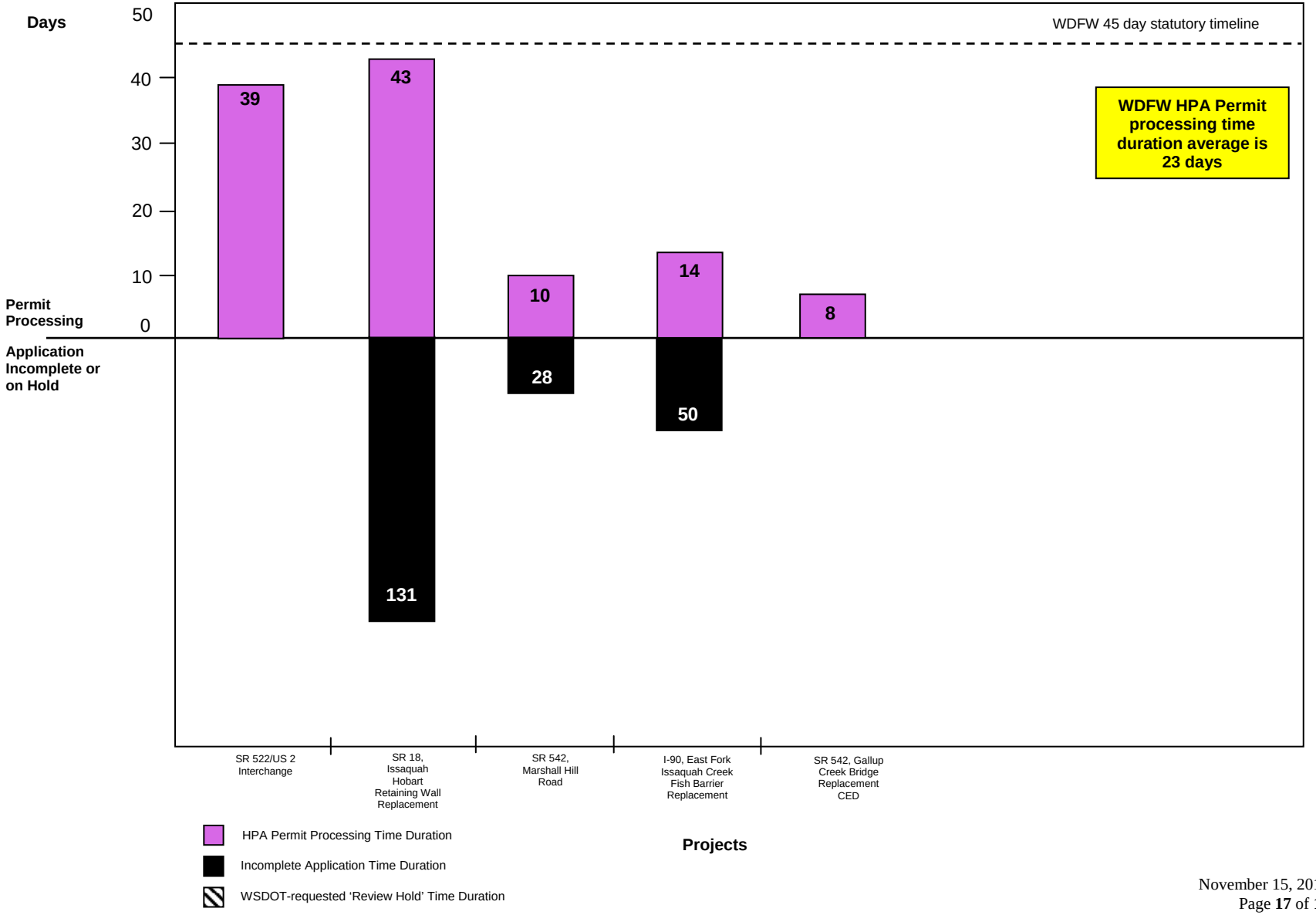
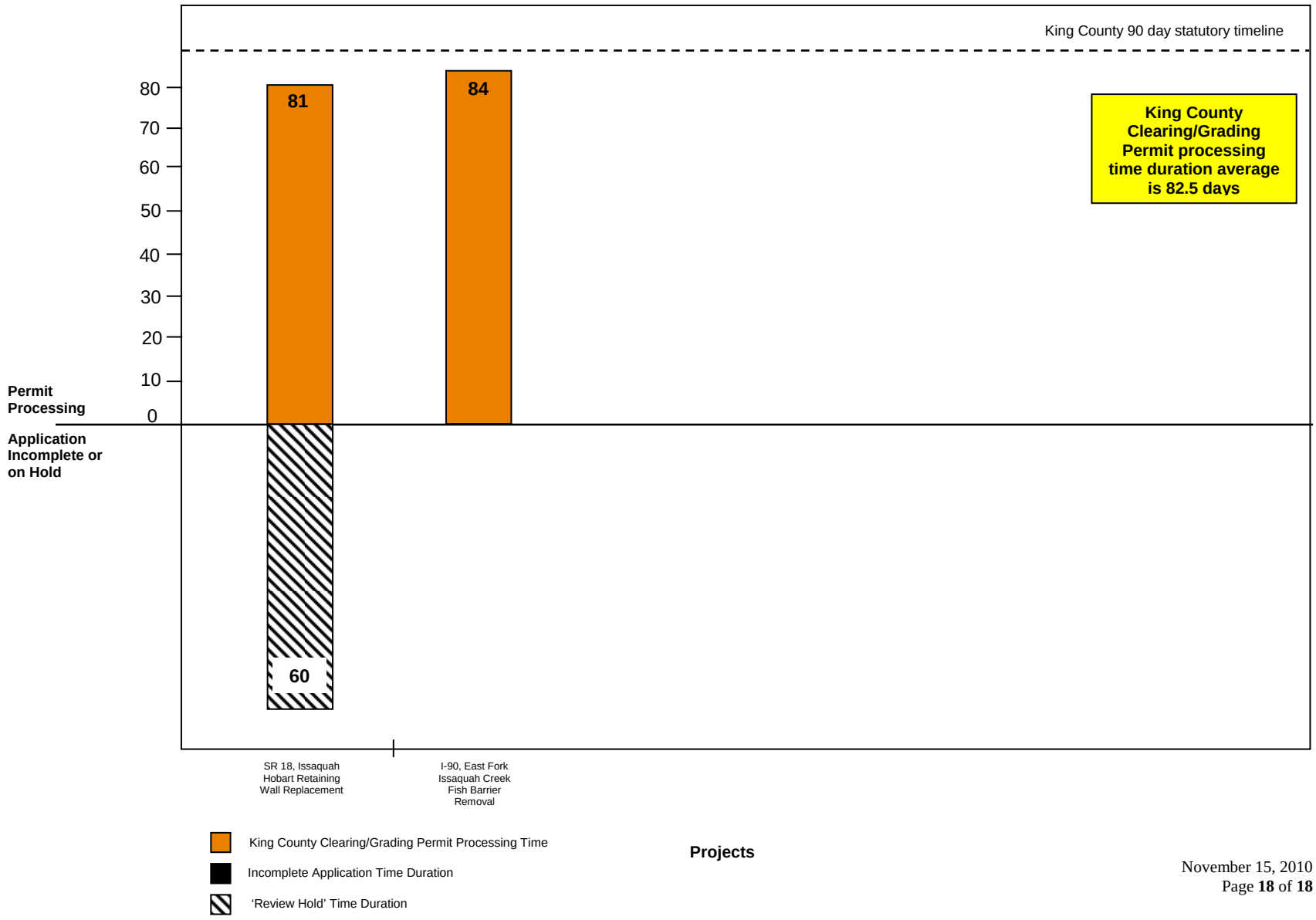
Number of Days to Issue Ecology Letters of Verification (LOV) for MAP Team Projects
January 1 through June 30, 2010



Number of Days to Issue Ecology Individual Permit Decisions for MAP Team Projects
January 1 through June 30, 2010



Number of Days to Issue WDFW HPA Permit Decisions for MAP Team Projects
January 1 through June 30, 2010



Number of Days to Issue King County Permits and Approvals for MAP Team Projects January 1 through June 30, 2010