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

(July 1 – December 31, 2008)

Performance Summary Table

Goal	Performance Objective	Objective Met by all Members?
Goal 1: Permitting Predictability	**1.1** Achieve at least 80% complete application rates within 15 days of the permit application submittal date.	**NO**
	1.2 Issue all permit decisions before the AD or RFP date 100% of the time.	**YES**
	1.3 Meet all MAP Team resource agency permit process timeline statutes at least 95% of the time.	**YES**
Goal 2: Inter-Agency Early Project Coordination	**2.1** Achieve at least 80% customer satisfaction rating for assisting WSDOT in developing complete permit applications.	**NO**
	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.	**NO**
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.	**YES**
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.	**NO**
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.	**YES**

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.

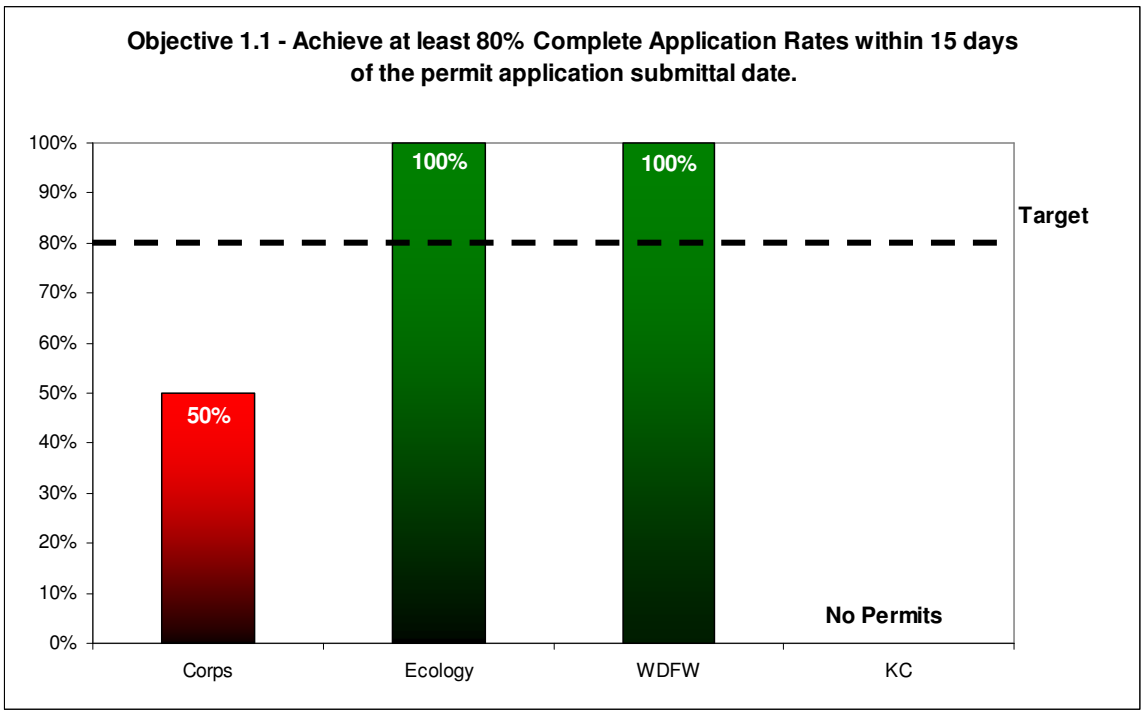
The following projects, itemized by MAP Team resource agency permit type, were measured for Goal 1:

Corps 404 – SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 167, 8th St E to S 277th St.

Ecology 401 – SR 530, Sauk River Emergency Bank Stabilization; SR 410, White River CED; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5; Fisher Creek Vicinity to Dakota Creek Vicinity, SR 167, 8th St E to S 277th St.

WDFW HPA – SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532 Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 169, Green River Bridge; SR 167, 8th St SE to S 277th St.

Objective 1.1: Complete Permit Application Rates



Objective 1.1 not met for the following reasons:

- SR 532, Corridor West Section Project – WSDOT submitted a permit application to Corps that remained incomplete for 95 days until WSDOT submitted revised information. The application was incomplete because permit application drawings depicted aquatic resource impacts that the Corps of Engineers (Corps) does not regulate.
- SR 532, Corridor East Section Project – WSDOT submitted a permit application to Corps that remained incomplete for 26 days until WSDOT submitted revised information. The

application was incomplete because of two reasons: 1) the JARPA drawings did not properly depict impacts to aquatic resources, and 2) WSDOT did not provide a complete list of adjacent property owners with the permit application.

- SR 167, 8th St E to S 277th St. Project – WSDOT submitted a permit application to the Corps that remained incomplete for 50 days until WSDOT submitted revised information. The application was incomplete because of two reasons: 1) the JARPA drawings did not properly depict impacts to aquatic resources, and 2) WSDOT did not submit a jurisdictional ditch memo with the permit application.

Opportunities for Improvement:

- WSDOT could improve their internal process for developing JARPA drawings to ensure WSDOT JARPA drawings properly depict impacts to aquatic resources.
- WSDOT could improve their internal process for identifying jurisdictional ditches and improve QA/QC process to ensure that a jurisdictional ditch memo is submitted with the permit application when jurisdictional ditches are proposed to be impacted by the project.
- WSDOT could improve their internal QA/QC process to ensure a complete list of adjacent property owners is submitted with the permit application for permit types, such as Individual 404 and 401 permits, which require a public notice.

Process Issue Identified:

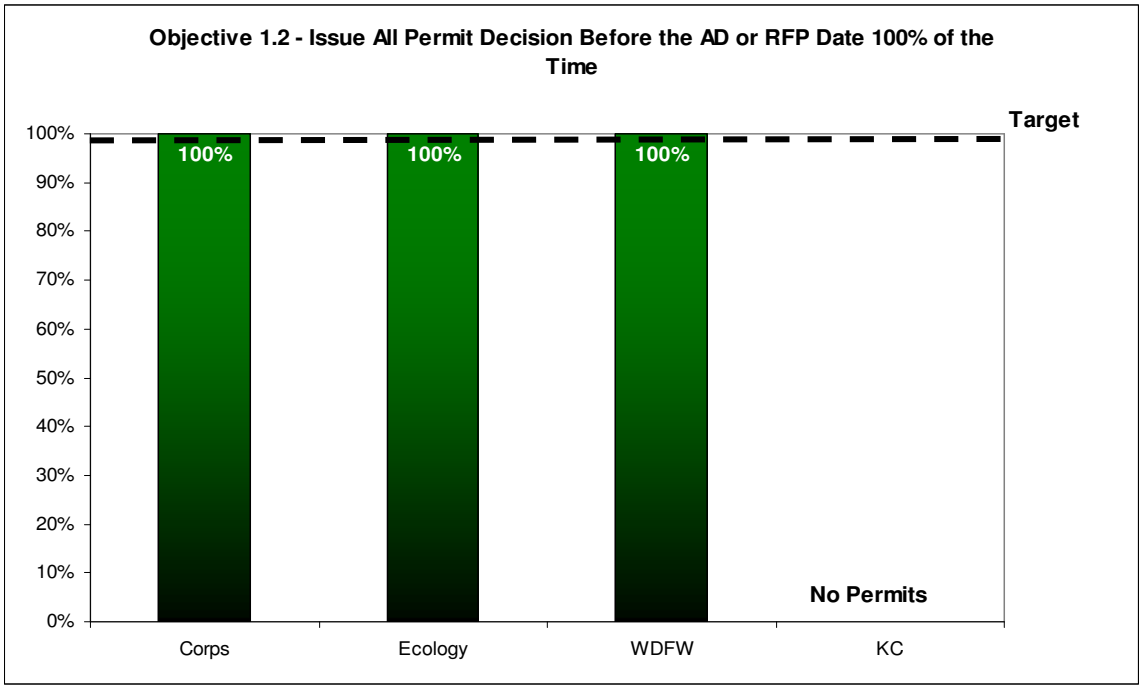
- Incomplete application rates for Corps Section 404 permits are high for WSDOT projects that contain no federal funding, but must undergo formal Endangered Species Act (ESA) consultation.

  Some WSDOT projects contain no federal funding, but require a federal permit such as a Section 404 permit from the Corps. In these situations the Section 404 permit serves as a federal nexus, making the Corps the federal lead agency for Endangered Species Act (ESA) consultation. This is different from most WSDOT projects that receive federal funding from FHWA (Federal Highway Administration), making FHWA the federal lead agency for ESA consultation. Currently, WSDOT has an agreement with both the Corps and FWHA to act on their behalf as the non-federal lead for informal ESA consultations. However, for formal ESA consultations, the Corps (not WSDOT) must submit the request for consultation to the Services. When FHWA is the federal lead agency, WSDOT projects can begin formal ESA consultation much earlier in the project schedule (before permit applications are developed) than when the Corps is the federal lead agency. This typically works very well for WSDOT project schedules. However, when the Corps is the federal lead agency, WSDOT must apply for the Corps permit before all permit application materials are ready (i.e., wetland mitigation plan, etc) just to ensure formal ESA consultation is initiated by the Corps early enough to avoid delays to the project schedule. Such a strategy often results in WSDOT submitting incomplete permit applications to the Corps.

Opportunities for Process Issue Improvement:

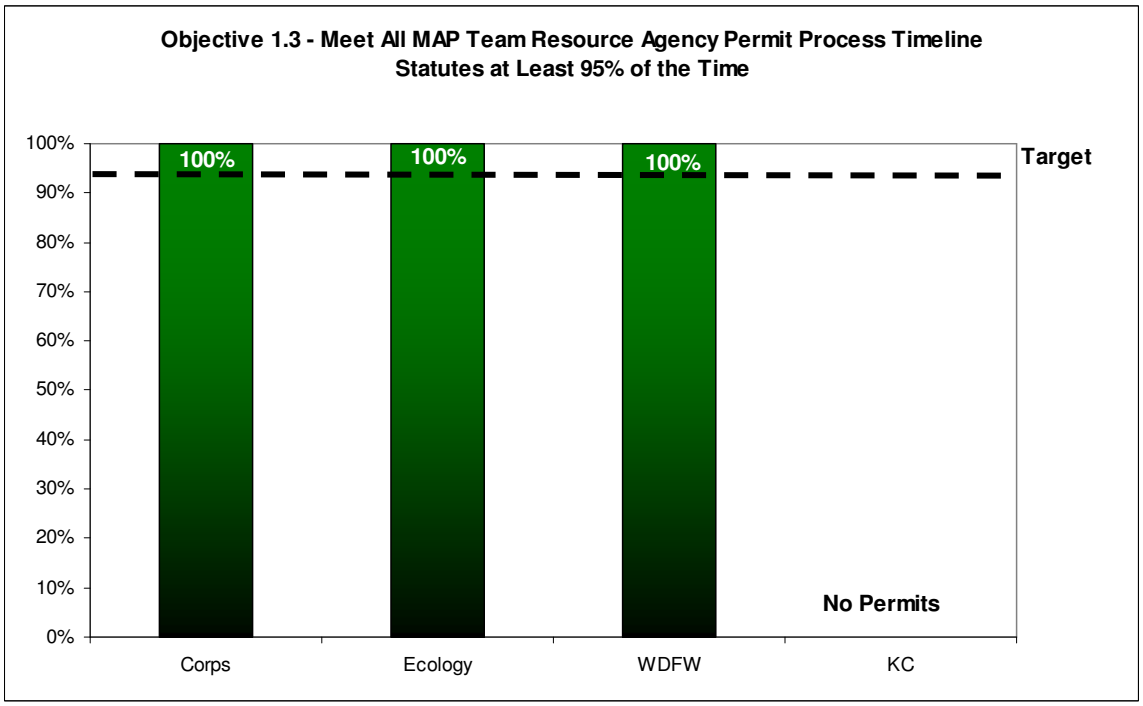
- For projects that the Corps will be the federal lead agency for formal ESA consultation, WSDOT could coordinate with the Corps early to see if there are opportunities to begin formal ESA consultation process <u>before</u> the permit application is submitted to the Corps. WSDOT could also analyze the feasibility of altering their project deliverables schedule to ensure submitting a complete Section 404 permit application to the Corps.

Objective 1.2: Issuing Permit Decisions Before AD or RFP Date



The MAP Team successfully met Objective 1.2. For compressed project scheduling reasons, WSDOT had anticipated that permits for three projects would be issued after the AD or RFP date. Therefore, these three projects were eliminated from Objective 1.2 measurement. (SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West; and SR 532 Corridor East)

Objective 1.3: Meeting Resource Agency Permit Process Timeline Statutes



The MAP Team successfully met Objective 1.3.

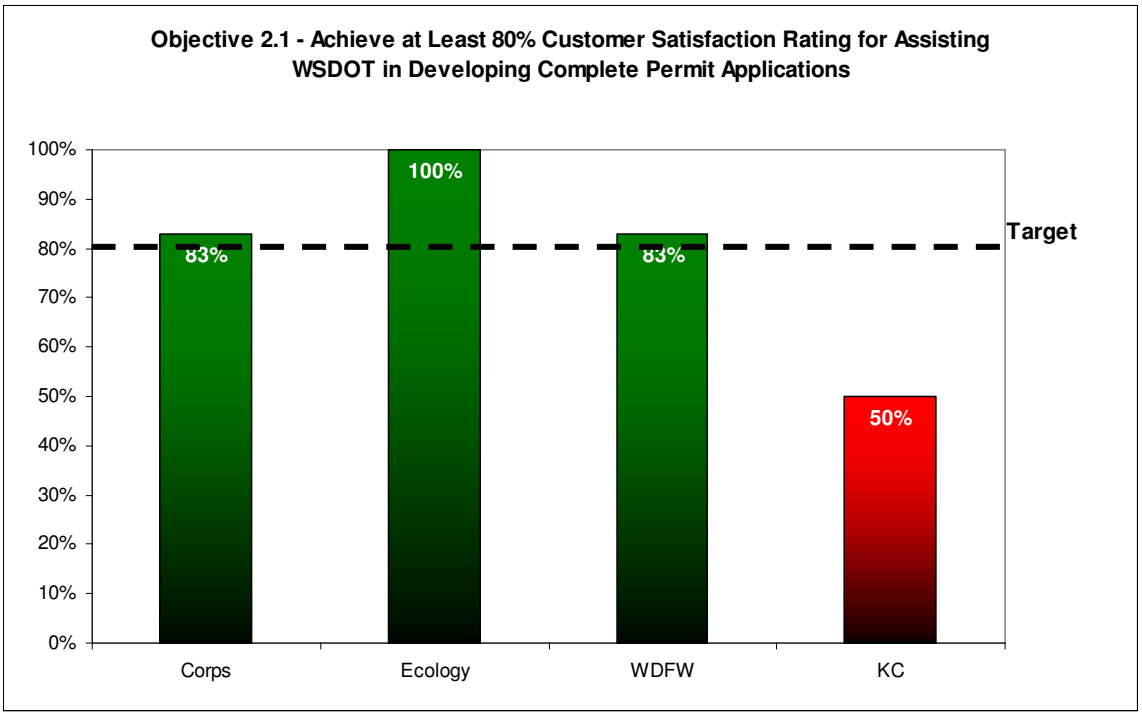
GOAL 2: Inter-Agency Early Project Coordination

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:

SR 410, Clay Creek Outfall Washout Repair; SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 167, 8th St E to S 277th St HOT Lanes; and I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 410, White River CED.

Objective 2.1: Assisting WSDOT in Developing Complete Applications



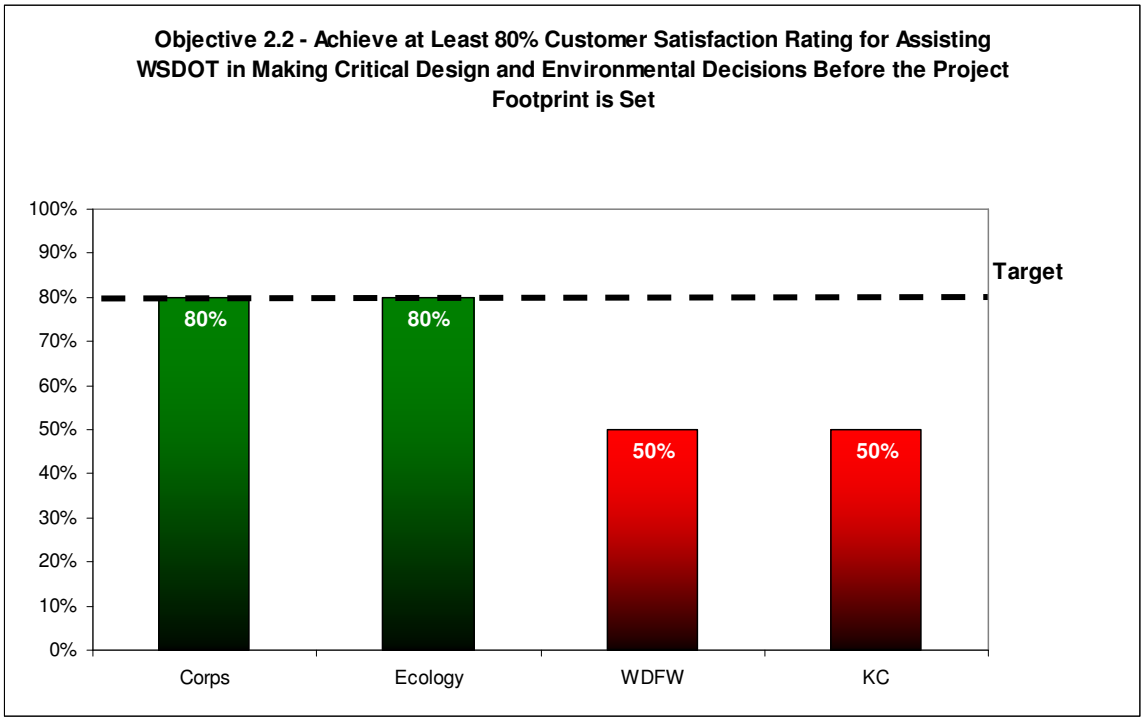
Objective 2.1 not met for the following reason:

- Only 50% of WSDOT customer survey respondents felt King County satisfactorily assisted them in developing complete permit applications.

Opportunities for Improvement:

- WSDOT and King County could improve coordination and information exchange during early project coordination meetings.

Objective 2.2: Assisting WSDOT with Critical Design/Environmental Decisions



Objective 2.2 not met for the following reasons:

- Only 50% of WSDOT customer survey respondents felt WDFW satisfactorily assisted them in making critical design and environmental decisions before the project footprint was set.
- Only 50% of WSDOT customer survey respondents felt King County satisfactorily assisted them in making critical design and environmental decisions before the project footprint was set.

Opportunities for Improvement:

- During this period of time, the WDFW Habitat Biologist position on the MAP Team was vacant. Clearly, the WDFW Habitat Biologist position vacancy adversely impacted WSDOT. WDFW has since filled this vacant position, which should improve Objective 2.2 performance.
- WSDOT and King County could improve coordination and information exchange during early project coordination meetings.

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.

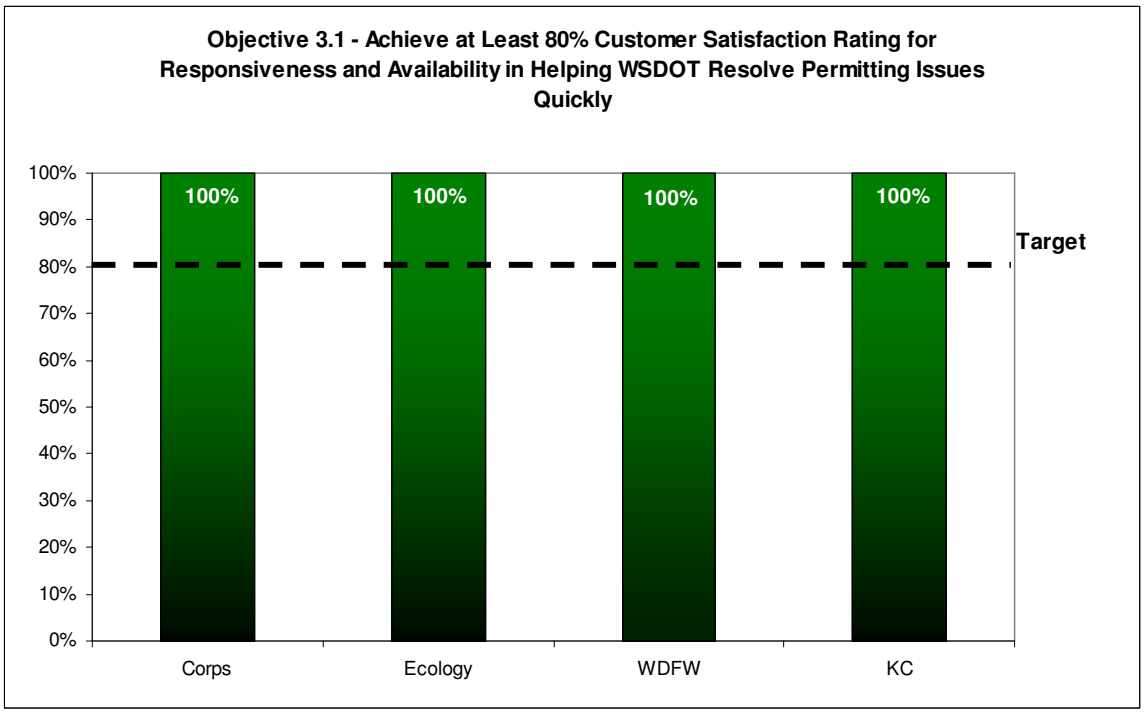
The following projects, itemized by each phase of the MAP Team permitting process, were measured for Goal 3:

Early Project Coordination Phase – SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 167, 8th St E to S 277th St.; SR 410 White River CED.

Permit Review Phase – SR 530, Sauk River Emergency Bank Stabilization; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity.

Construction/Compliance Phase – SR 530, Sauk River Emergency Bank Stabilization; I-405, Thunder Hills Emergency Culvert Repair.

Objective 3.1: Responsiveness and Availability to Resolve Permitting Issues



The MAP Team successfully met Objective 3.1.

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.

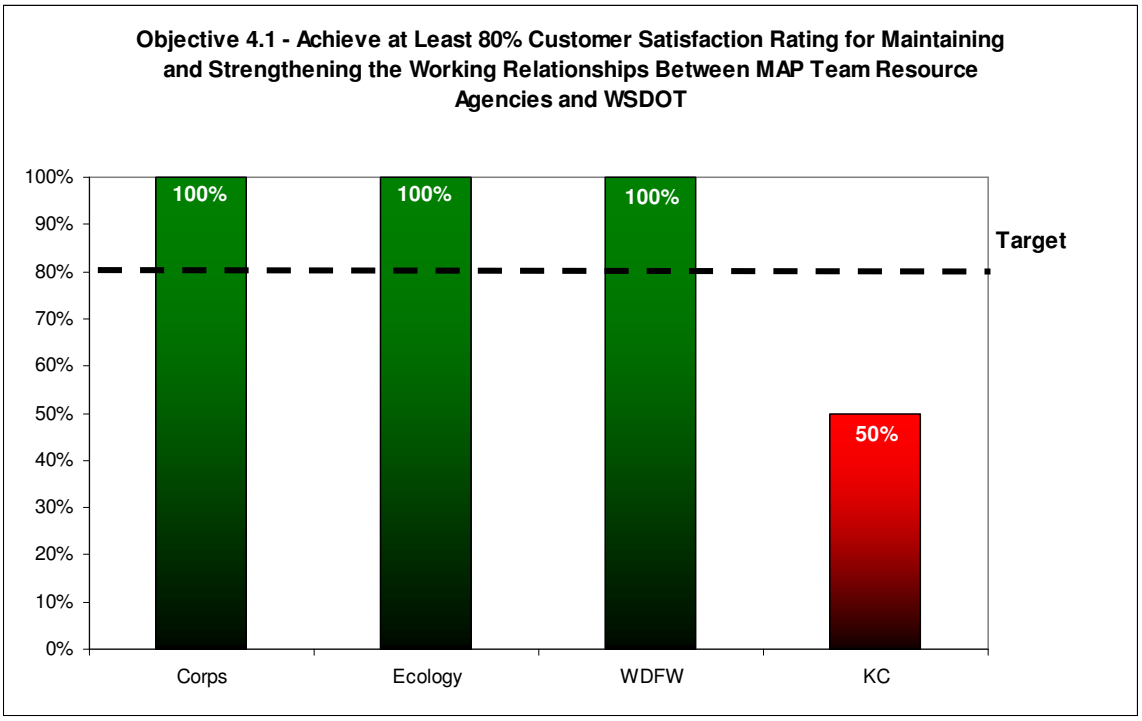
The following projects, itemized by each phase of the MAP Team permitting process, were measured for Goal 4:

Early Project Coordination Phase – SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 167, 8th St E to S 277th St.; SR 410 White River CED.

Permit Review Phase – SR 530, Sauk River Emergency Bank Stabilization; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity.

Construction/Compliance Phase – SR 530, Sauk River Emergency Bank Stabilization; I-405, Thunder Hills Emergency Culvert Repair.

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 King County and WSDOT were satisfactorily maintained or strengthened.

Opportunities for Improvement:

- WSDOT and King County could improve coordination and information exchange during early project coordination meetings. Improvement in this area is likely to improve relationships between King County and WSDOT.

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.

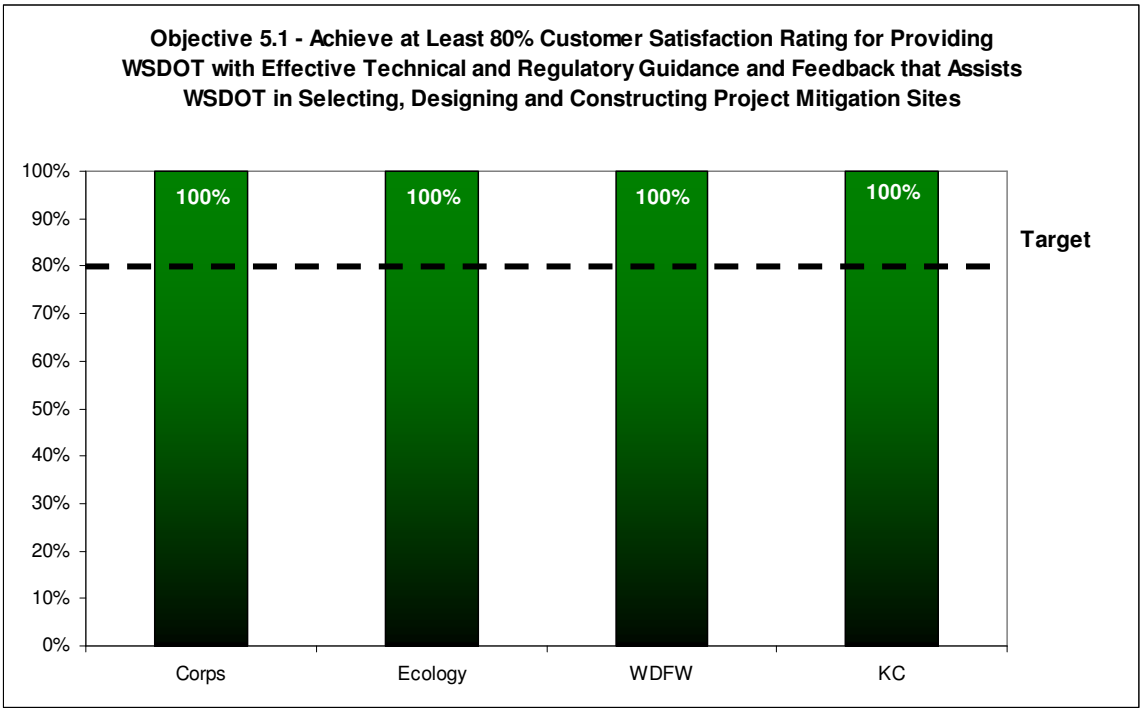
The following projects, itemized by each phase of the MAP Team permitting process, were measured for Goal 5:

Early Project Coordination Phase – SR 530, Sauk River Emergency Bank Stabilization; SR 532, Corridor West Section; SR 532, Corridor East Section; SR 410, Clay Creek Outfall Repair; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity; SR 167, 8th St E to S 277th St.; SR 410 White River CED.

Permit Review Phase – SR 530, Sauk River Emergency Bank Stabilization; I-5, Fisher Creek Vicinity to Dakota Creek Vicinity.

Construction/Compliance Phase – SR 530, Sauk River Emergency Bank Stabilization; I-405, Thunder Hills Emergency Culvert Repair.

Objective 5.1: Effective Mitigation Guidance that Assists WSDOT



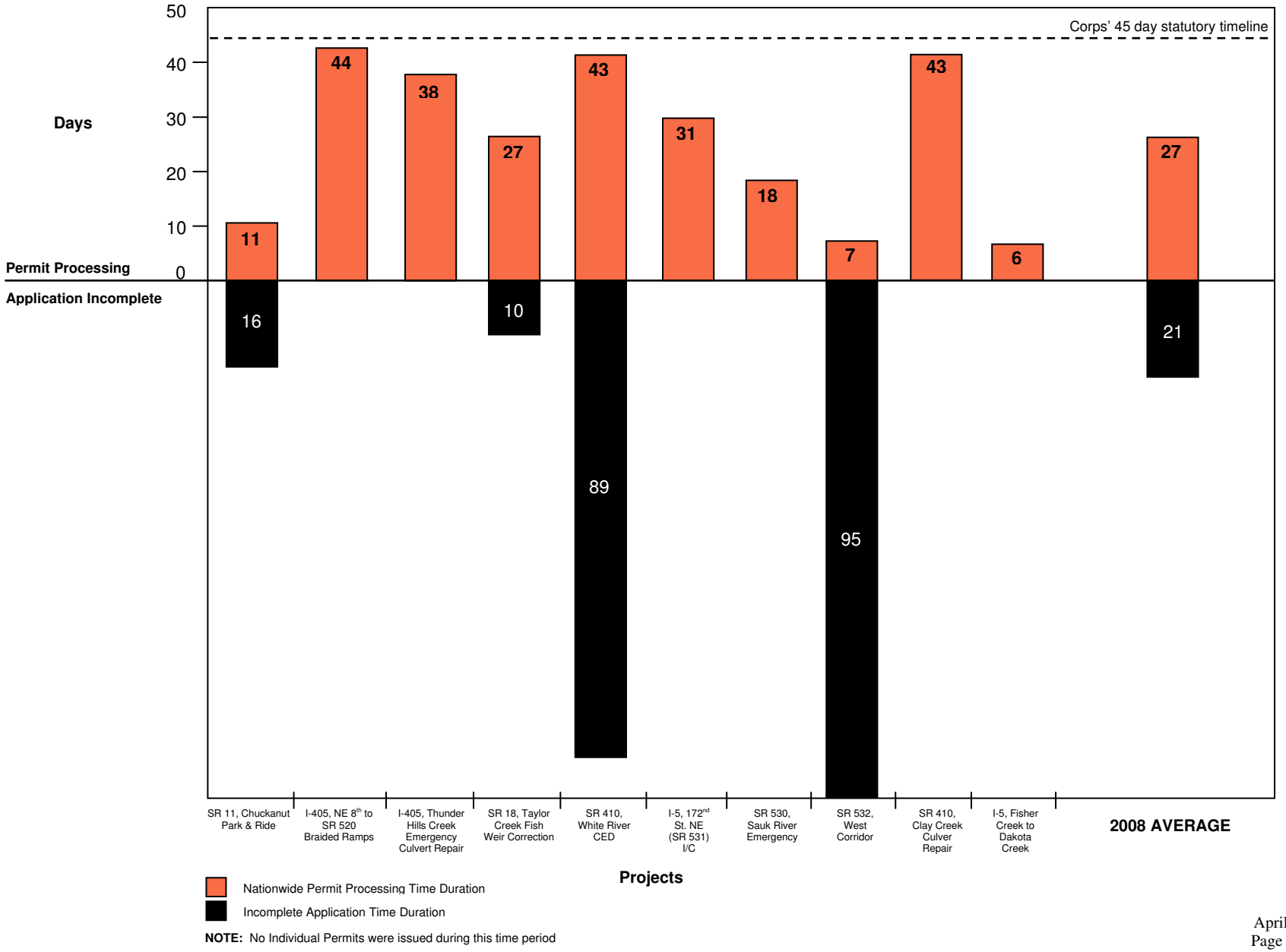
The MAP Team successfully met Objective 5.1.

Appendix A: Permit Review Timelines for MAP Team projects that were applied for and issued in 2008

Note: Because the MAP Team began measuring performance in 2008, the permit review timeline graphs in Appendix A depict projects that applied for and received MAP Team permits in 2008. Projects that applied for permits in 2007, but did not receive permits until 2008, are not represented in these graphs.

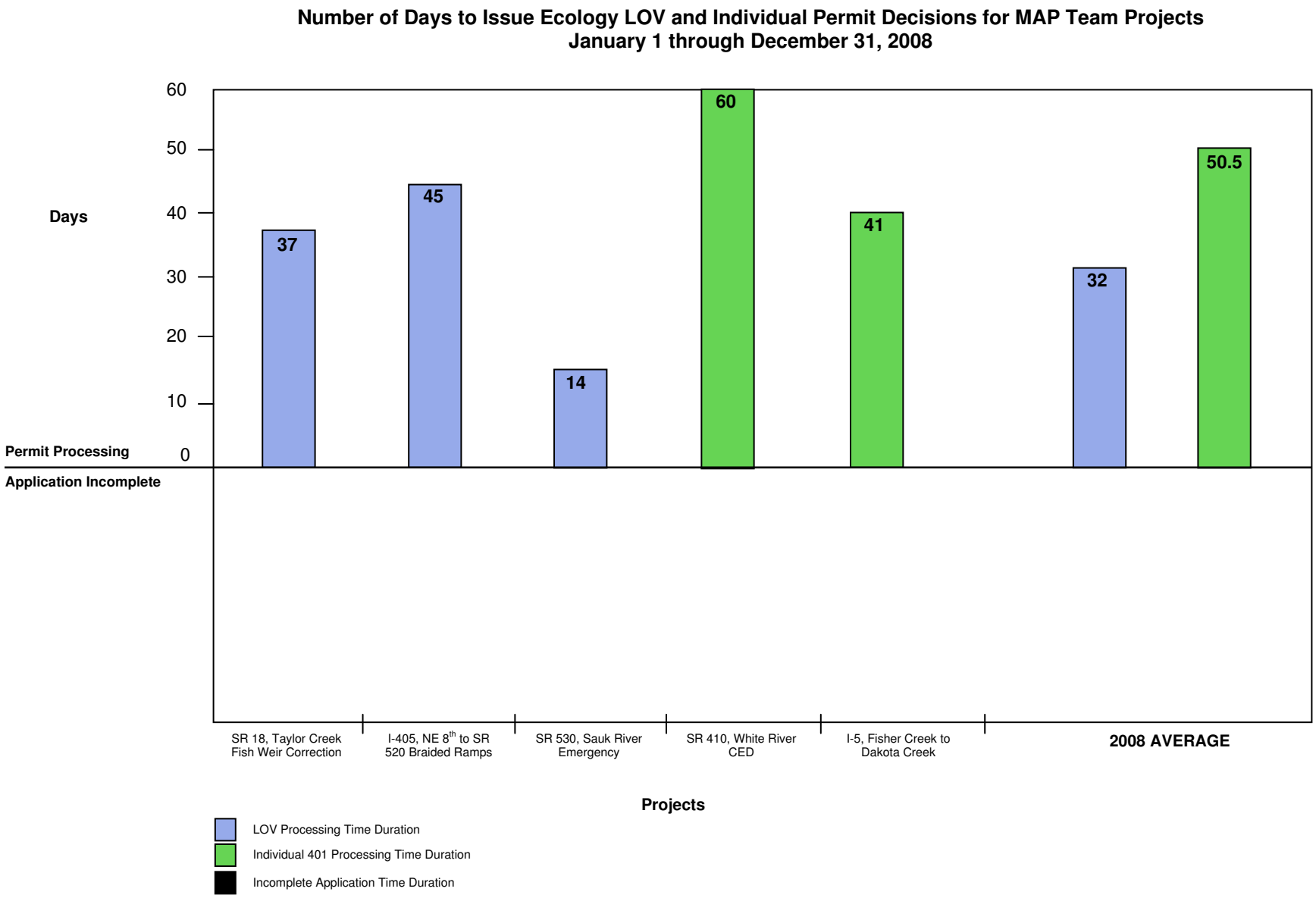
Since the graphs below represent the entire year 2008, some of the projects depicted in the graphs below do not fall within the current performance measurement reporting period (July 1 – December 31, 2008).

Number of Days to Issue Corps Nationwide Permit Decisions for MAP Team Projects
January 1 through December 31, 2008

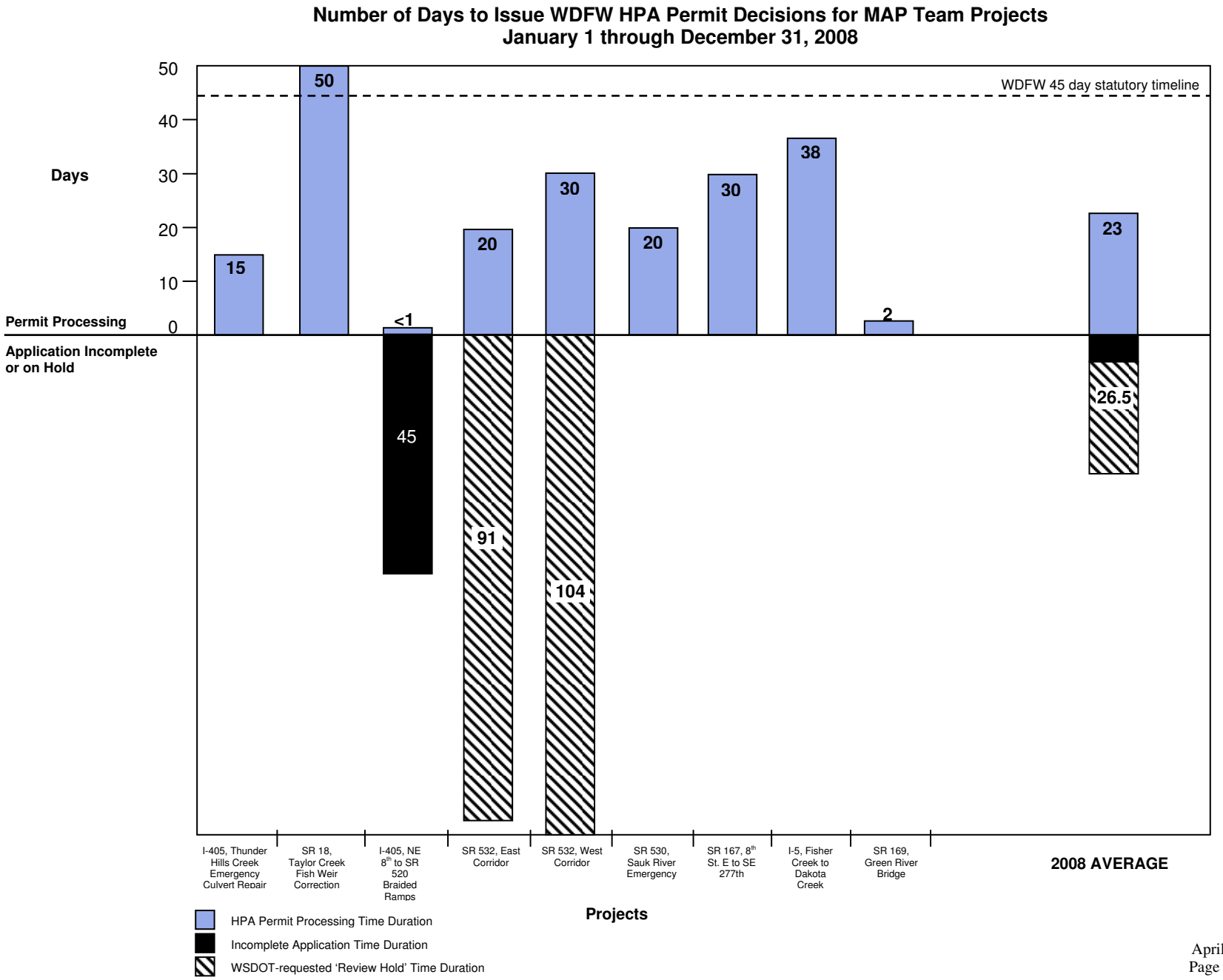


NOTE: No Individual Permits were issued during this time period

Note: *Graph depicts projects that applied for and received MAP Team permits in 2008.*



Note: *Graph depicts projects that applied for and received MAP Team permits in 2008.*



Note: *Graph depicts projects that applied for and received MAP Team permits in 2008.*