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

(July 1 – December 31, 2009)

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.	✓	✓	✓	**N/A**
	1.3 Meet all MAP Team resource agency permit process timeline statutes at least 95% of the time.	✓	✓	✓	**N/A**
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.	✓	✓	✓	✓
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.	✓	✓	✗	**N/A**

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:

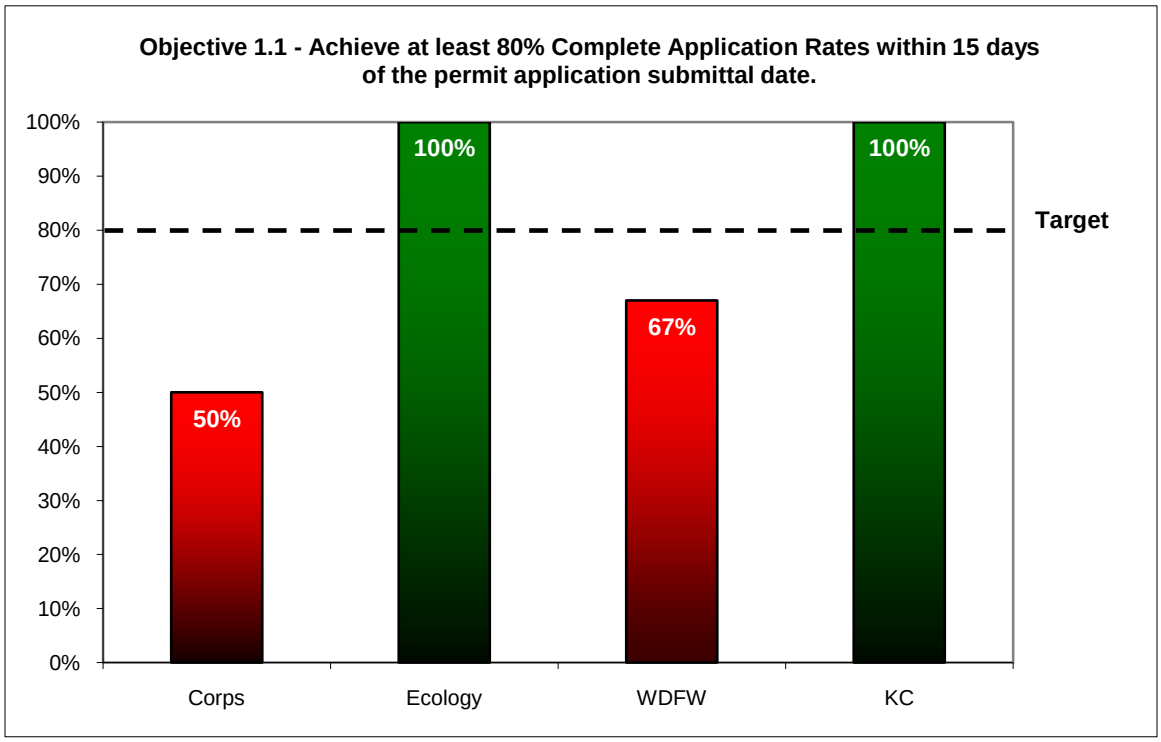
Corps 404 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; SR 542, Gallup Creek Bridge Replacement CED; US 2, Safety Improvements; SR 520, Eastside Corridor; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 18, Green River Bridge Scour Emergency; SR 542, Gallup Bridge Replacement CED; SR 530, Skaglund Hill Slide Emergency; SR 529, Ebey Slough Bridge Replacement; SR 18, Issaquah Hobart Retaining Wall Replacement.

WDFW HPA –SR 18, Green River Bridge Scour Emergency; SR 530, Skaglund Hill Slide Emergency; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; SR 9, Lundeen Parkway to SR 92.

King County – SR 18, Issaquah Hobart Retaining Wall Replacement.

Objective 1.1: Complete Permit Application Rates



Objective 1.1 not met for the following reasons:

- SR 542, Church Mountain Road Culvert Replacement – WSDOT submitted an application to the Corps that remained incomplete for 60 days until WSDOT submitted revised JARPA drawings. JARPA drawings did not properly depict aquatic resource impact locations and elevations.

- US 2, Safety Improvements – WSDOT submitted a permit application to the Corps that remained incomplete for 71 days until WSDOT submitted revised JARPA drawings. JARPA drawings depicting proposed mitigation contained incorrect information.
- SR 520, Eastside Corridor – WSDOT submitted a permit application to the Corps that remained incomplete for 48 days until WSDOT submitted revised JARPA drawings. Impacts were incorrect on the JARPA drawings. Permanent stream and wetland impacts were incorrectly depicted as temporary impacts and jurisdictional aquatic resources were incorrectly labeled.
- SR 529, Ebey Slough Bridge Replacement – WSDOT submitted a permit application to WDFW that remained incomplete for 96 days until WSDOT submitted revised information. The application was incomplete because it contained insufficient engineering analysis and design details for WDFW to fully evaluate the proposed impacts within the ordinary high water mark.
- US 2, Safety Improvements – WSDOT submitted a permit application to WDFW the remained incomplete for 31 days until WSDOT submitted revised 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 could 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.
- WSDOT could improve JARPA drawing development and QA/QC processes to ensure information on the JARPA drawings correctly depicts impacts to aquatic resources and proposed mitigation.

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

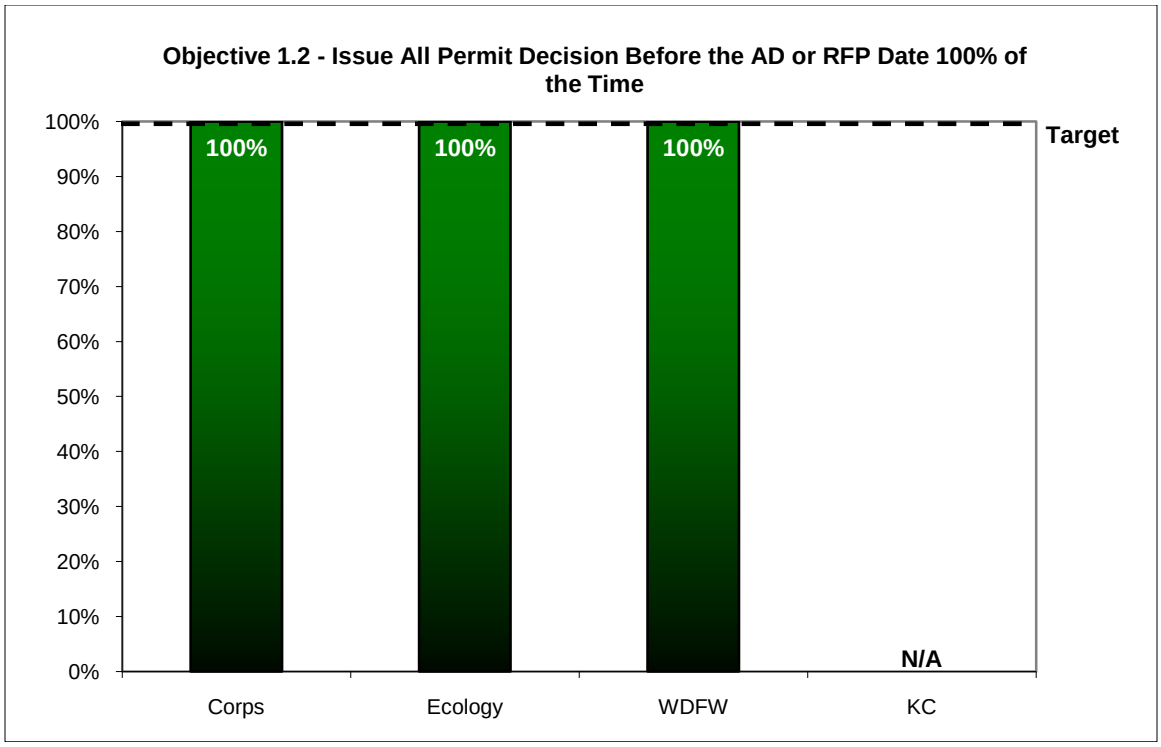
Corps 404 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; SR 542, Gallup Creek Bridge Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 18, Green River Bridge Scour Emergency; SR 530, Skaglund Hill Slide Emergency; SR 9 Lundeen Parkway to SR 92.

WDFW HPA – SR 18, Green River Bridge Scour Emergency; SR 530, Skaglund Hill Slide Emergency; SR 9, Lundeen Parkway to SR 92; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; SR 529, Ebey Slough Bridge Replacement.

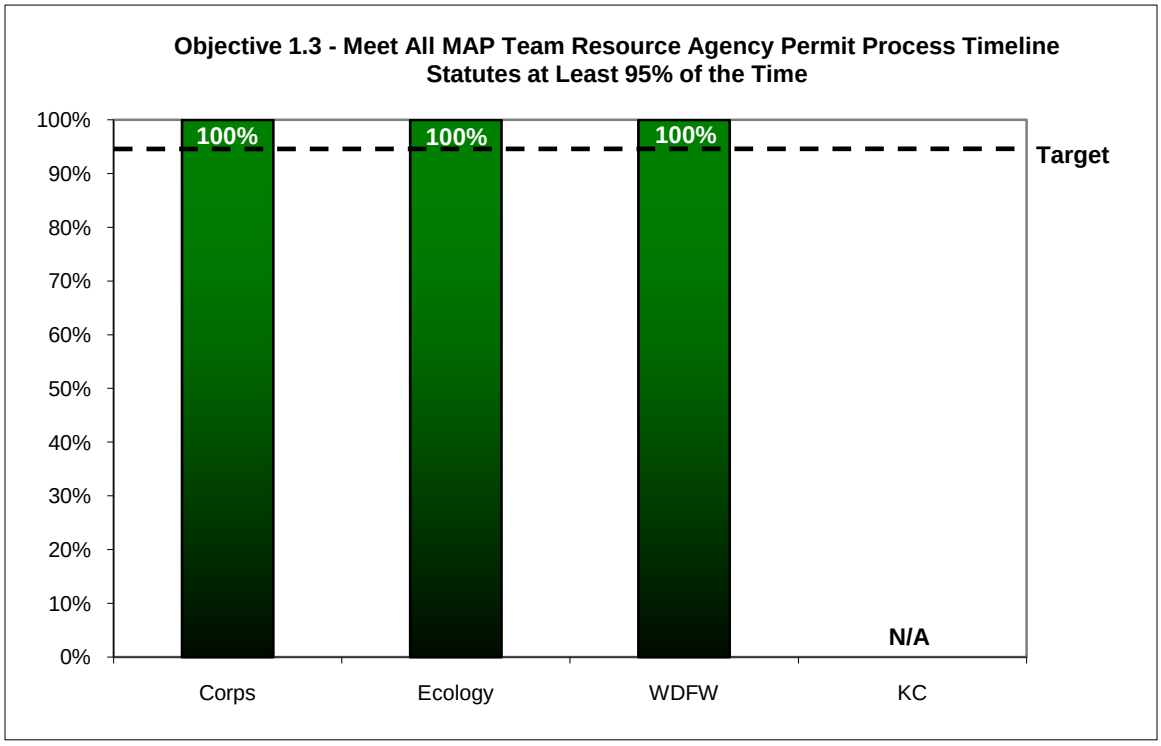
King County – No projects.

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:

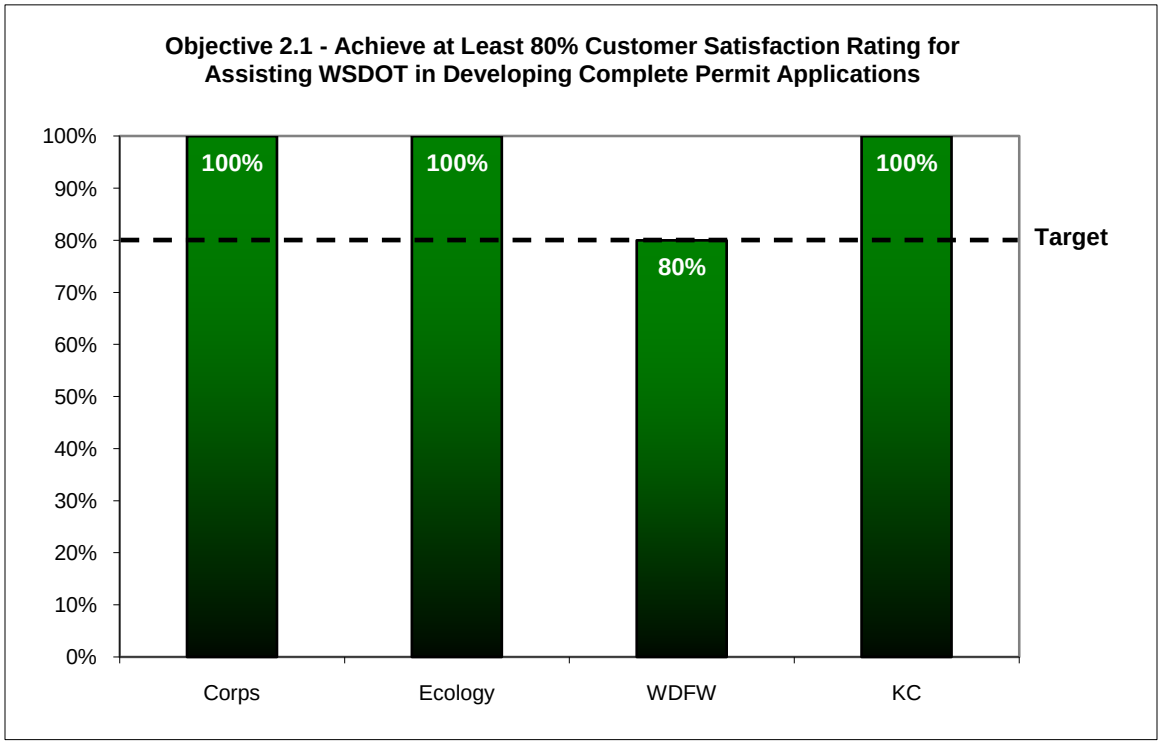
Corps 404 – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

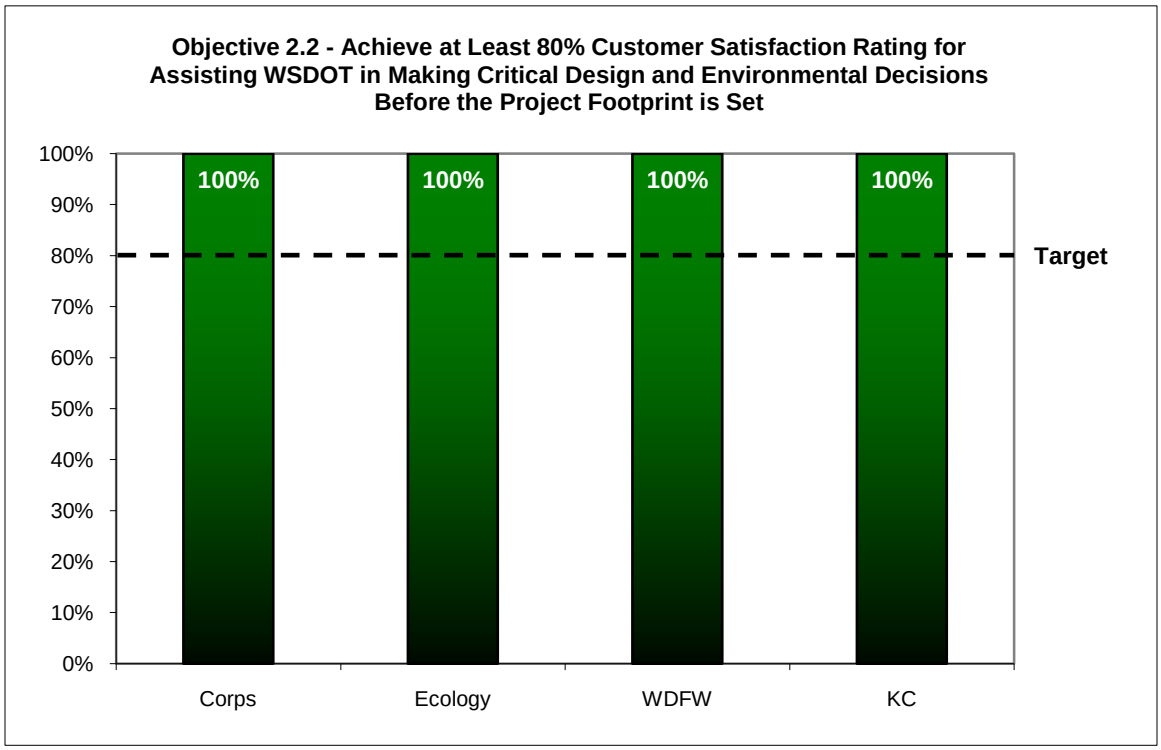
King County – SR 18, Issaquah Hobart Retaining Wall Replacement.

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



The MAP Team successfully met Objective 2.2.

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 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road

Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – SR 18, Issaquah Hobart Retaining Wall Replacement.

Permit Review Phase –

Corps 404 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

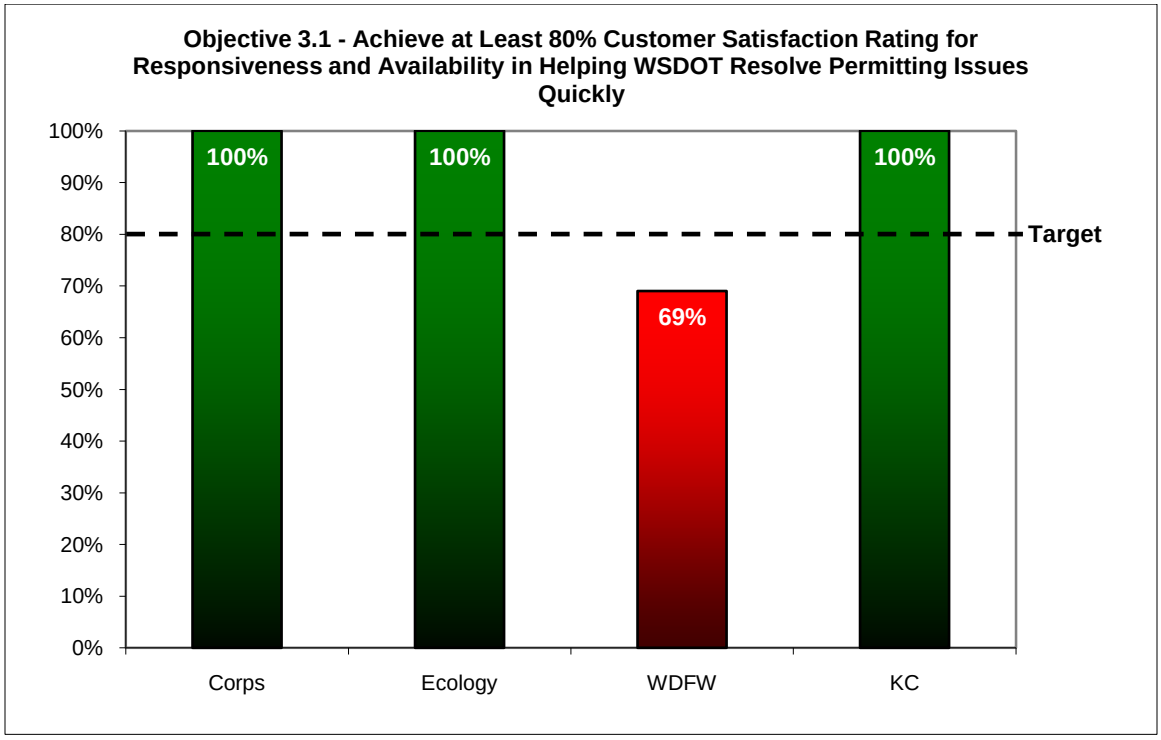
Ecology 401 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – No projects.

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 69% 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 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – SR 18, Issaquah Hobart Retaining Wall Replacement.

Permit Review Phase –

Corps 404 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

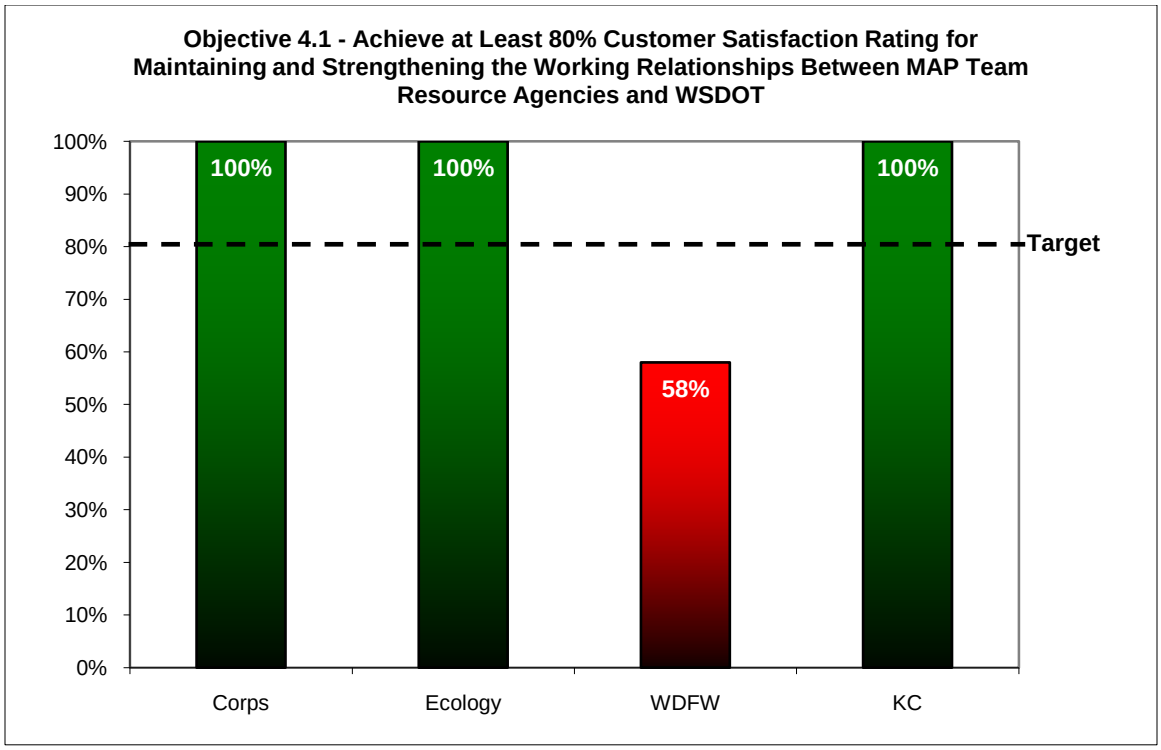
Ecology 401 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – No projects.

Construction/Compliance Phase – No projects.

Objective 4.1: Maintaining and Strengthening Working Relationships



Objective 4.1 not met for the following reason:

- Only 58% of WSDOT customer survey respondents felt working relationships between WDFW 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.

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 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

Ecology 401 – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 9, Lundeen Parkway to SR 92; SR 18, Issaquah Hobart Retaining Wall Replacement; SR 529, Ebey Slough Bridge Replacement; SR 542, Church Mountain Road Culvert Replacement; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – SR 18, Issaquah Hobart Retaining Wall Replacement.

Permit Review Phase –

Corps 404 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications.

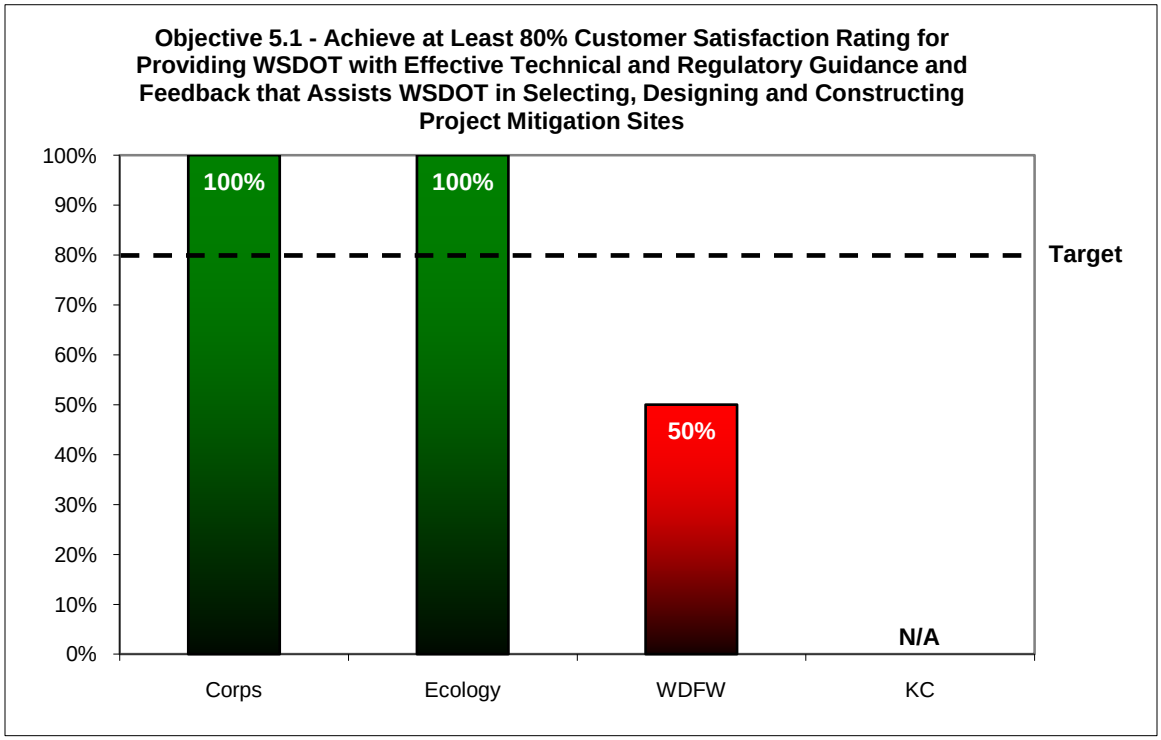
Ecology 401 – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

WDFW HPA – SR 18, Green River Bridge Scour Emergency; SR 542, Church Mountain Road Culvert Replacement CED; US 2, Safety Improvements; I-5, 196th Street (SR 524) Interchange Modifications; SR 530, Skaglund Hill Slide Emergency.

King County – No projects.

Construction/Compliance Phase – No projects.

Objective 5.1: Effective Mitigation Guidance that Assists WSDOT



Objective 5.1 not met for the following reason:

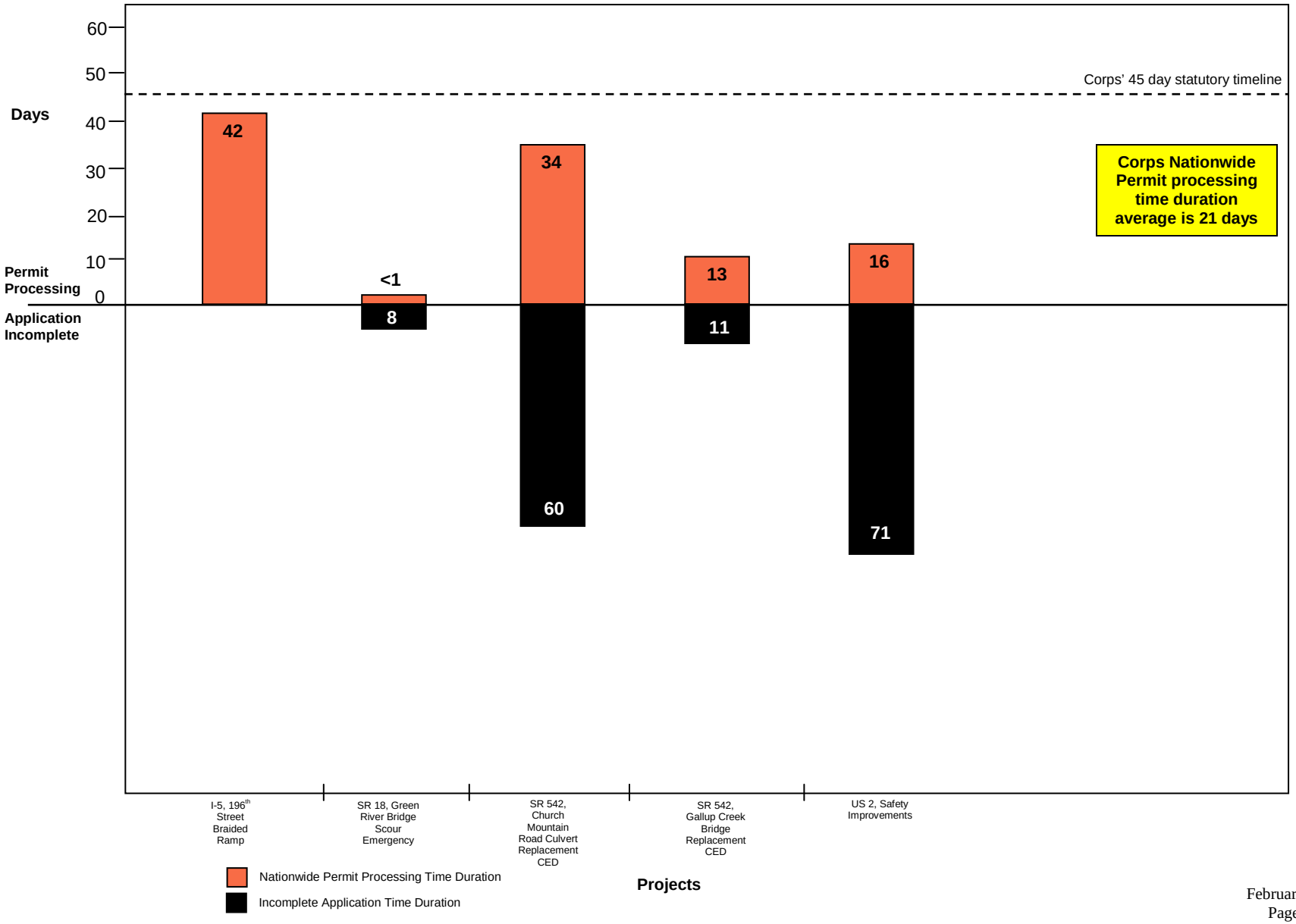
- Only 50% of WSDOT customer survey respondents felt WDFW satisfactorily provided effective technical and regulatory guidance and feedback that assisted WSDOT in selecting, designing, and constructing project mitigation sites.

Opportunity for Improvement:

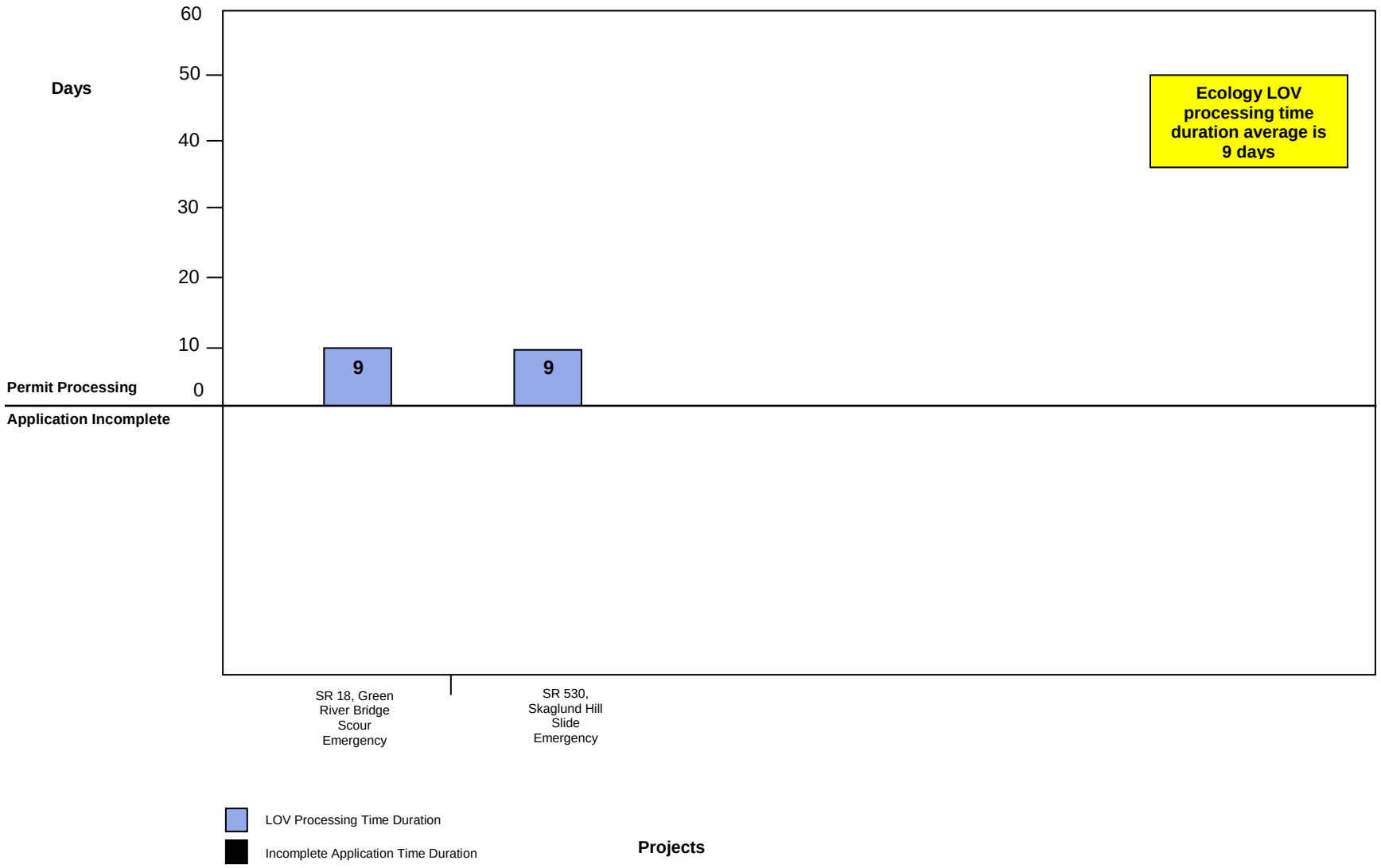
- WSDOT and WDFW could improve coordination and information exchange during early project coordination and permit review. Engaging in clear, consistent, timely and solution-oriented communications are important to improving Goal 5 performance.

Appendix A: Permit Review Timelines for MAP Team projects that were issued during the current performance reporting period (July 1 – December 31, 2009).

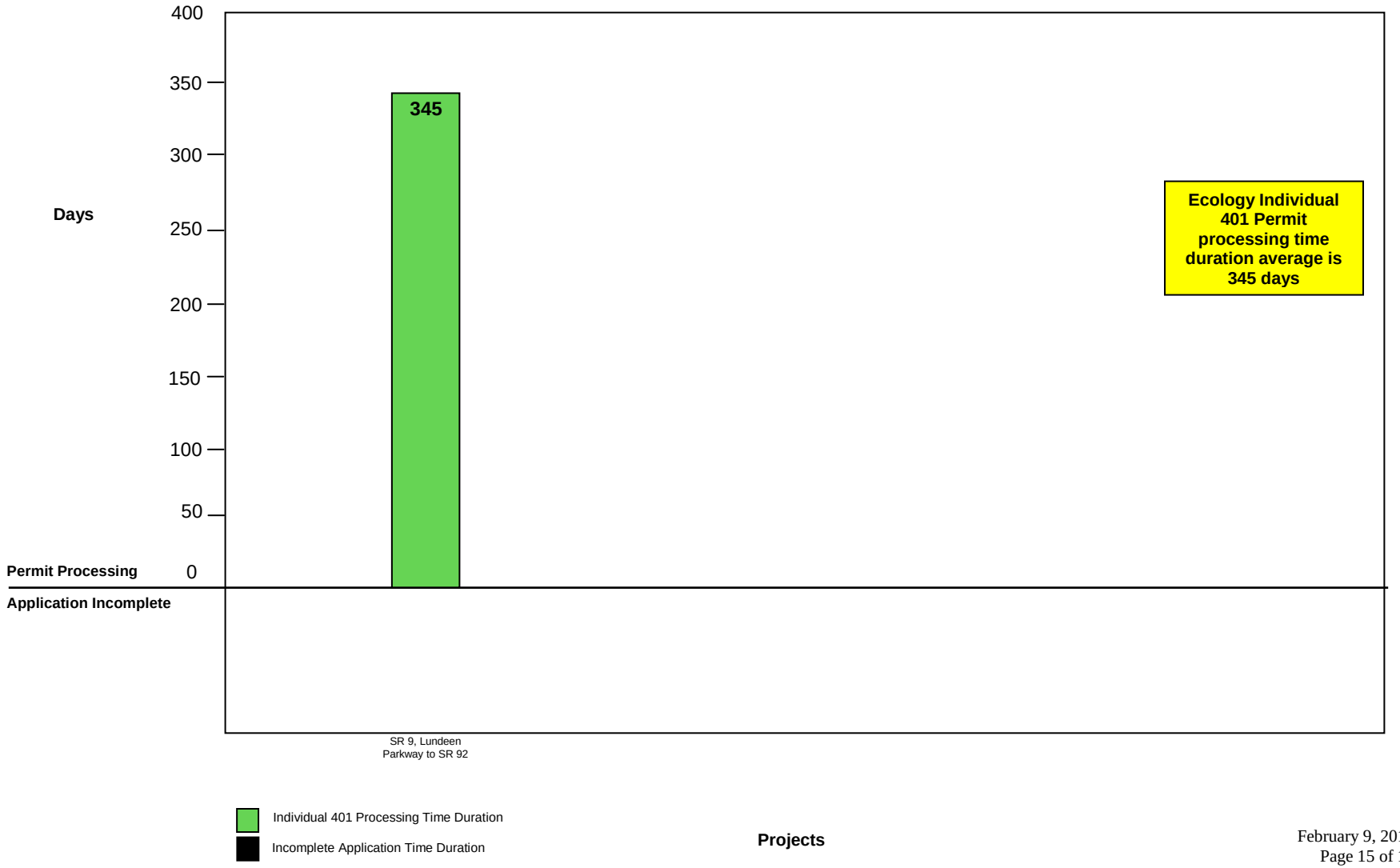
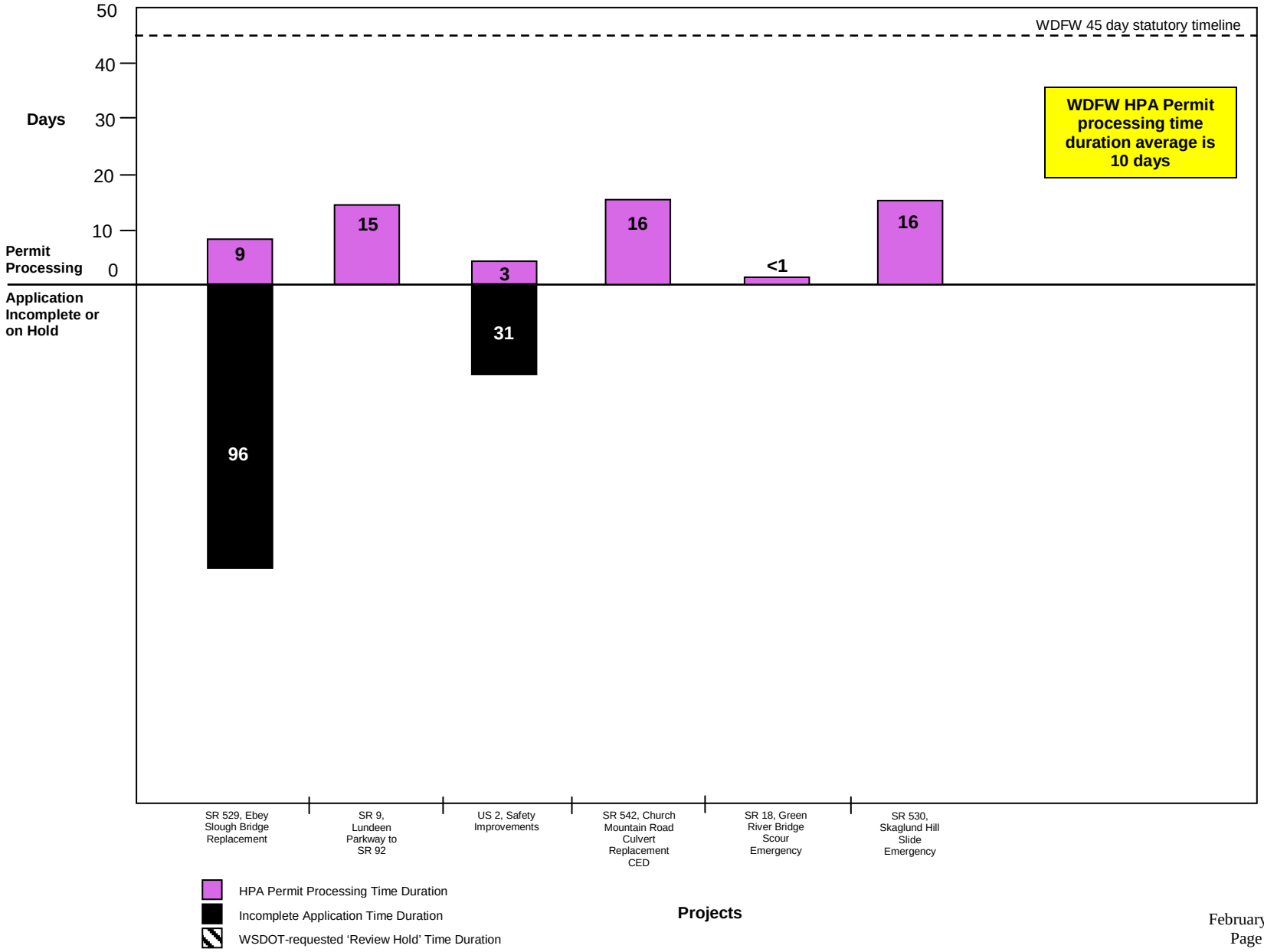
Number of Days to Issue Corps Nationwide Permit Decisions for MAP Team Projects
July 1 through December 31, 2009



Number of Days to Issue Ecology Letters of Verification (LOV) for MAP Team Projects
July 1 through December 31, 2009



Number of Days to Issue Ecology Individual Permit Decisions for MAP Team Projects
July 1 through December 31, 2009



Number of Days to Issue WDFW HPA Permit Decisions for MAP Team Projects
July 1 through December 31, 2009