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

(January 1 – June 30, 2013)

MAP Team Performance Summary Table

Goal	Performance Objective	Were objective targets met?			
		Corps	Ecology	WDFW	King County
Goal 1: Permitting Predictability	**1.1** *WSDOT and MAP Team* collaborate to achieve complete permit applications within 15 days of the application submittal at least 80% of the time.	✓	✓	✗	N/A
	1.2 *MAP Team* issues all permit decisions before the AD or RFP date 100% of the time.	✓	N/A	✓	N/A
	1.3 *MAP Team* meets all permit timeline statutes at least 95% of the time.	✓	N/A	✓	N/A
Goal 2: Inter-Agency Early Project Coordination	**2.1** *MAP Team* achieves at least 80% customer satisfaction rating for assisting WSDOT in developing complete permit applications.	✓	✓	N/A	N/A
	2.2 *MAP Team* achieves 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
Goal 3: Inter-Agency Accessibility	**3.1** *MAP Team* achieves at least 80% customer satisfaction rating for responsiveness and availability in resolving permitting issues quickly.	✗	✓	✗	N/A
Goal 4: Inter-Agency Relationships	**4.1** *MAP Team* achieves at least 80% customer satisfaction rating for maintaining and strengthening the working relationships between MAP Team and WSDOT.	✗	✓	✗	N/A
Goal 5: Effective Environmental Protection and Mitigation	**5.2** *MAP Team* achieves at least 80% customer satisfaction rating for providing WSDOT with effective technical and regulatory guidance and feedback that assists in selecting, designing, and constructing project mitigation sites.	✗	✓	✗	N/A

WSDOT Performance Summary Table

Goal	Performance Objective	Were objective targets met?			
		MAP Team rating			
Goal 3: Inter-Agency Accessibility	**3.2** *WSDOT* achieves at least 80% customer satisfaction rating for responsiveness and availability in resolving permitting issues quickly.	✓			
Goal 4: Inter-Agency Relationships	**4.2** *WSDOT* achieves at least 80% customer satisfaction rating for maintaining and strengthening the working relationships between MAP Team and WSDOT.	✓			
		Corps	Ecology	WDFW	King County
Goal 5: Effective Environmental Protection and Mitigation	**5.1** *WSDOT* achieves at least 80% customer satisfaction rating for demonstrating avoidance and minimization of aquatic resource impacts with permit application submittal.	✓	✓	✓	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 –

- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

Ecology 401 –

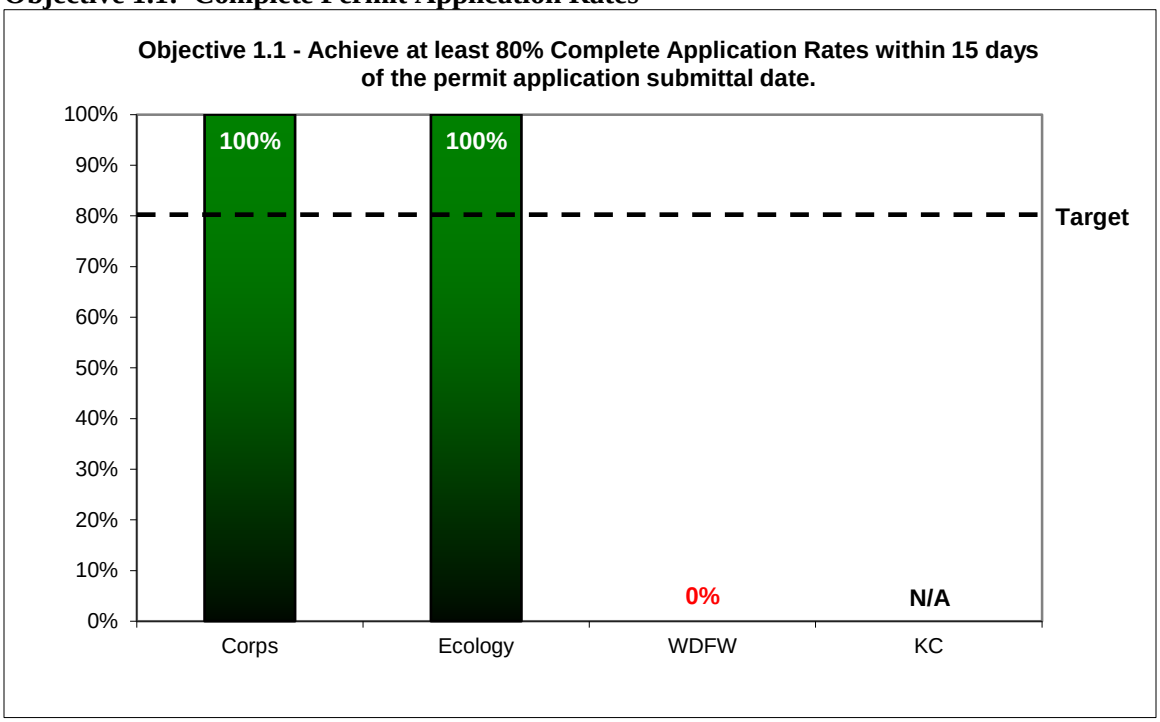
- SR 539, Lynden-Aldergrove Port of Entry

WDFW HPA –

- SR 6, Rock Creek Bridges East and West Bridge Replacement

King County – No projects

Objective 1.1: Complete Permit Application Rates



Objective 1.1 not met for the following reasons:

- SR 6, Rock Creek Bridges East and West Bridge Replacements – WSDOT submitted an application to WDFW that remained incomplete until WSDOT submitted updated JARPA drawings that accurately depicted the project impacts.

Opportunities for Improvement/Agency Follow Up Actions:

- WDFW and WSDOT can use and follow the Complete Permit Application Drawing Guidance.

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

Corps 404 –

- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 11, Padden Creek – Fish Barrier Removal
- SR 20, Skagit River CED Permanent Fix

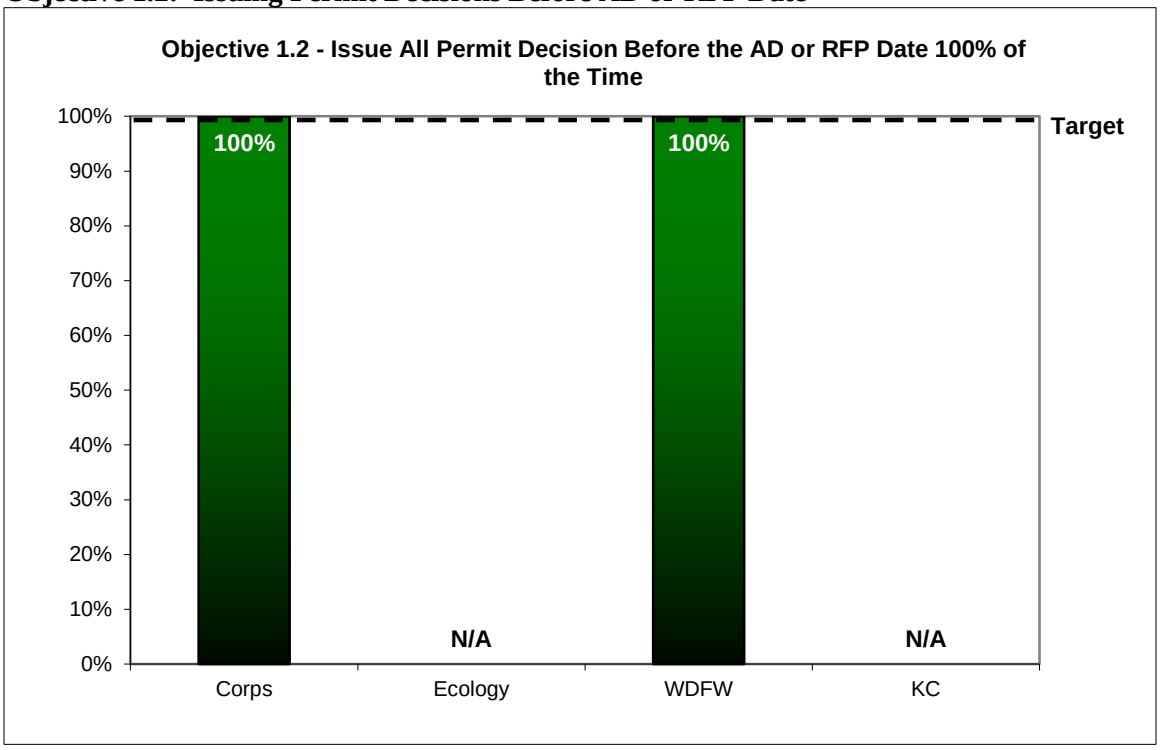
Ecology 401 – No projects

WDFW HPA –

- SR 6, Rock Creek Bridges East and West Bridge Replacement

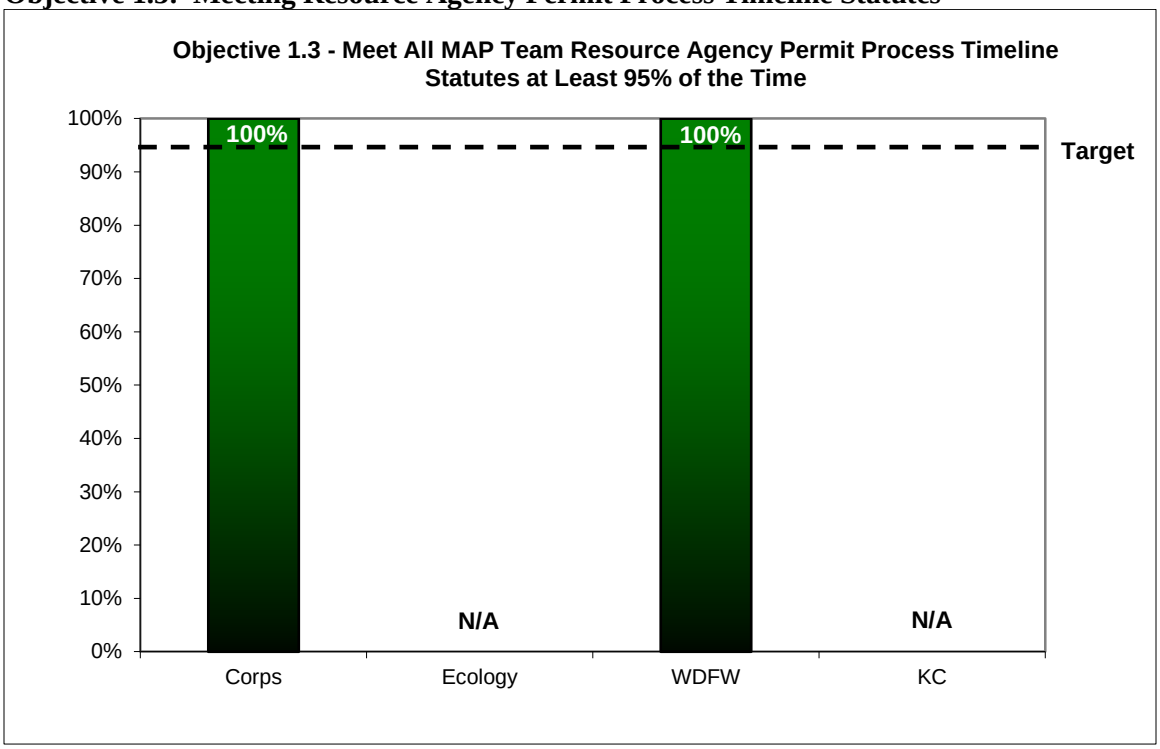
King County – No projects

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 –

- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

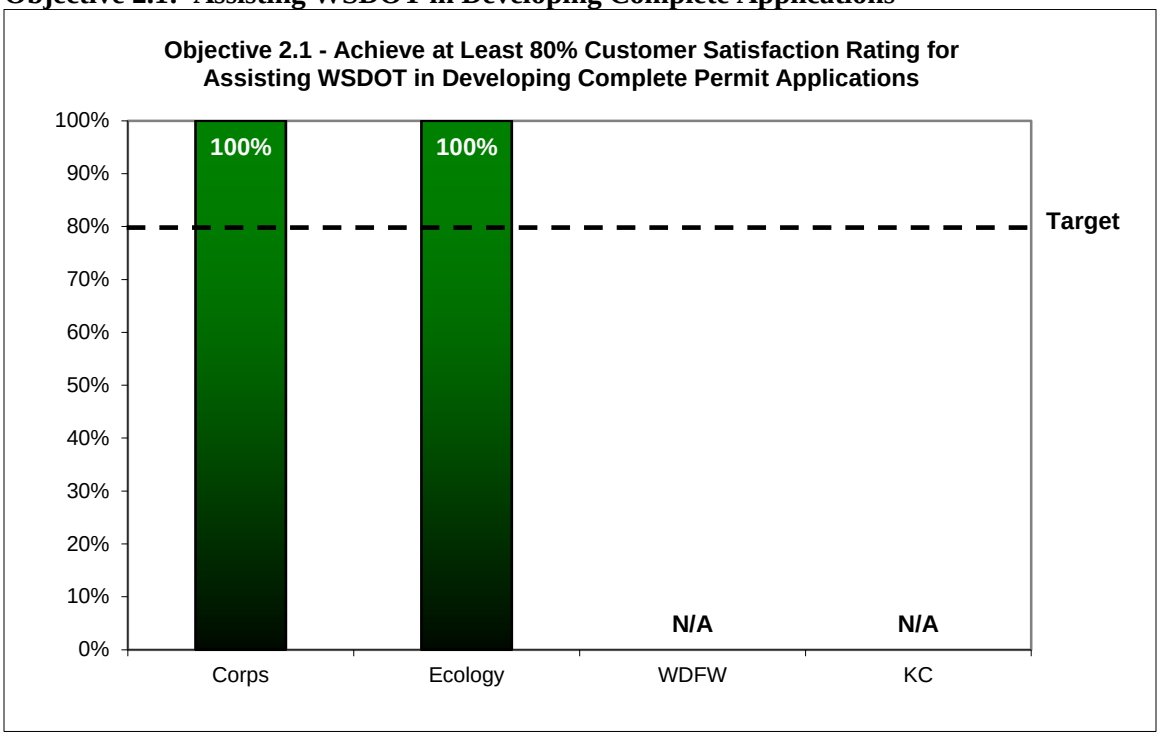
Ecology 401 –

- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

WDFW HPA – No projects

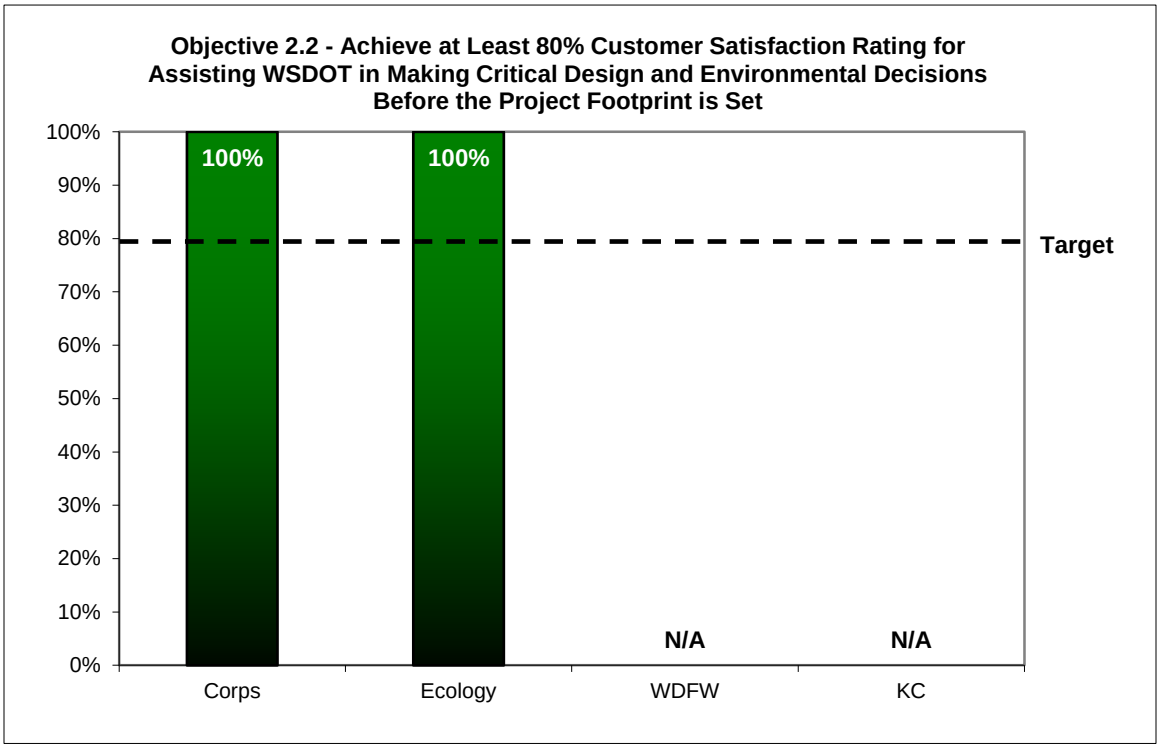
King County – No projects

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 and WSDOT's responsiveness and availability through one objective. Objective 3.1 measures how responsive and available WSDOT and the MAP Team were in helping 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 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

Ecology 401 –
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

WDFW HPA – No projects

King County – No projects

Permit Review Phase

Corps 404 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 11, Padden Creek – Fish Barrier Removal
- SR 20, Skagit River CED Permanent Fix

Ecology 401 –
- SR 20, Skagit River CED Permanent Fix

WDFW HPA –
- SR 20, Skagit River CED Permanent Fix

King County – No projects

Construction/Compliance Phase

Corps 404 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

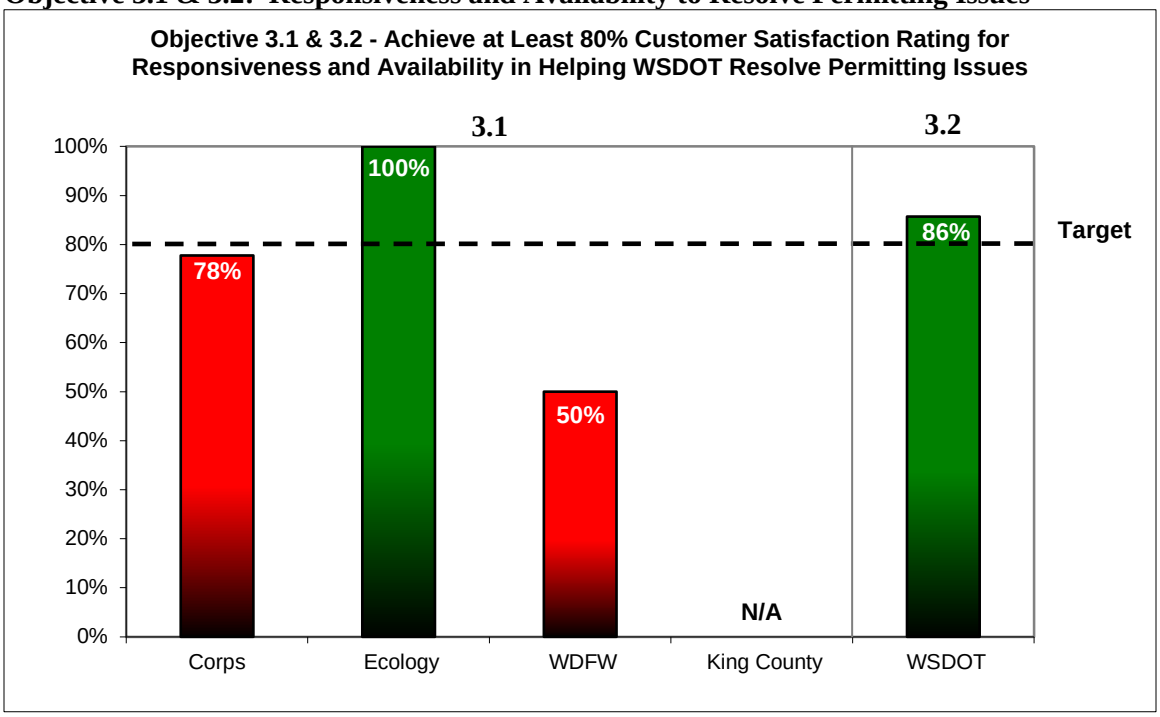
Ecology 401 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

WDFW HPA –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix

- SR 9/SR 531/172nd St NE Intersection Improvements
- I-405, Thunder Hill Creek Mitigation (Panther Creek)

King County – No projects

Objective 3.1 & 3.2: Responsiveness and Availability to Resolve Permitting Issues



WSDOT successfully met Objective 3.2

Objective 3.1 not met for the following reasons:

- 78% of the WSDOT customer survey respondents felt the Corps was responsive and available in resolving permitting issues quickly.
- 50% of the WSDOT customer survey respondents felt WDFW was responsive and available in resolving permitting issues quickly.

Opportunities for Improvement/Agency Follow Up Actions:

- Comments and issues related to the Corps responsiveness and availability for helping WSDOT resolve permitting issues relate to objective 4.1 and 5.2. See 4.1 and 5.2 for additional comments.
- WDFW can be more responsive and available for helping WSDOT resolve permitting issues. Customer comments relating to responsiveness relate to objective 4.1. See 4.1 for additional comments.

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 and the MAP Team believe the working relationships 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 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

Ecology 401 –
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

WDFW HPA – No projects

King County – No projects

Permit Review Phase

Corps 404 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 11, Padden Creek – Fish Barrier Removal
- SR 20, Skagit River CED Permanent Fix

Ecology 401 –
- SR 20, Skagit River CED Permanent Fix

WDFW HPA –
- SR 20, Skagit River CED Permanent Fix

King County – No projects

Construction/Compliance Phase

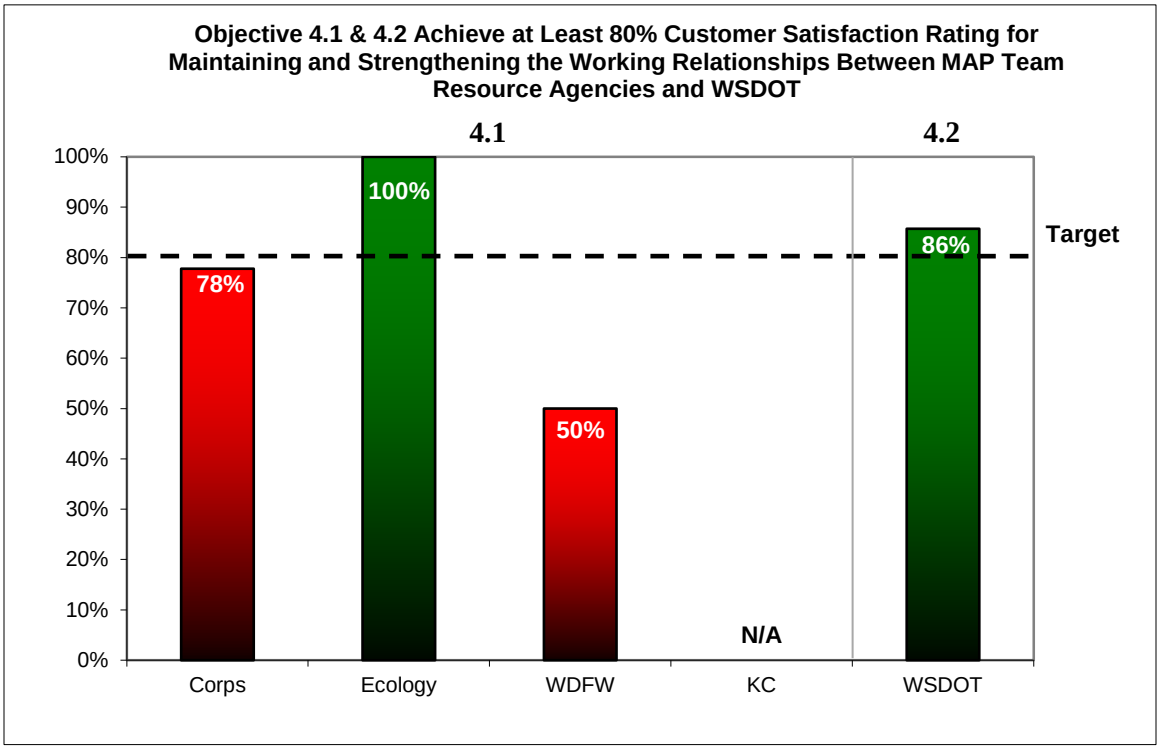
Corps 404 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

Ecology 401 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

WDFW HPA –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements
- I-405, Thunder Hill Creek Mitigation (Panther Creek)

King County – No projects

Objective 4.1 & 4.2: Maintaining and Strengthening Working Relationships



WSDOT successfully met objective 4.2

Objective 4.1 not met for the following reasons:

- 78% of WSDOT customer survey respondents felt the working relationships with the Corps were maintained and strengthened.
- 50% of WSDOT customer survey respondents felt the working relationships with WDFW were maintained and strengthened.

Opportunities for Improvement/Agency Follow Up Actions:

- The Corps could be more proactive in helping WSDOT address and come up with solutions for new restoration methods and mitigation. See 5.2 for additional Corps comments.
- WDFW can be more responsive and available for helping WSDOT resolve permitting issues by providing clear, concise, consistent, and timely guidance.
- WDFW can provide clear communication of known impacts versus potential impacts and mitigation needs versus mitigation wants and opportunities beyond requirements.

GOAL 5: Effective Environmental Protection and Mitigation

Goal 5 measures the effectiveness of WSDOT's demonstration of avoidance and minimization of impacts to aquatic resources and the MAP Team's technical and regulatory mitigation guidance to WSDOT through two objectives. Objective 5.1 measures whether the MAP Team believes WSDOT provided adequate demonstration of avoidance and minimization of impacts to aquatic resources in the JARPA. Objective 5.2 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. Objective 5.1 measures only the

permit review phase and objective 5.2 measures all three phases of the MAP Team permitting process.

The following projects, itemized by resource agency permit type for the permit review phase of the MAP Team permitting process, were measured for Goal 5.1:

Permit Review Phase

Corps 404 –

- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 11, Padden Creek – Fish Barrier Removal
- SR 20, Skagit River CED Permanent Fix

Ecology 401 –

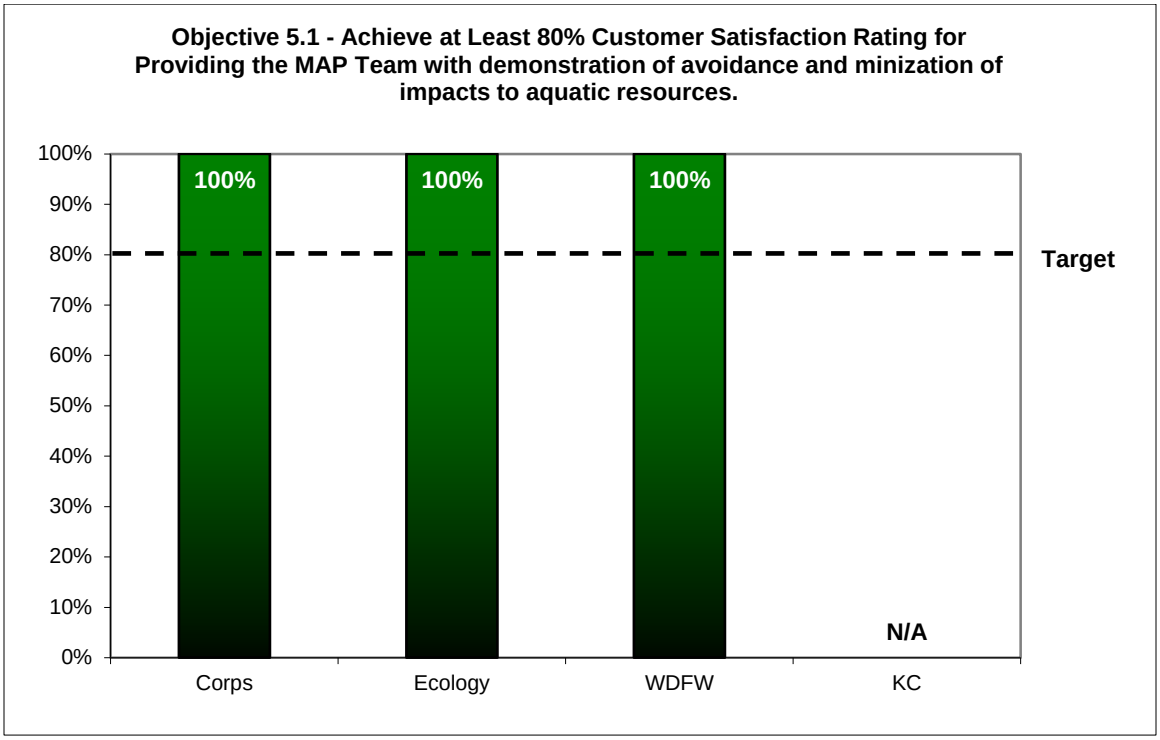
- SR 20, Skagit River CED Permanent Fix

WDFW HPA –

- SR 20, Skagit River CED Permanent Fix

King County – No projects

Objective 5.1: Effective Demonstration of Environmental Protection



WSDOT successfully met Objective 5.1.

The following projects, itemized by resource agency permit type and phase of the MAP Team permitting process, were measured for Goal 5.2:

Early Project Coordination Phase

Corps 404 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

Ecology 401 –
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 539, Lynden-Aldergrove Port of Entry

WDFW HPA – No projects

King County – No projects

Permit Review Phase

Corps 404 –
- I-5, Squalicum Creek Channel Fish Passage
- SR 530, N Brooks Creek Rd and Squire Creek Vic
- SR 11, Padden Creek – Fish Barrier Removal
- SR 20, Skagit River CED Permanent Fix

Ecology 401 –
- SR 20, Skagit River CED Permanent Fix

WDFW HPA –
- SR 20, Skagit River CED Permanent Fix

King County – No projects

Construction/Compliance Phase

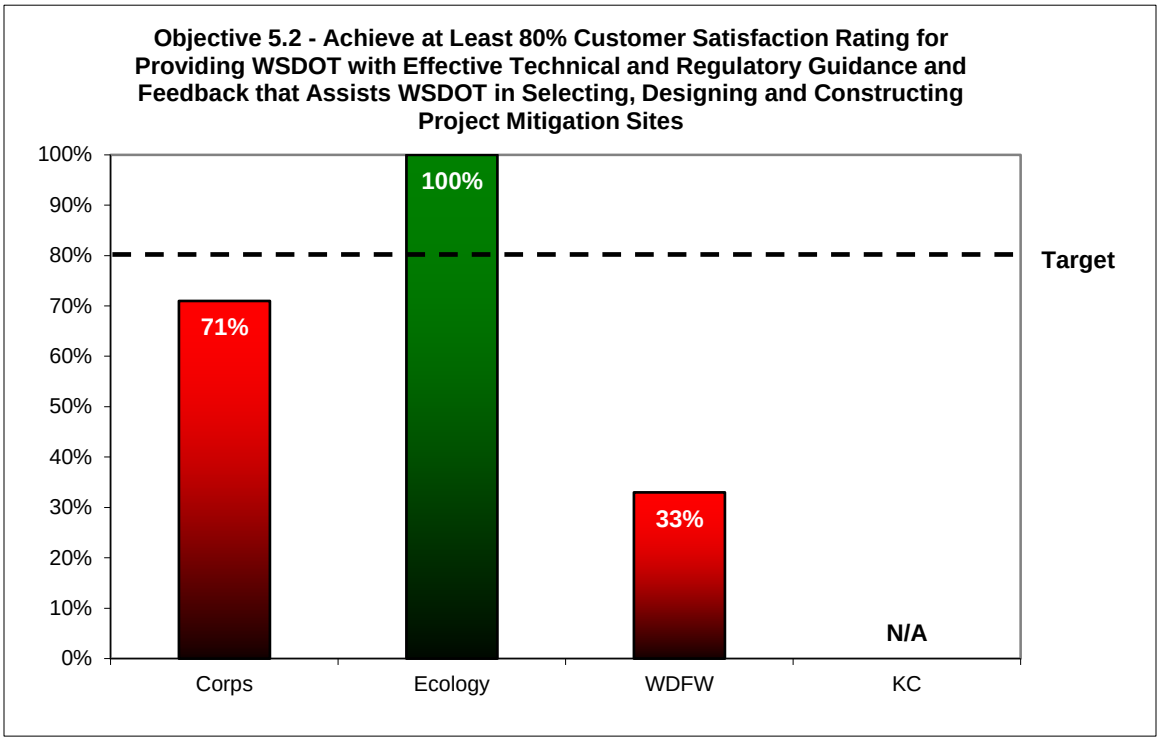
Corps 404 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

Ecology 401 –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements

WDFW HPA –
- SR 9 Lundeen Parkway Stage 3 (SR 9/SR 92 I/C)
- SR 530, Skaglund Permanent Fix
- SR 9/SR 531/172nd St NE Intersection Improvements
- I-405, Thunder Hill Creek Mitigation (Panther Creek)

King County – No projects

Objective 5.2: Effective Mitigation Guidance that Assists WSDOT



Objective 5.2 not met for the following reasons:

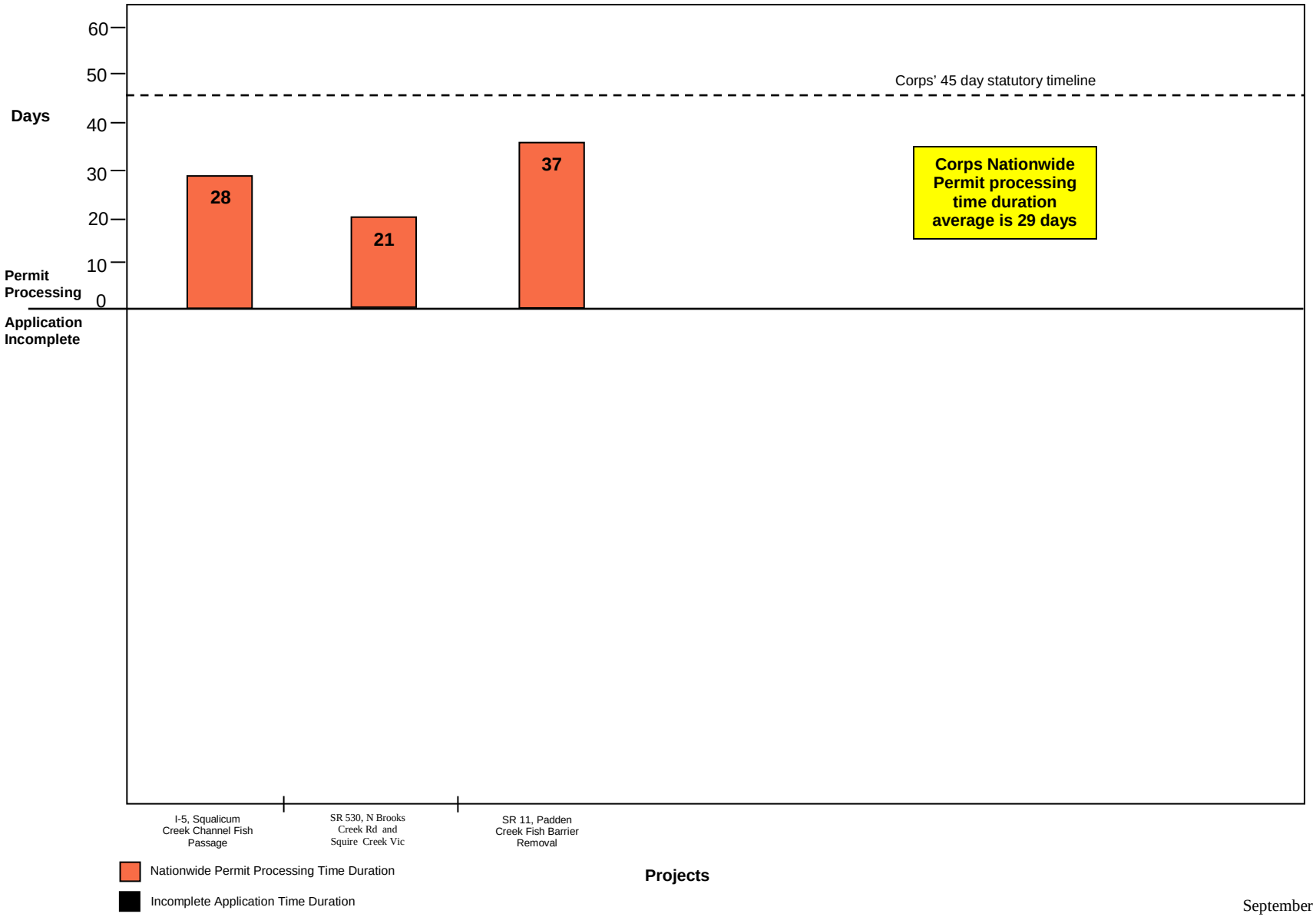
- 71% of WSDOT customer survey respondents felt the Corps provided effective technical and regulatory guidance and feedback that assists WSDOT in selecting, designing, and construction mitigation site. During the permitting process the Seattle District Corps Office was concurrently developing a position on use of dolosse for aquatic restoration projects. This was due to new concerns with using dolotimber structures, which other Corps Districts do not allow for restoration projects. The Corps Seattle District determined that the use of dolosse requires mitigation in certain applications (when not solely for the purpose of restoration i.e. bank stabilization). Because of this, the requirement for mitigation and extent was not known early in the process.
- 33% of WSDOT customer survey respondents felt WDFW provided effective technical and regulatory guidance and feedback that assists WSDOT in selecting, designing, and construction mitigation site.

Opportunities for Improvement/Agency Follow Up Actions:

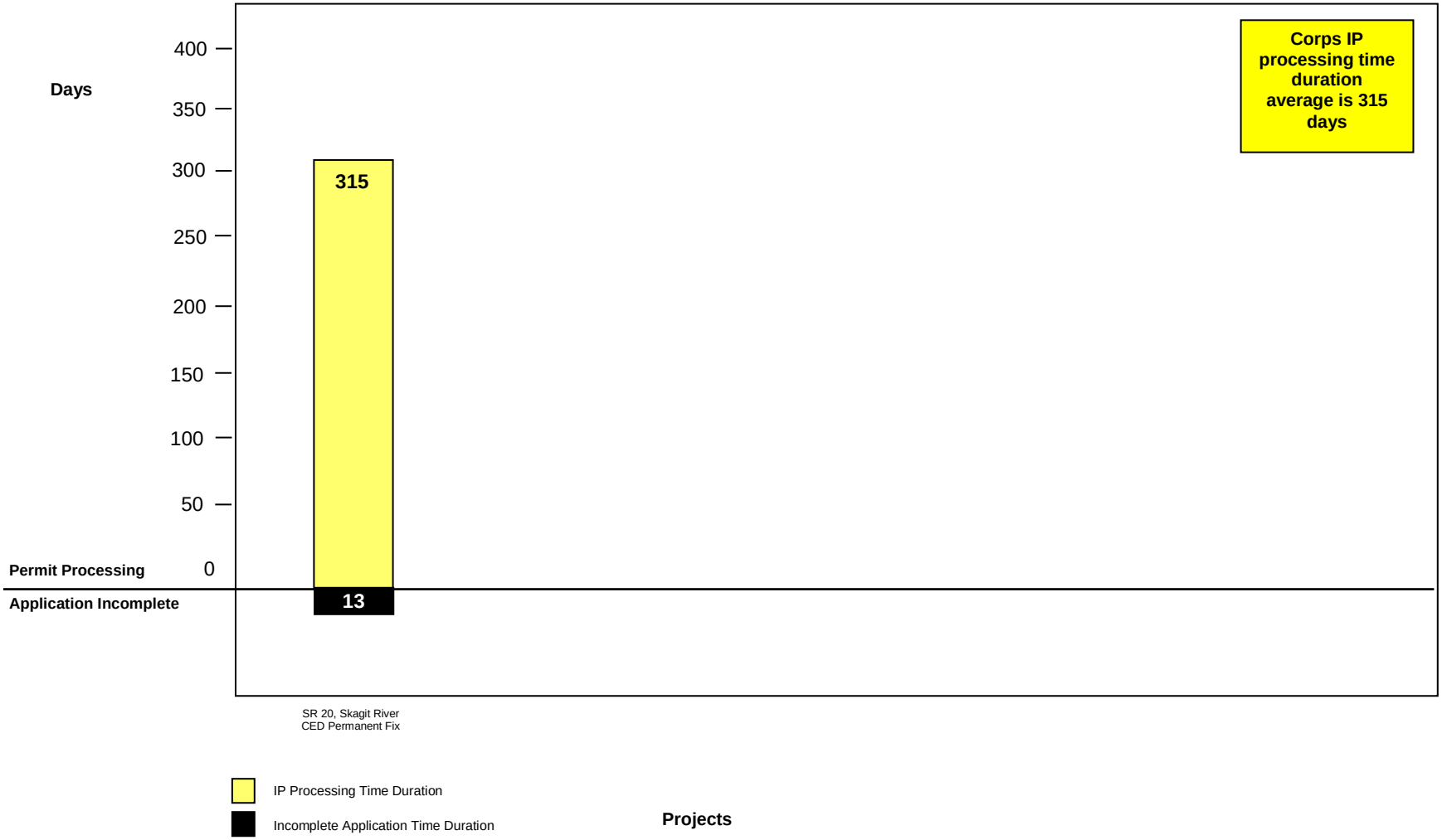
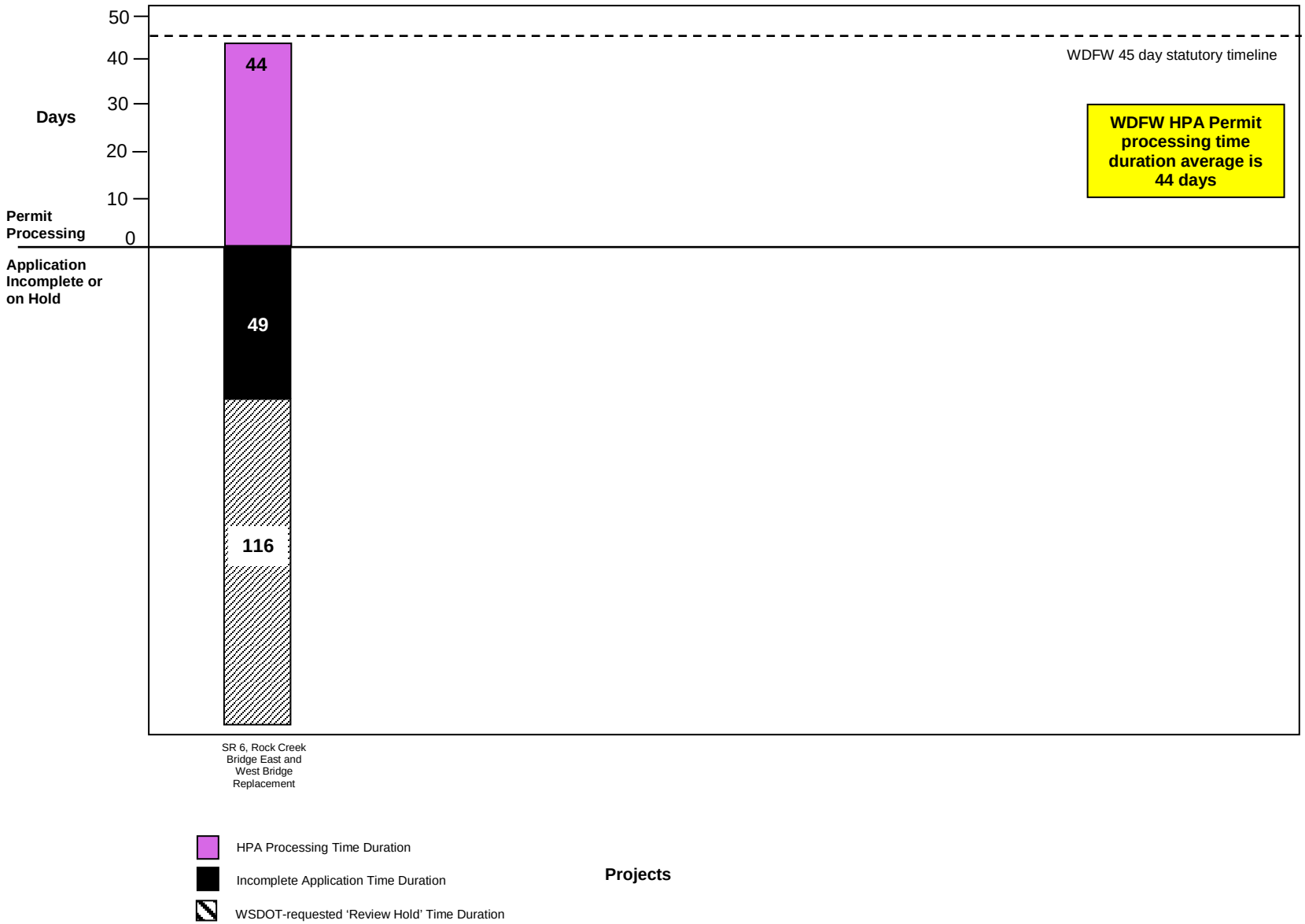
- WSDOT and the resource agencies can work together earlier in the design process when proposing alternative restoration methods and aquatic mitigation methods that do not clearly fit into resource agency mitigation policies.
- WDFW needs to be clear when providing mitigation requirements versus mitigation opportunities.
- WSDOT should anticipate additional risks when proposing new restoration design and mitigation methods.
- The Seattle District Corps Office and WSDOT have ongoing discussion on new dolos policies and use in restoration and Chronic Environmental Deficiency (CED) projects.

Appendix A: Permit Review Timelines for MAP Team projects that were issued during the current performance reporting period (January 1 – June 30, 2013).

Number of Days to Issue Corps Nationwide Permit Decisions for MAP Team Projects
January 1 through June 30, 2013



Number of Days to Issue Corps Individual Permits (IP) for MAP Team Projects
January 1 through June 30, 2013



Number of Days to Issue WDFW HPA Permit Decisions for MAP Team Projects
January 1 through June 30, 2013