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## 432.01 Introduction

This chapter includes the impact of WSDOT projects on floodplains. The chapter focuses mainly on road projects. We briefly address ferries, airports, rail, and non-motorized transport projects in [Section 432.07](#).

### (1) Summary of Requirements

The WSDOT [Floodplain Discipline Report Checklist](#) clarifies floodplain issues and sources of information. Other references, documents, MOUs, Interagency Agreements, and permits included in this chapter add relevant details.

The 1998 FHWA Environmental Flowchart on Floodplains ([Exhibit 432-1](#)) gives a general overview of procedures required for floodplain analysis. The flowchart, which supplements the Floodplain Discipline Report, provides information and guidelines for discussing floodplain impacts with regulators.

Always contact maintenance supervisors during the project development phase to obtain input on existing flood hazards.

### (2) Abbreviations and Acronyms

BFE	Base Flood Elevation
CMZ	Channel Migration Zone
FAPG	Federal Aid Policy Guide
FCAAP	Flood Control Assistance Account Program
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
NFIP	National Flood Insurance Program

### (3) Glossary

**Base Flood Elevation (BFE)** – The calculated or estimated 100-year flood water surface elevation.

**Compensatory Storage** – A provision of some local floodplain ordinances requiring the excavation of floodplain storage area as compensatory mitigation for fill placed in floodplains. The ordinances may also stipulate elevation requirements for the location of the compensatory storage area.

**Flood** – A general and temporary condition of partial or complete inundation of normally dry land areas from one of the following four sources:

- Overflow of inland or tidal waters.
- Unusual and rapid accumulation or runoff of surface waters from any source.
- Mudslides or mudflows that are like a river of liquid mud on the surface of normally dry land area, as when earth is carried by a current of water and deposited along the path of the current.
- Collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water.

**Floodplain** – Any land area susceptible to being inundated by flood waters from any source; usually the flat or nearly flat land on the bottom of a stream valley or tidal area that is covered by water during floods.

**Floodplain Boundaries** – Lines on flood hazard maps that show the limits of the 100- and 500-year floodplains.

**Floodway** – The channel of a river or watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively raising the water surface elevation more than a designated height. Normally, the base flood is defined as the 1 percent chance flood and the designated height is 1 foot above the pre-floodway condition.

**Special Flood Hazard Area** – An area with a one percent chance of being flooded in any given year. You may also hear this called 100-year floodplain. FEMA further defines a variety of zones within special flood hazard areas which describe whether the determination is based on approximate or detailed flood studies, and whether formal BFEs have been established.

**Zone A** indicates an unnumbered A zone without formal BFEs established. Zone is established through approximation.

**Zones AE and A1-A30** indicate that the zone has established BFEs derived from a detailed hydraulic analysis.

**Zone AH** usually corresponds to areas of ponding with relatively constant surface elevations. Average depths are between one and three feet.

**Zone AO** corresponds to areas of shallow flooding (usually sheet flow on sloping terrain, where average depths are between one and three feet.

**Zone AR** depicts areas in the floodplain that are protected by flood control structures such as levees that are being restored.

**Zone A99** corresponds to areas that will be protected by a Federal flood protection structure or system where construction has reached statutory milestones. No BFEs are depicted in these zones.

**Zone D** indicates the possible but undetermined presence of flood hazards.

**Zone V** indicates additional coastal flooding hazards such as storm waves. Study is approximate and no BFEs are shown.

*Zone VE* indicates additional coastal flooding hazards such as storm waves. Study is detailed and BFEs are shown.

*Zones B, C, and X* correspond to areas outside of the 1 percent recurrence floodplain with a one percent chance of shallow sheet flow or minor stream flooding with water depths of less than one foot. Studies are approximate and no BFEs are shown for these areas.

**Zero Rise** (floodplain) – A provision of many local floodplain ordinances that disallows any increase in base flood elevation in excess of 0.05 feet.

## 432.02 Applicable Statutes and Regulations

This section lists the primary statutes and regulations applicable to floodplain issues. Required permits and approvals are listed in [Section 432.06](#).

### (1) *National Environmental Policy Act/State Environmental Policy Act*

The National Environmental Policy Act (NEPA), [42 USC 4321](#), requires that all actions sponsored, funded, permitted, or approved by federal agencies undergo planning to ensure that environmental considerations are given due weight in project decision-making. For work in floodplains that requires permit approval, environmental documentation must explain the impacts the project will have on these areas, and on the resources within those areas. The State Environmental Policy Act (SEPA), mandates a similar procedure for state and local actions. Federal implementing regulations are at [23 CFR 771](#) (FHWA) and [40 CFR 1500-1508](#) (CEQ). State implementing regulations are in [WAC 197-11](#) and [WAC 468-12](#) (WSDOT). For details, see [Chapters 410, 411, and 412](#).

### (2) *Floodplain Management*

Presidential [Executive Order 11988](#) *Floodplain Management* (May 24, 1977) directs federal agencies to avoid to the extent possible adverse impacts associated with floodplains and to avoid direct or indirect support of floodplain development.

### (3) *Flood Control Management Act*

The Flood Control Management Act of 1935, [RCW 89](#), is the primary statutory authority regulating state flood control jurisdictions, which include flood control districts, counties, and zone districts. The act also regulates flood control management, flood control contributions, cooperation with federal agencies on flood control, and state participation in flood control maintenance. The 1937 [RCW 86.09](#), Flood Control Districts, is the section of the act most relevant to WSDOT projects.

### (4) *Local Ordinances*

Local ordinances are often the key regulatory instrument governing floodplain management. See the WSDOT [Federal, State, and Local Permits](#) web page for details on obtaining local approvals for work in floodplains. Local ordinances must comply with minimum federal standards; however, local jurisdictions may adopt more stringent regulations.

Many local jurisdictions have adopted so-called “zero rise” stipulations in their floodplain ordinances. These stipulations disallow any increase in base flood elevation in excess of 0.05 feet. This is the limit of the precision of the models used for flood level calculations, and thus is effectively “zero rise.”

Some local jurisdictions are also adding “compensatory storage” requirements to their floodplain ordinances. These statutes require the excavation of floodplain storage areas to compensate for fill placed in floodplains. They may also stipulate elevation requirements for the location of the compensatory storage area. Currently King and Lewis counties have compensatory storage requirements; however, other jurisdictions are considering developing them as well.

### 432.03 Policy Guidance

#### (1) *Governor’s Directive on Acquisitions of Agricultural Resource Land*

Governor Gregoire has directed WSDOT to notify the Governor’s Chief of Staff when WSDOT is seriously considering the use of agricultural properties. The directive, as conveyed in a letter dated May 15, 2007, is available in [Appendix A](#).

For information on how this directive is being implemented, especially on actions to condemn or purchase designated agricultural resource lands for environmental mitigation purposes, see [Section 450.03](#).

### 432.04 Interagency Agreements

Interagency agreements pertaining to floodplains are available in [Appendix A](#).

#### (1) *Memorandum of Agreement on Hydraulic Project Approvals for Transportation Activities*

The purpose of this MOA is to establish and promote mutual agreement on the needs and mandates of the respective agencies, to facilitate the consistent and efficient administration of Hydraulic Project Approvals (HPAs) for transportation projects under [Chapter 77.55 RCW](#) (Construction Projects in State Waters), and [Chapter 220-110 WAC](#) (Hydraulic Code Rules); to ensure that fish passage at transportation projects is facilitated through [Chapter 77.57 RCW](#) (Fishways, Flow, and Screening); and facilitate the implementation of the Chronic Environmental Deficiency Program. This agreement replaces the MOA Concerning Construction of Projects in State Waters, June 2002. See [Section 436.04](#) for details.

### 432.05 Technical Guidance

#### (1) *WSDOT Discipline Report*

You must complete a Floodplain Discipline Report whenever a proposed project intersects or is located in a jurisdictional floodplain, particularly when the placement of new fill, structures, in-water structures (such as barbs or weirs), bridges, channel modifications, re-locations are involved.

The WSDOT [Discipline Report Checklist](#) ensures that floodplain issues are considered in projects. The discipline report should provide the information required for an EIS, EA, or DCE, and for floodplain permits. The extent of analysis should be proportionate to the level of impact and/or controversy without over-analyzing or providing unnecessary information.

The checklist includes these sections: (1) introduction and preliminary drainage survey; (2) affected environment, shown mainly by mapping; (3) studies and coordination including flood history and identification of permits required; and (4) summary. The summary should include enough detail so it can be included in an EIS with only minor modification.

**(2) FHWA Environmental Flowchart**

The 1998 FHWA Environmental Flowchart on Floodplains ([Exhibit 432-1](#)) provides an overview of floodplain issues.

**(3) FHWA Technical Advisory**

FHWA [Technical Advisory T 6640.8A](#) (October 1987) gives guidelines for preparing environmental documents, including specifically the section on floodplains. For example, an EIS should identify whether proposed alternatives would encroach on 100-year floodplains, preferably demarcated by NFIP maps. Coordination with the Federal Emergency Management Agency (FEMA) and appropriate State and local government agencies should be undertaken for each floodway encroachment. If a floodway revision is necessary, an EIS should include evidence from FEMA and State or local agencies indicating that such a revision would be acceptable.

The NFIP Flood Insurance Rate Maps (FIRMs) are designed for insurance purposes. As such, most are not accurate enough to rely upon for engineering design or land use decision-making. The NFIP maps tend to underestimate both the extent and depth of inundation, and this tendency should be taken into account. Some of the drawbacks of the FIRM maps are:

- Many do not have calculated Base Flood Elevations (BFEs) at all.
- Many are based on outdated hydrographic and channel cross-section data.
- Many are based on inadequate topographic data.
- The delineation of channel migration zones (CMZs) and the relationship between the CMZs and the 100-year floodplain are not well established on the FIRM maps, yet these are extremely important considerations with regard to planning transportation projects in the vicinity of floodplains, particularly those located near the larger, more dynamic rivers.

At a minimum, floodplain maps should contain topographic information accurate to two-foot contours or better.

Floodplains should be modeled using current and accurate hydrographic data using current cross-sectional data and properly calibrated modeling tools.

In addition to floodplain delineation and base flood elevation calculation, the CMZs should be mapped and overlaid in order to assess the possibility of channel migration or avulsion affecting project survivability.

The floodplain discipline report is structured to meet the requirements of the FHWA technical advisory. However, WSDOT should ensure that all requirements of the FHWA are met by carefully reading the technical advisory, which can be located under floodplain impacts on the FHWA website.

**(4) FHWA Environmental Guidebook**

FHWA's online [Environmental Guidebook](#) contains several floodplain-related documents including guidance for the evaluation of encroachments on floodplains (February 22, 1982).

**(5) FHWA Federal Aid Policy Guide on Floodplains**

The Federal Aid Policy Guide (FAPG) of December 7, 1994, contains the FHWA's current policies, regulations, and non-regulatory procedural guidance information related to the federal aid highway program. (The FAPG replaced the *Federal Aid Highway Program Manual* on December 9, 1991.) Regulatory authority for this guidance is found in [23 CFR 650](#) Subpart A; [42 USC 4001](#) et seq.; Public Law 92-234, 87 Stat. 975.

The [FAPG](#) includes policies and procedures for the location and hydraulic design of highway encroachments on floodplains.

**(6) Flood Emergency Procedures**

ESO is coordinating with the WSDOT Maintenance Division to develop guidance for response to flooding and other emergencies. The definition of "emergency," and the appropriate expedited contracting and environmental procedures for responding to emergency are clarified in a [memorandum](#) from the Attorney General's Office dated April 19, 2002.

See also the MOA on work in state waters, referenced in [Section 436.04](#), and the WSDOT [Emergency Operations Plan](#) M 54-11.

Further development of regional emergency project implementation guidance is needed, similar to the strategic plan for emergency flood repair on the Methow, Okanogan, Similkameen, Entiat, and Nooksack Rivers, prepared in May 1999 by Herrera and Associates, Inc. Reach Analyses prepared by WSDOT ESO for projects in problem areas along the Hoh, Nooksack, Naches, Sauk, Snohomish, Yakima, White, and other rivers provide good templates for developing area-specific guidance.

Sites with repetitive damage histories (three events in 10 years) should be considered for nomination to the Chronic Environmental Deficiencies (CED) Program, which addresses repetitive damages sites associated with watercourses. Under the auspices of the [CED program](#), ESO hydrologists and geomorphologists provide technical assistance to regions in preparing Reach Analyses to develop solutions to complex riverine problems.

**(7) WSDOT GIS Workbench**

The WSDOT GIS Workbench contains much useful information. This tool is a GIS interface for internal WSDOT users only. It has numerous layers of environmental and natural resource management data. WSDOT works with federal, state, and local agencies to maintain a collection of the best available data for statewide environmental analysis. Available data sets include FEMA data and other information necessary to write the floodplain reports. Local jurisdictions can be contacted to find out whether additional local floodplain mapping is available, on GIS or hard copy. WSDOT's GIS staff process requests for access to the workbench and a list of current data sets.

**(8) Flood Control Assistance Account Program (FCAAP)**

The [Flood Control Assistance Account Program \(FCAAP\)](#) is a statewide financial assistance program, established by the legislature in 1984 to help local jurisdictions reduce flood hazards and flood damages ([Chapter 86.26 RCW](#) and [Chapter 173-145 WAC](#)). Matching grants are available to counties, cities, towns, special districts, and eligible tribes for comprehensive flood hazard management plans, specific projects or studies, and emergency flood-related activities. The program is administered by the Washington State Department of Ecology (Ecology). Applicants must participate in the National Flood Insurance Program (NFIP). The Ecology website includes a general introduction to FCAAP grants, guidelines on how to apply for grants, an application form to download, sample grant agreements, invoice forms for grant recipients, progress report forms, and contacts at Ecology for more information and help in preparing or implementing grant agreements.

**(9) Comprehensive Flood Hazard Management Plans**

Ecology's *Comprehensive Planning for Flood Hazard Management* (Ecology Publication #91-44) describes comprehensive flood hazard management plans. Approved plans must meet federal and state requirements for local hazard mitigation plans. You may order copies online using information located on the [Ecology website](#).

**(10) Local Floodplain Management**

Information on [floodplain management](#) with respect to local governments is available online.

The website includes links to floodplain ordinances for a number of Washington cities and counties.

**(11) Emergency Relief Procedures Manual M 3014**

WSDOT provides this manual to assist in obtaining federal resources for the repair of local federal-aid highway facilities damaged and/or destroyed by natural disasters or major catastrophes. It provides the legal and procedural guidelines for WSDOT employees to prepare all necessary documentation to respond to, and recover from, emergencies/disasters that affect the operations of the department.

## 432.06 Permits and Approvals

Projects affecting floodplains may be subject to one or more of the permits listed in [Section 430.06](#), Surface Water. The only permit or approvals relating specifically to floodplains are county or city floodplain development permits. For details, see the WSDOT [Federal, State, and Local Permits](#) web page.

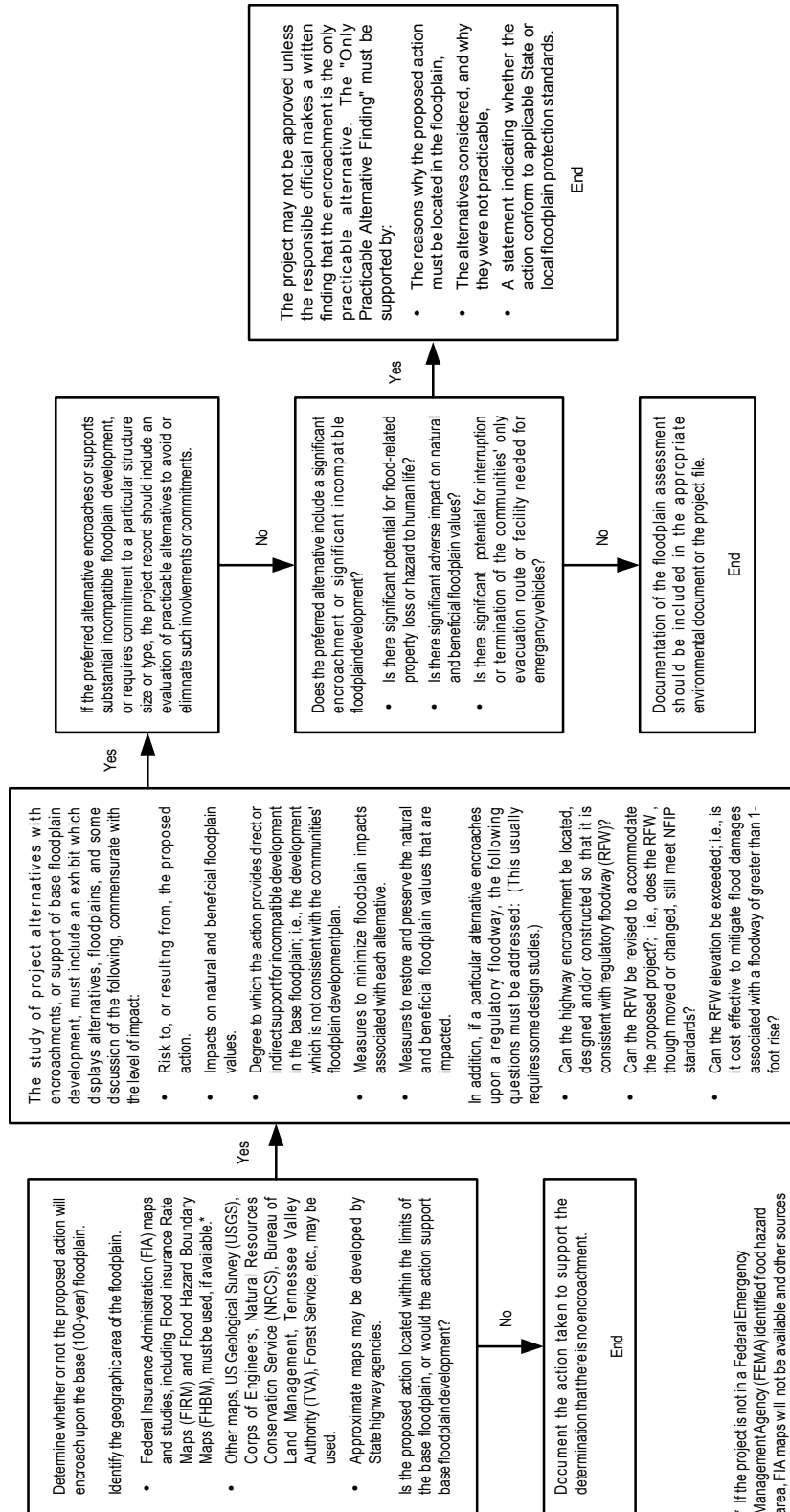
## 432.07 Non-Road Project Requirements

Federal agencies maintain their own unique NEPA procedures in CFR. As such each agency may have different documentation and procedural requirements for complying with NEPA. If your project has a federal nexus with more than one federal agency, it is critically important to meet with the federal lead agencies and determine how to proceed. In some cases the federal agencies may agree to co-lead the NEPA process. In others, one agency may serve as lead and the other as a cooperating agency. This decision needs to be made very early in the process to ensure timely approval of your environmental document. The exact requirement will vary depending on the nature of the project, federal permits and approvals required, and individual circumstances. Common examples of projects that require coordination with more than one federal agency are:

- An FHWA funded project that crosses National Forest Lands.
- A project that receives FHWA and FTA funding.
- Any highway project involving FRA or FAA.
- An FHWA funded project that requires an Army Corps of Engineers Individual permit.

## 432.08 Exhibits

[Exhibit 432-1 FHWA Environmental Flowchart on Floodplains](#)



\* If the project is not in a Federal Emergency Management Agency (FEMA) identified flood hazard area, FIA maps will not be available and other sources should be used.

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