

Northwest Transportation/Environmental Streamlining Summit January 6, 2000

Notebook Contents

A notebook of materials combined from the three participating states was distributed to all agencies that attended the Northwest Summit. Following is a list of the contents. If you are interested in receiving any of these documents, please contact the Washington State Department of Transportation Environmental Affairs at 360-705-7483 or sschaft@wsdot.wa.gov.

Note: For easier navigation of this document turn on **bookmarks** in the menu or toolbar.

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October 7, 1999

Dear Federal and State Colleagues:

We have joined together to host an Executive Summit and we want to encourage your participation. The purpose of this meeting is to coordinate federal and state programs that interact to implement the Transportation Equity Act for the 21st Century (TEA-21). The Summit will be at the Seattle-Tacoma International Airport on January 6, 2000.

TEA-21 is not a statute that involves only transportation agencies. It provides a broad range of innovative policies and investments that address multiple transportation and environmental goals. Successful implementation of TEA-21 will require collaboration among federal and state agencies with responsibilities for requirements of other statutes like the National Environmental Policy Act, Endangered Species Act, Clean Water Act, and Clean Air Act.

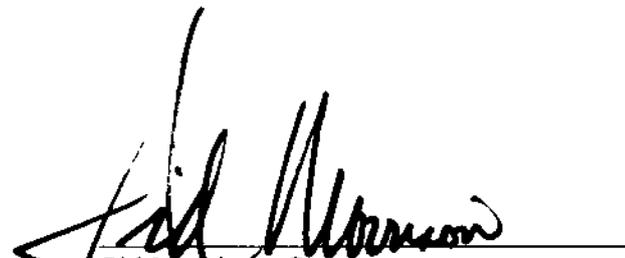
In response to the opportunities and challenges of TEA-21, and an August 20, 1999 National MOU among the Departments of Interior, Commerce, and Transportation; U.S. Army Corps of Engineers; Environmental Protection Agency; and Advisory Council for Historic Preservation to lay out a framework to meet environmental streamlining provisions of TEA-21 (Attachment A), we are jointly hosting a one-day executive summit. A list of state and federal transportation, environmental, and natural resources agencies in Idaho, Oregon, and Washington expected to participate is included in Attachment B. This list also shows agency contacts that have been involved in summit discussions and will take the lead in preparing issues for the Summit. The flow chart in Attachment C shows that each participating agency will need to identify and prioritize TEA-21 related issues and help develop issue papers. Though the Summit will be informative, it is intended to respond to issue papers and produce policy directions.

Our goal is not to simply have a Summit. The Summit is envisioned to signal improved relationships among key federal and state partners and set in motion subsequent steps for accountability and involvement with other partners like tribes, local governments, environmental and natural resource groups, and minority and low income stakeholders.

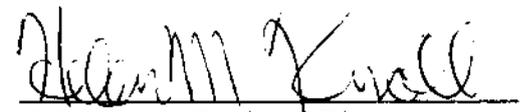
Please call any one of us to discuss the significance of this Summit or have your staff direct questions to Ken Brooks, Environmental Protection Agency at (503) 326-3280 (brooks.kenneth@epa.gov) or Jerry Alb, Washington State Department of Transportation at (360) 705-7480 (albjerr@wsdot.wa.gov).

Respectfully yours,


Gene Fong, Administrator
Federal Highways Administration,
Washington State Division


Sid Morrison, Secretary
Washington State Department of
Transportation


Chuck Clarke, Regional Administrator
Environmental Protection Agency, Region 10


Helen Knoll, Regional Director
Federal Transit Administration

Attachments

- A. Environmental Streamlining Memorandum of Understanding
- B. Invitation and Contact List for Idaho/Oregon/Washington Transportation and Environmental Policy Summit
- C. Flowchart for Idaho/Oregon/Washington Transportation and Environmental Policy Summit Process

Northwest Transportation/Environmental Policy Summit

This briefing book was made possible by contributions from the following agency contacts. Thanks to each of them and special thanks to those (noted in bold) who also served on the Agency Coordination Team that brought all the pieces together for this Northwest Transportation/Environmental Policy Summit.

Jerry	Alb	Washington State Department of Transportation
Mark	Bagdovitz	US Fish & Wildlife Service, Region 1
Erv	Ballou	Idaho Department of Water Resources
June	Boynton	Bureau of Indian Affairs
Steve	Brink	US Forest Service - Region 4
Allyson	Brooks	Washington Office of Archaeology and Historic Preservation
Ken	Brooks	Environmental Protection Agency, Region 10
Elton	Chang	Federal Highways Administration, Oregon Division
Bob	Cortright	Oregon Land Conservation and Development Department
Bradley	Daly	Army Corps of Engineers, Walla Walla District
Eb	Engelmann	Oregon Department of Transportation
Lawrence	Evans	Army Corps of Engineers, Portland District
Paul	Fredericks	Bureau of Land Management (OR & WA)
Mary	Gray	Federal Highways Administration, Idaho Division
James	Hamrick	Oregon Parks & Rec Depart. - State Historic Preservation Office
Theresa	Hutchens	Federal Transit Administration
Earle	Johnson	Oregon Division of State Lands
Annette	Liebe	Oregon Department of Environmental Quality
Joy	Keniston-Longrie	Department of Natural Resources
Karen	Kochenbach	Army Corps of Engineers, Northwestern Division
Sandra	Manning	Washington Department of Ecology
Thomas	Mueller	Army Corps of Engineers, Seattle District
Nancy	Munn	National Marine Fisheries Service, Northwest Region
Rick	Parkin	Environmental Protection Agency, Region 10
Susan	Pengilly-Neitzel	Idaho State Historical Society - State Historic Preservation Office
Tom	Pettigrew	US Forest Service - Region 1
Sharon	Price	Federal Highways Administration, Washington Division
Randy	Reeve	Oregon Department of Fish & Wildlife
Charles	Rountree	Idaho Transportation Department
Bill	Ruediger	US Forest Service - Region 1
Jon	Sandoval	Idaho Division of Environmental Quality
Shari	Schaftlein	Washington State Department of Transportation
Tim	Smith	Department of Fish and Wildlife
Richard	Sowa	US Forest Service - Region 6
Gary	Stevens	Bureau of Land Management (ID)
Allan	Stockman	Federal Highways Administration, Western Federal Lands Division
Judy	Stratton	Washington State Department of Transportation
Tracey	Trent	Idaho Department of Fish & Game
John	Volkman	National Marine Fisheries Service, Northwest Region
Tom	Wawro	Bureau of Land Management (OR & WA)
Roberta	Young	Oregon Department of Environmental Quality

Northwest Transportation/Environmental Policy Summit

SeaTac International Airport, Large Auditorium
January 6, 2000

- | | | |
|-------|---|---|
| 8:30 | Welcome by WSDOT and EPA-Region 10 & Introductions | Sid Morrison, WSDOT
Chuck Clarke, EPA-Region 10 |
| 9:00 | Objectives and Process for Today's Meeting | Pat Morin, Facilitator |
| 9:15 | National Perspectives on "Environmental Streamlining" | Fred Skaer, U.S. DOT HQ |
| 10:00 | "Environmental Streamlining" - Making National Environmental Streamlining MOU applicable to NW States
Prep: Review briefing paper in Tab II
Goal: Agreement on Streamlining principles for NW | Facilitated Discussion
(Lead agencies: Elton Chang, FHWA & Ken Brooks, EPA) |
| 11:00 | Break | |
| 11:15 | Data & Information Sharing
Prep: Review briefing paper in Tab III
Goal: Discussion of issues and action options | Facilitated Discussion
(Lead agencies: Shari Schafflein, WSDOT & Tom Wawro, BLM) |
| 12:15 | Working Lunch hosted by WSDOT & ODFW Presentation | Randy Reeve's slide show |
| 1:15 | Process Improvements
Prep: Review briefing paper in Tab IV
Goal: Discussion of issues and action options | Facilitated Discussion
(Lead agencies: Sandra Manning, WDOE; Eb Engelmann, ODOT; Nancy Munn NMFS; Karen Kochenbach, USACE) |
| 2:45 | Break | |
| 3:00 | Resources
Prep: Review briefing paper in Tab V
Goal: Discussion of issues and action options | Facilitated Discussion
(Lead agencies: Rick Parkin, EPA, Randy Reeve, ODOT, Elton Chang, FHWA-OR & Mary Gray, FHWA-ID) |
| 4:00 | Next Steps (e.g., Commit to Interagency Team to continue working on outstanding issues?, Outreach to local government, Tribes and other stakeholders?, Assessing Progress and Accountability?, etc.)
Prep: Review briefing paper in Tab VI
Goal: Agreement on next steps | Facilitated Discussion
(Lead agency: Ken Brooks, EPA) |
| 4:45 | Wrap-Up | Facilitator |
| 5:00 | Adjourn | |

Environmental Streamlining

Issue

What is “environmental streamlining” and what do we need to do about it?

The Transportation Equity Act of the 21st Century (TEA-21) directs the Secretary of the U.S. Department of Transportation to work with the heads of the other federal agencies to streamline the environmental review of transportation projects. TEA-21 suggests the development of a Memorandum of Understanding (MOU) between the environmental agencies and the Department of Transportation outlining a streamlined review process including agreed upon shortened review time frames. The transportation agencies can provide funding to environmental review agencies in order to facilitate an expedited review....but again, what is “environmental streamlining” and what do we need to do about it?

Background

Given that TEA-21 is the largest public works spending bill ever, environmental streamlining represents incredible challenges and opportunities for many diverse yet transportation-related state and federal programs. Some examples of interagency opportunities include habitat conservation, watershed planning, and growth management. A more detailed list is included in Appendix C1.

Congressional expectations for “environmental streamlining” are contained in Section 1309 of TEA-21. A copy of Sec 1309 and a statement by Senator John Chafee, Chair, Senate Committee on the Environment and Public Works are provided in Appendices C2 and C3, respectively. In response, the Departments of Transportation, Interior, Agriculture, and Commerce and the Army Corps of Engineers, Environmental Protection Agency, and Advisory Council on Historic Preservation signed a National Memorandum of Understanding on Environmental Streamlining in July 1999 (Appendix C4). This agreement stressed the two goals of **reducing project delays and protecting and enhancing environmental quality**

The following table gives a sense of how TEA-21's \$217 billion over six years will impact northwest states. Given current issues submitted by state and federal agencies (Appendix B), increased funding of TEA-21 will indeed challenge environmental streamlining goals of reducing project delays and protecting and enhancing environmental quality.

State	Annual Funding Averages (1)	Change in Total Funding, TEA-21 vs. ISTEPA (2)
Idaho	\$ 202,849,000	61.9%
Oregon	\$ 323,885,000	49.9%
Washington	\$ 467,871,000	37.2%

(1) *TEA-21 User's Guide*, Surface Transportation Policy Project, 1998. p. 53

(2) *TEA-21 User's Guide*, Surface Transportation Policy Project, 1998. p. 8

State and regional federal offices have also been actively responding to the congressional challenge of environmental streamlining. The Mid-Atlantic states were first with an Executive Summit held in Philadelphia on January 27, 1999. The success of this model prompted Secretary of Transportation, Rodney Slater and EPA Administrator, Carol Browner to jointly request in a June 24, 1999 letter, similar executive-level meetings across the country. The Southwest Region Executive Summit was held in Texas in September 1999. Next will be the Northwest Transportation/Environmental Policy Summit scheduled for Seattle on January 6, 2000 and the Region 8 Transportation/Environmental Partnership Summit scheduled for Denver on January 26, 2000.

At the national level, there is an ongoing process to follow up general goals of the National MOU with a more specific Action Plan. The current draft includes five priorities:

1. National Leadership
2. Coordinated Strategies and Effective Communications
3. Training/Technical Support
4. Alternative Dispute Resolution
5. Performance Measures

Our next step is to move from the congressional mandate, National MOU, draft National Action Plan, and lessons from other summits to understandings, agreements, and commitments that make sense for the northwest states of Idaho, Oregon, and Washington.

The environmental review process for transportation projects includes numerous federal and state laws and is conducted by numerous agencies. Many of the environmental reviews take place at different stages of the transportation planning/project development process, and any one of these reviews can result in the modification of project concept and/or alignment. While the modifications may benefit the resource area currently under review, other resources may be negatively impacted because of that modification. Balancing the impacts to the wide variety of resources typically found in the study area for a transportation project is difficult, especially when environmental reviews are done sequentially and in an isolated manner.

Sequential reviews of transportation projects often have had sequential review periods as well, and the resolution of those concerns often requires additional review time. For example, the Clean Water Act Section 404 permit review historically occurred after both the completion of the National Environmental Policy Act (NEPA) requirements and the final design for a transportation project. The 404 permit review would often require a re-analysis of project alternatives because the NEPA review was not detailed enough for the purposes of the Clean Water Act requirements. As a result, transportation agencies would have to analyze new alternatives and redesign the project.

In the mid 1990's, the states in the Northwest each undertook development of their own individual NEPA/404 agreements and developed a process which integrated the Clean Water Act Section 404 requirements into the National Environmental Policy Act review for transportation projects within their own states.

The integrated NEPA/404 process is a broad framework which was intended to be modified by each state to fit their transportation planning process. The integrated NEPA/404 process should have helped to expedite the review of transportation projects. However, actual field experience

has yielded very different results than expected. In some cases on very complex projects, during the NEPA/404 process the State DOT's have found difficulties in getting concurrence from the regulatory/resource agencies at the major milestones. In the past they had trouble getting permits after the NEPA process had been completed.

Next Steps

The TEA-21 Environmental Streamlining Provision promotes the development of a coordinated, streamlined process like the integrated NEPA/404 process. TEA-21 also requires the integration of environmental considerations into the statewide and metropolitan transportation planning process. In order to truly streamline the environmental review of transportation projects, a more holistic review of both the transportation and environmental processes must be undertaken. While the integrated NEPA/404 process has been in operation for 4-5 years with mixed success, the process can be expanded to include other environmental review processes, such as Clean Air Act Conformity, Historic Preservation, Section 4(f), Agricultural protection, and to update and revise the processes.

Recommendation/Actions

1. Establish a set of principles that conveys a policy-level commitment to collaboration among agencies of state and federal government. This action by agency executives would be a clear signal that more collaboration is expected as staff resources become more constraining and community problems more interdependent on multiple agencies of government.

Action: Discuss and modify as needed the following draft cooperative agreement and either adopt it or commit to a process to develop a cooperative agreement. (This cooperative agreement is almost identical to the MOU developed from January through March 1999 in response to the Mid-Atlantic States Summit.)

Action: Examine current agreements with other agencies and determine what is working and what is not working. (Information from a number agencies regarding current agreements and forums are included in Appendix B, e.g., each state has a NEPA/404 merger agreement.)

Northwest Cooperative Agreement on Environmental Streamlining and Interagency Cooperation on Environmental and Transportation Issues

The undersigned agencies agree to work cooperatively to promote “**environmental streamlining**” that will both reduce project delays and protect and enhance environmental quality. This agreement sets forth principles for coordinating transportation planning and project development processes in accordance with the Transportation Equity Act for the 21st Century, the National Environmental Policy Act, the Endangered Species Act, and other relevant statutes and initiatives.

Principles of Agreement

Process Improvements

- Develop a process that assures the timely, cost-effective development of environmentally sound transportation plans and projects. Emphasize the use of concurrent rather than sequential development and review of plans and projects.
- Recognize effective and successful coordination processes and use them as a basis for improving coordination and cooperation among stakeholders.
- Develop state specific interagency agreements and mutually agreed upon standard operating procedures. Particular attention will be given to identifying state priorities, and establishing review time frames.
- Establish a mutually acceptable conflict resolution process that considers the use of Alternative Dispute Resolution techniques.

Information Sharing

- Identify and share information on transportation and environmental priorities.
- Encourage the participation of all stakeholders and the public throughout the transportation planning and project development processes.
- Continue interagency dialogue on land use, growth, transportation and their relationships to identify opportunities for environmental protection and community enhancement.

Resources

- Work towards removing the constraints on agency manpower and budget which affect the success of the streamlined process.

We the undersigned agree to work together and promote the above principles in respective agencies.

The following errata page represents changes to the Northwest Transportation/ Environmental Policy Summit Briefing Book as result of the January 5, 2000 Pre-Summit Meeting.

III. Data and Information Sharing ***Errata for pages III.6 and III.7***

Recommendations:

1. Agency Partnerships
 - a) Assess which data resource agencies are requesting Transportation Organizations provide. Partner with the resource agencies to determine data needs and the extent to which resource agencies are producing the appropriate data. Identify data needs related to decision support vs. performance monitoring.
 - b) As resource agencies develop mapping and data sets, they should treat transportation organizations as customers to obtain feedback and determine mutual value added actions.
 - c) As transportation organizations develop mapping and data sets, they should consult appropriate resource agencies to obtain feedback and determine mutual value added actions.
 - d) Develop joint-agency programmatic standards and guidelines for achieving environmental data streamlining.
2. USDOT needs to determine funding eligibility components of TEA 21 and discretionary funds dedicated towards data and information management activities supporting streamlining. Other resource and regulatory agencies need to identify funding sources for data associated with their authorities.
3. Develop and link, via the Internet, interagency catalogues of information (i.e., Geographic Information System data themes, technical documents, indexes, lists, compilations, and other information products) relevant to transportation and environmental streamlining issues excluding proprietary databases.
4. Transportation organizations fund data gathering by consultants during EIS development, permit acquisition, and corridor planning work. The feasibility of and standards for storing, cataloging, collating and sharing this information should be evaluated and developed.
5. Agree to work to develop a data protocol consistent with national data standards.

IV. Process Improvements

Errata for pages IV.2 and IV.3

Recommendations/Actions

1. Ensure resource and regulatory agencies and state DOT environmental staff are involved thoroughly during planning, design, construction, maintenance, and operational activities as well as major project problem/solution identification, rather than after agreements are made on project delivery.
2. Develop environmental guidelines agreed to by resource and regulatory agencies and DOT's to allow for: 1.) faster permit review; and, 2.) commitments to environmental compliance, protection, and stewardship.
3. Develop programmatic review to reduce project-by-project workload and improve environmental successes.
4. To ensure trust and cooperation between agencies, state DOTs will empower their environmental staff to address on-site needs of projects for permit and regulatory compliance.
5. In the long term, improve environmental protection and impact avoidance measures.

V. Resources

Errata for Page V.3

Examples and Recommendations/Action Items:

1. This group recommends to Congress that it include a dedicated line item authority within TEA-21 to fund state and federal resource and regulatory agencies to assist in streamlining transportation projects.
2. Within each state, the state transportation agency will work with its partners to establish mechanisms to fund resource and regulatory agency needs to support streamlining transportation projects. In addition, state DOTs will work with partners to obtain state budgets that support resource agencies and DOTs in implementing environmental enhancements, retrofits and expertise sharing.
3. Incorporate funding solutions into state specific interagency agreements (refer to the Cooperative Agreement).

Parking Lot

A true bottoms up dialogue will involve the tribes and NPOs – Jon Sandoval (Idaho)

How will we deal with parking lot issues not related to main 3 & present to directors

National perspectives

There is a need to clarify what past wrongs are and clarify how to redress those past sins.

How do you get funds to address those past wrongs?

If State DOTs are not funding resource agency positions nationally with 1309 flexibility then why not?

There is a need to address Adaptive Management with respect to the quality of the permitting process. (Peter Birch)

Need to additionally clarify resources to develop processes and procedures outlined in the cooperative agreement. (Bradley Daly)

There is a perspective that it should be a set aside- funding allocations need to be dedicated to (Process Improvement Teams) PITs related to TEA-21 (Jerry Alb)

Conflicts between competing mandates (Joy Keniston-Longrie)

We need to maintain high environmental standards while providing certainty.

Clarify what concurrent review means –suggested language in 1309 (Klinck)

There is more to the planning office than is represented at this forum. Can we make this streamlining work.

Need to address spatial data and common data standards.

Data & Information Sharing

WSDOT needs to supply a GIS layer of where projects are to DNR

Link action items to recommendations showing which recommendations lead to which actions. E.g. see resource section.

Discuss data protocol standards explicitly and get agreement (Joy to discuss in Round Robin)

Are the resource agencies eligible for funding out of TEA-21 directly. If so add it to the action items iii.7

Discuss changing III.7 #4 to state PITs and allocating funds.

Add FTA to the Action items along with FHWA.

Add a clarification that the data sharing forum should be a regional basis

#5 includes hardware and software so that agencies can communicate and using common information (data) standards so that everyone can communicate

What everything will be used for will need to be more explicitly stated. (Tom Mueller)

Add to Process action items: ID project thresholds where programmatic review and certification processes are not applicable. Joy Keniston-Longrie

Add to Process action items: DOTs will develop a self monitoring program subject to review by regulatory agencies. Sandy Manning

Data and Information Sharing Management

edited by: Shari Schaftlein, 360-705-7446, draft version 12/27/99

Issue: Without a shared, accurate, state-of-the-art, and easily accessible spatial and informational network, diverse regional administrative entities cannot achieve the increases in productivity and efficiency needed to achieve meaningful environmental streamlining.

Objectives: To determine what spatial and informational data is currently available in Idaho, Washington and Oregon and determine: (1) what the resource and transportation agencies have and need, and (2) How we can work together to share data and personnel.

Issues Excerpts: The Issues Paper (Appendix B) was reviewed and common themes relative to data and information management have been culled out and summarized as the following points:

- The sharing and financing of agency personnel has focused on obtaining permits and concurrence on EIS decision points. However the logical extension of this approach is limited if people have set up a process and funded agency staff only to be stymied still by lack of data to make a good decisions.
- The data and analysis for environmental science decisions is not on a level playing with engineering decisions. The variety and variability of data used in Environmental Science drastically differs from that of engineering data. The time frame for trend analysis and confidence w/ decisions varies, i.e., we have built roads for 2000 years and wetlands for 20; thus leading to conservative decisions that confound engineering managers.
- Engineering managers are confounded by the permitting agencies dependency on professional judgment that is based on experiences and extrapolated data. The focus on developing standards and guidance to reduce this dependency must extend to data in the form of building common information criteria.
- The effort to communicate often and early will be valuable if the organizing tool upon which dialogue is based revolves around scoping data needs. The dialogue must expand between permit, policy, and data professionals and there must be commitments to “feed” the data system.
- Building trust must extend to the data world to accept and exchange data with each other.
- Given that every environmental impact is heavily regulated, it necessitates equal commitments to gathering all applicable data, a weak link in the environmental and

natural resource data world leads to a weak link in the sequence of EIS and Permitting processes.

- Our ability to manage transportation and environmental issues on a regional (watershed, ecosystem) basis will be dependent on merging the data worlds of transportation planning and resource management planning. Forays into programmatic and general permits is making this increasingly clear.

Background on Environmental and Transportation Data and their Link to Streamlining (*example maps are in the briefing binder - Data Tab*)

Different levels of analysis require different levels of data accuracy and detail. Some important categories include:

1) Four scales of analysis needed in transportation decision making

- 20 year Transportation System Level Planning - Example: statewide habitat connectivity/fragmentation will be dramatically influenced by the \$20 Billion dollars of investments identified in the System Plan.

Transportation systems and projects cross multiple habitats (landcovers in this map example). Habitat and environmental conditions of every watershed and for every natural resource in the state need to be considered in order to deliver these major activities in an environmentally responsible way. Information and data on drainage, habitats, land ownership and management, soils & geology, environmental hazards, and resource conservation and protection areas can be viewed in context to transportation system projects.

- Corridor Planning/Watershed Scale - Example: Mitigation investments can be bundled to address multi-year phased in improvements along a corridor or a mitigation investment from a single project can be focused on a watershed need rather than on-site. Watershed based analysis can reveal opportunities for partnership and cooperation that can improve habitat systems. Shared information about mitigation, restoration, recovery, and protection projects can help leverage funding and (often) increase the effective benefit to the habitat systems as a whole. Information about major transportation system activities and plans can improve the design of resource agency funded habitat recovery projects. Information coordination efforts such as the Federal Geographic Data Committee's (US Dept. of Interior) Spatial Data Framework data projects help assure that data and information from habitat projects can be communicated consistently between organizations.
- Sub-basin Evaluation- Example: The onsite impacts and mitigation investment for stormwater is most optimized through data and modeling on a sub-basin scale. Sub-basin evaluation helps identify opportunities to plan projects like retrofitting road culverts for improved fish passage and designing construction projects to reduce flood damage. Sharing sub-basin scale data on drainage, elevation, soils, land cover, and current and planned land uses can identify conditions and anticipated changes that can improve the design of these roadway projects, or could lead to DOT projects being sited beyond the right-

of-way, up/downstream to better provide habitat and infrastructure protection.

- Project Location Site - Example: Site plans that show project footprint influence permit application and conditions and guide the contractor. Eventually, project planning and development starts to focus on each individual project location and the environmental conditions of that project location. A wide variety of information is useful here to identify what environmental permits are needed, and whether or not various regulations apply. Often, the best source of data for these purposes comes from the regulatory or resource management agency themselves, or their county level counterparts.

Of critical importance are physiographic and environmental data inventories done for transportation project site plans. Considerable amounts of money are spent by DOTs in surveying (design scale mapping of) conditions within the right of way (and beyond in some cases). The data gathered in these surveys are accurate enough for engineering design work, and can include drainage (topography), soils, wetlands, toxic hazards, and protected habitat areas. Capturing this data and feeding it back to resource management agencies could enhance the available information for all.

2) Transportation Owned Lands & Environmental Features/Land spatial data layers

Transportation agencies have responsibilities for both land and infrastructure management. Retrofit analysis and prioritization, maintenance documentation, and trend analysis are all dependent on inventory activities. The table below highlights WSDOT's inventory status.

Current Managed Data	Data In Development	Desirable Data
<ul style="list-style-type: none"> • stormwater outfalls • best management practice sites • fish barriers • unstable slopes • emergency flood repair sites • mitigation recommendations • plant occurrences • deerkill locations 	<ul style="list-style-type: none"> • special roadside maintenance zones • cultural resources predictive model (SHPO) • flood damage & repair sites (all) 	<ul style="list-style-type: none"> • spatial right-of-way data • noise

3) Regulatory Compliance and Performance - Example: emergency permits are issued as a result of natural disasters (floods, landslides, windstorms, fires): to develop programmatic permits, information is needed on spatial trends in permits issued, cumulative impacts, and compliance on previously issued permits. The National Cooperative Highway Research Program Project 25-23 will provide a national model for Environmental Management Information System for Transportation Projects (see Briefing Binder Data Tab).

Findings on Obstacles:

- * Some Senior Managers and Directors have had limited education and work experience in Data and Information Management; organizations are not doing strategic planning or financing in response to the fundamental changes and opportunities available in the information age.
- * No agency, federal or state, is taking responsibility for comprehensive data management coordination between local, state, federal, and tribal governments.
- * Clarity is needed on mapping scale and responsibility: Federal: 1:100,000 to 500,000; State 1:100,000 to 1:24,000; Local 1:2000 or better.
- * Existing interagency forums are primarily informal with none to limited resources directed to coordination.
- * Piecemeal financing
- * No clear legislative “home” committee to receive proposals

Findings on Progress: Investments in data and information management and coordination efforts vary considerably between states and agencies. The four categories below offer a framework for beginning a discussion on data management relative to transportation/environmental streamlining. Some details on the forums and projects can be found in the Briefing Binder Appendix, while examples are listed below, further collating efforts are needed to complete the three state assessment. A survey instrument that will aid benchmarking is enclosed for consideration.

1. Intra-agency forums:
WSDOT: Data Council; Planning and Environmental Office monthly mtgs.
Coordinating Technology Process Improvement Team; Shared Application Maintenance Unit
ODOT:
IDOT:
2. Inter-agency state forums:
WA: Geographic Information Council and sub-committees on spatial data framework projects; Integrated Natural Resource Data System, Pacific Salmon Information Network
OR: Oregon Road Base Information Team (ORBITS)
ID:
3. Inter-agency multi-state forums

Interorganizational Resource Information Coordinating Council (IRICC)

Transportation Strike Team (working w/ WA Framework Groups).

4. Data Projects Underway

WSDOT: see list in Briefing Binder - Data Tab

ODOT:

IDOT:

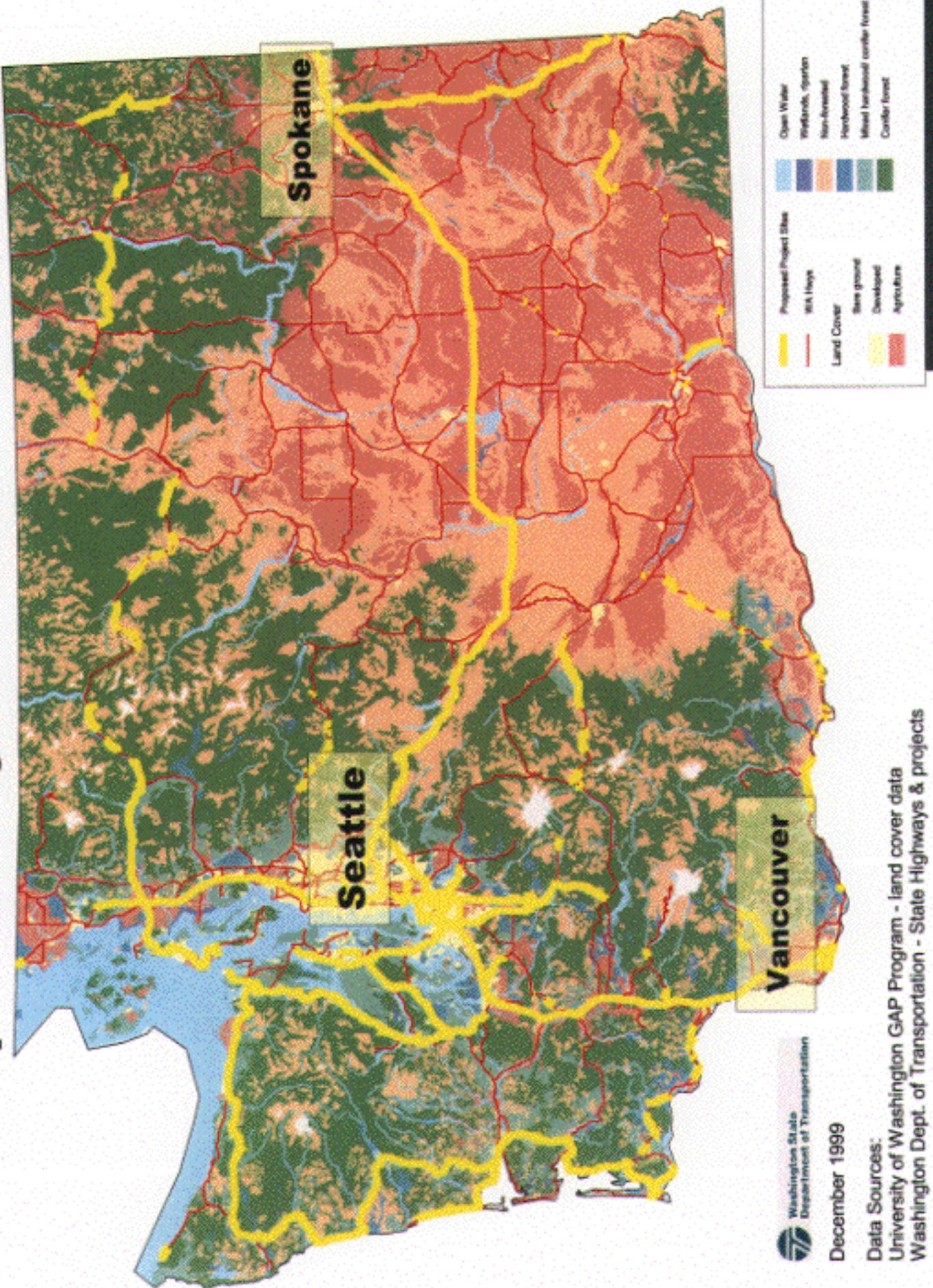
Recommendations:

- 1) Assess which data resource agencies are requesting Transportation Organizations provide. Partner with the resource agencies to determine data needs and the extent to which resource agencies are producing the appropriate data. Identify data related to decision support vs. performance monitoring.
- 2) As resource agencies develop mapping and data sets, they should treat Transportation Organizations as customers to obtain feedback and determine mutual value added actions.
- 3) As Transportation Organizations develop mapping and data sets, they should consult appropriate resource agencies to obtain feedback and determine mutual value added actions.
- 4) FHWA division offices, in cooperation with FHWA headquarters, needs to determine funding eligibility components of TEA 21 and discretionary fundsdedicated towards data and information management activities supporting streamlining.
- 5) Develop and link, via the Internet, interagency catalogues of information (i.e., GIS data themes, technical documents, indexes, lists, compilations, and other information products) relevant to transportation and environmental streamlining issues.
- 6) Transportation Organizations fund data gathering by consultants during EIS development, permit acquisition, and corridor planning work. The feasibility of and standards for storing, cataloging, collating and sharing this information should be evaluated and developed.
- 7) Commit to the creation of a shared transportation GIS and informational data base, geared to environmental streamlining and in alignment with state implementation of national spatial data framework efforts, that would be accessible by all regional administrative entities through the Internet.
- 8) Develop joint-agency programmatic standards and guidelines for achieving environmental data streamlining.

Action Items (lead and participants TBD)

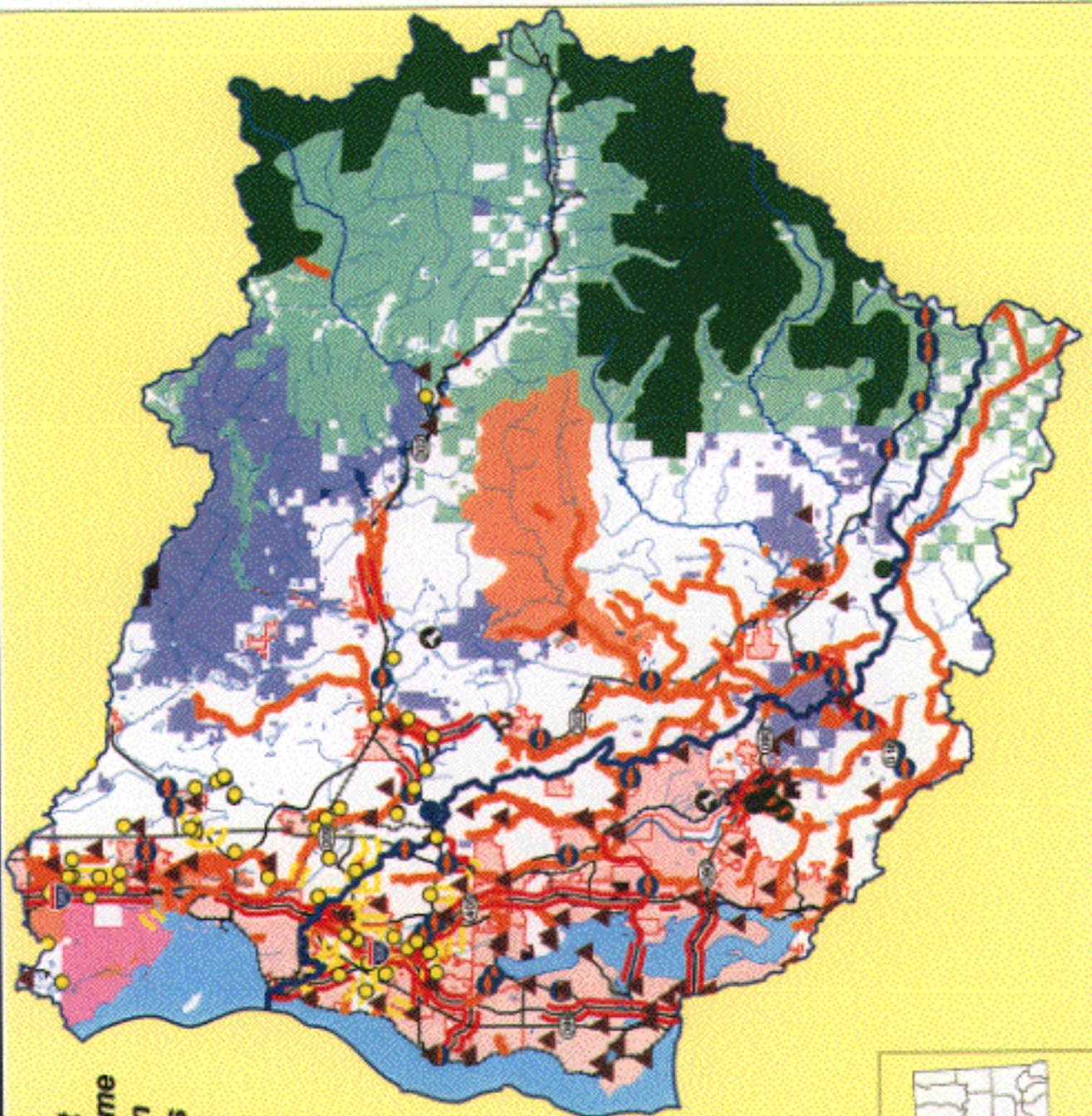
1. Create, enhance, and support opportunities for the sharing of transportation/ environmental streamlining data, personnel, and expertise.
2. Distribute a short survey to determine Transportation Agencies resources dedicated to internal data and external data environmental projects, number of intra- and inter-agency forums related to data, and amount of technical and policy related input provided to Resource Agency data work.
3. Host an annual data forum focused on transportation/environmental streamlining data needs and the strategies to sustain a shared multi-agency information network.
4. Determine early action data coordination projects, co-prepare a budget proposal and have participating agency directors co-present requests to legislative/congressional committees.
5. Develop a phased effort to create and link agency information catalogues.
6. FHWA division offices will:
 - a) coordinate with FHWA headquarters to produce a listing of all funding available for environmental data management. This list will include funding listed in TEA-21 as well as discretionary funding available from FHWA,
 - b) provide the list of funding sources to the state DOTs,
 - c) request additional funding/discretionary funds will be compiled based on needs discussion with the state, and
 - d) a strategy developed for obtaining additional funds.

Transportation System Habitat Connectivity



**Habitat
Improve Outcome
and Mitigation
Opportunities**

November, 1999



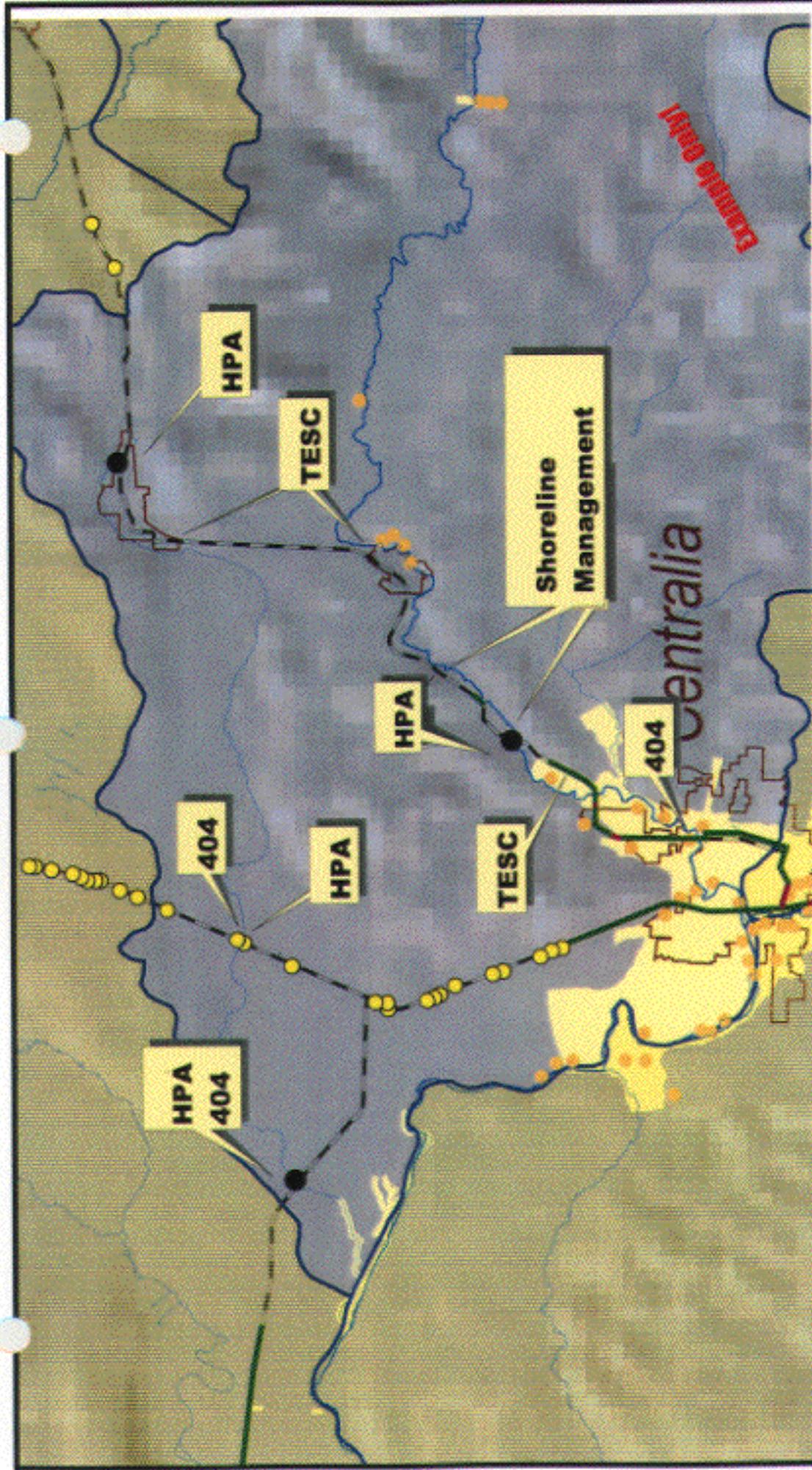
Area of Interest



- DNR Projects
- Issaquah Projects
- WDFW Projects
- CTED Projects
- WA State Conservation
- Snohomish TIP
- IAC Projects
- Fish Passage Barriers
- Snohomish TIP
- WSDOT Scooping
- Issaquah Public Works
- Watershed Recovery
- State Routes
- Rail Roads
- Rivers & Streams
- Watershed Resource Inventory Area Consultant
- Recommendations
- National Forest
- DNR Lands
- Wildlife Refuge
- Recreation
- Wilderness
- Public Schools
- State Parks
- Tribes
- Lakes
- Cities

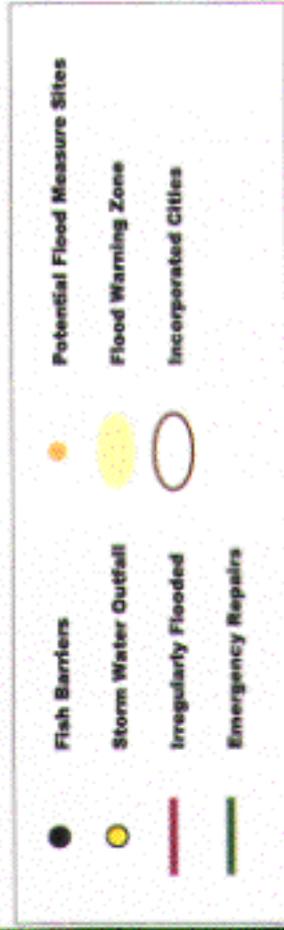
Environmental Affairs Office (EAO)





Permit Sites and Retrofit Opportunities

Upper Chehalis Basin
October, 1999



Area of Interest

Environmental Affairs Office

Washington State
Department of Transportation

Sample Corridor

Centralia

HPA
404

404
HPA

HPA

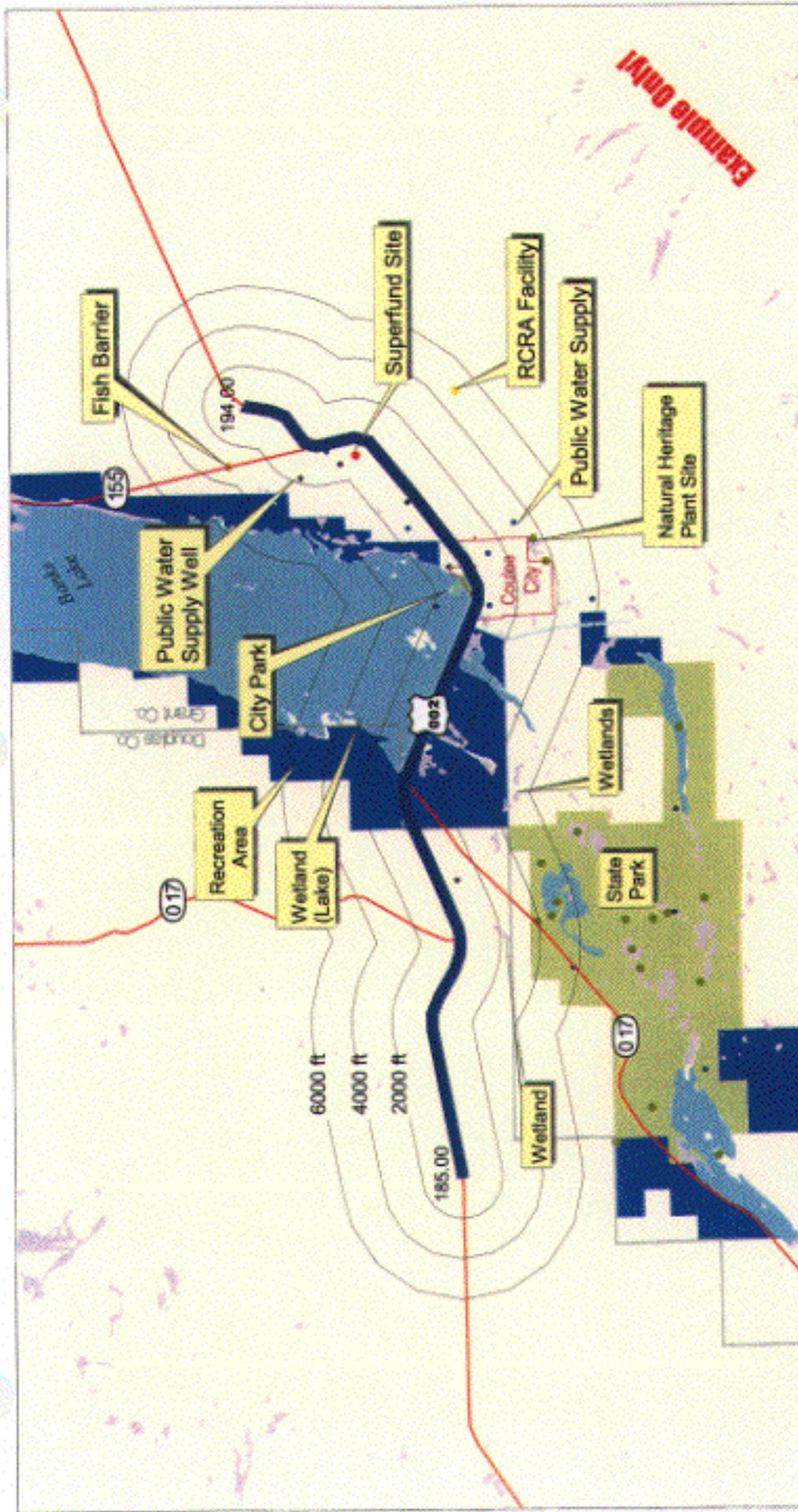
TESC

HPA

TESC

Shoreline
Management

404



Project Location Environmental Permit Screening



Scale Based Data Requirements

<u>Data Quality Type</u>	<u>20 Yr</u>	<u>Corridor</u>	<u>Sub-basin</u>	<u>Project Site</u>
scale	1:500,000	1:100,000	1:24,000 to 1:12,000	1:6000 or better
accuracy	+/- 800 ft	+/- 300 ft	+/- 40 ft	+/- 10 ft or better
minimum unit	640 acres	160 acres	5-10 acres	sub-acre

Why Partner with DOT?

- Better environmental & natural resource protection
- DOTs have additional funding opportunities
- Improve government efficiency
- DOTs have data & mapping resources to share
- DOTs have local influence through MPOs / RTPOs

NW Transportation/Environmental Policy Summit

PROCESS ISSUES

- A. DOT planning and design processes need to include and address sufficient environmental issues and concerns.
- B. Need programmatic permitting, resource protection and enforcement approaches to save everyone time, and provide better resource protection.

Objectives:

- 1. Ensure environmental concerns and compliance issues are incorporated earlier into the planning, design and construction phases when developing transportation projects.
- 2. Develop programmatic approaches, and implement or revise existing agreements to provide a balance of a streamlined review of transportation projects and permit decisions while providing for environmental protection, enhancement, and recovery. Develop jointly agreed upon BMPs and win/win outcomes.
- 3. Develop partnerships and issue papers between State and Federal agencies to identify mechanisms for solutions to be presented to state legislators, or congress as needed.

Challenges:

- 1. Not enough resource agency staff to meet DOT workload needs.
- 2. Agency commitments to implement agreements are not being met.
- 3. Lack of training, compliance process or follow-up to ensure agreements are being implemented.
- 4. Restrictions by federal legislation (specifically for emergency relief funding).

Recommendations/Actions

- 1. Taking steps to ensure resource and regulatory agencies and DOT environmental staff get involved earlier and more thoroughly during planning, and in major project problem/solution identification, rather than after agreements are made on project delivery.

Actions:

- Empower DOT Environmental staff to have authority to make and influence decisions in DOT project planning and design.
- Require DOT Environmental staff be present on all planning and design exercises for projects.

- Train DOT Environmental Staff on resource and regulatory issues, so they can better represent resource agencies during early planning efforts.
 - Develop process revisions agreed to by the agencies that define when it is most effective to get resource and regulatory agencies involved – similar to JPIT NEPA reinvention.
2. Develop environmental guidelines agreed to by resource and regulatory agencies and DOT's to facilitate expedited permit review, improve commitments to environmental compliance, and which work towards salmon recovery and improved watershed health.

Actions:

- Agencies commit to develop or finalize appropriate guidelines by State, and agree to implement them once developed.
 - Agencies commit to update agreements that are not working, such as NEPA/404.
 - Agencies commit to implement existing agreements, and monitor successes or make revisions that are needed.
 - Develop guidelines to use during emergencies, including a pre-emergency imminent threat approach that reduces the need for emergency work, and allows federal funds for this work.
3. Develop programmatic review and/or certification processes to reduce project-by-project workload and improve environmental successes.
- Actions:
- Develop regional technical standards and guidelines that provide compliance and implementing requirements for use with programmatic permit approvals (at a minimum for emergency repair work, and for ESA compliance).
 - Agencies reach agreement on needs for watershed priorities and habitat recovery plans (i.e. on-site versus watershed mitigation).
 - Agencies establish an agreed upon method to use mitigation obligation funds for implementing the recovery needs of watersheds and listed species.
4. Establish a process where DOT is accountable for self monitoring and compliance of environmental permits and regulations.

Actions:

- Empower DOT Environmental staff to address on-site needs of projects for permit and regulatory compliance.
- Establish self auditing and monitoring program for DOT Environmental staff.

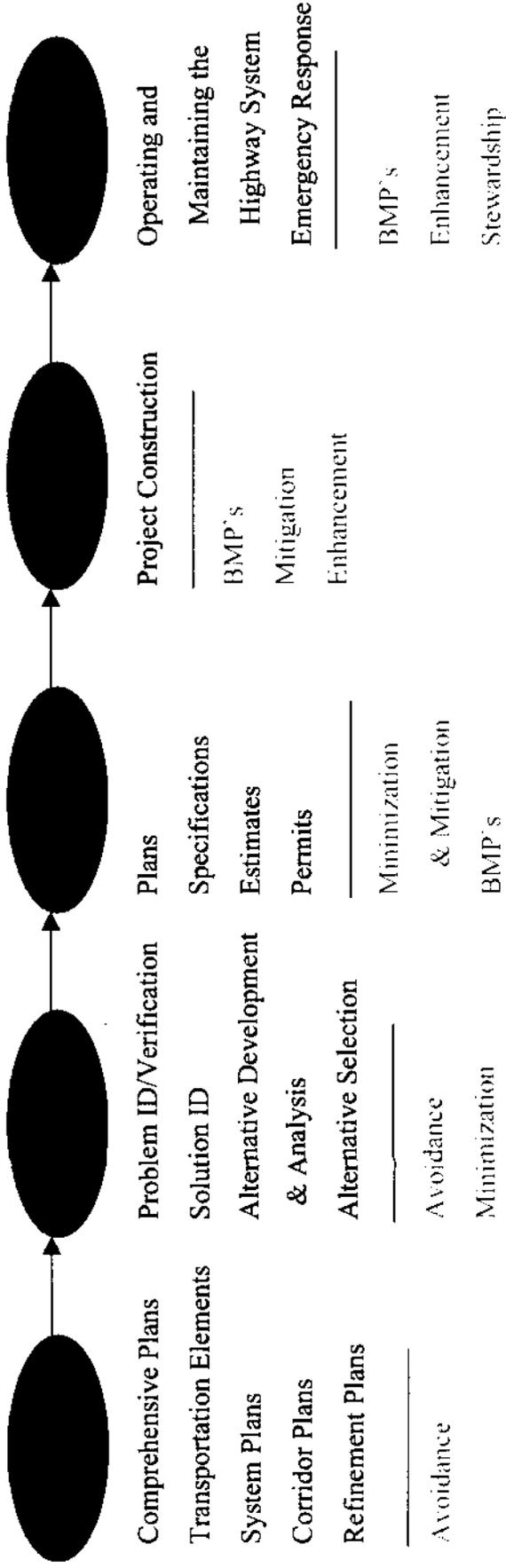
- Get commitment by DOT management to implement existing environmental agreements.
 - Complete a DOT and resource/regulatory agency compliance approach for DOT projects.
5. Long Term – Improve environmental protection and avoidance measures.

Actions:

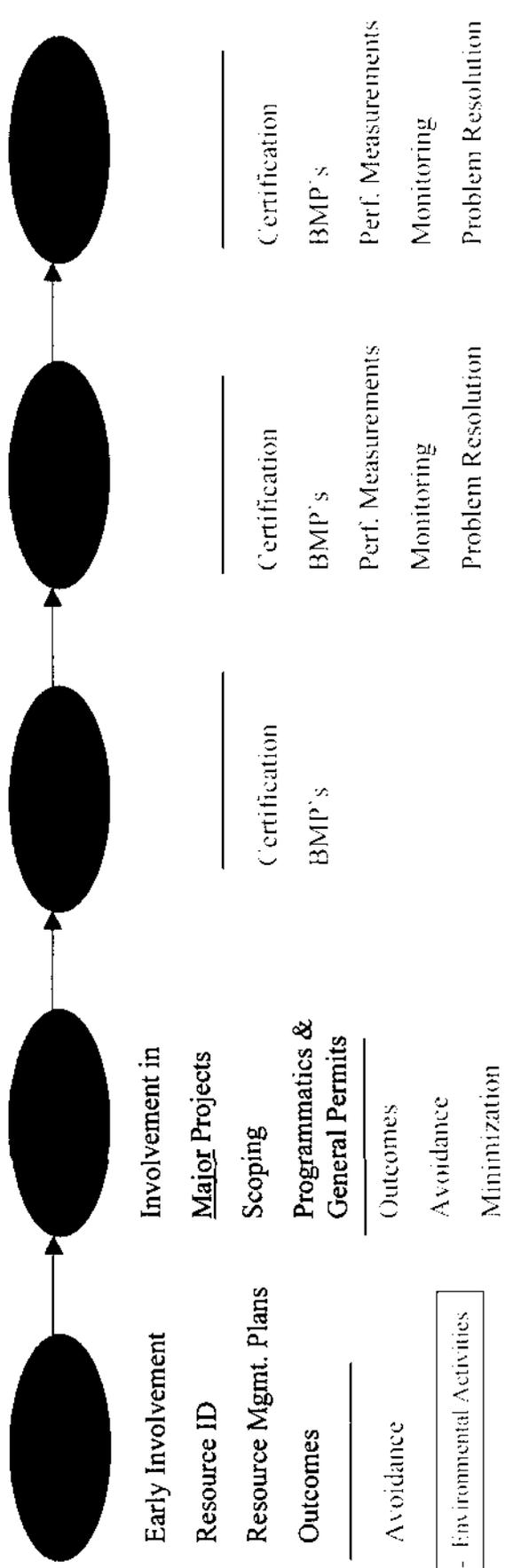
- Seek long-term solutions for emergency relief projects rather than only implementing and funding repeat repairs.
- Establish a funding and streamlined permit process for imminent threat work for pre-emergency repairs to avoid more costly and more environmentally damaging emergency repair work.
- Develop better agency relationships and cross-cultural connections that recognize the interdependence between government agencies.
- Develop a process that incorporates DOT planning with the local government planning offices – don't second guess local decisions.

ENVIRONMENTAL COMPLIANCE COORDINATION

ODOT and Local Governments' Transportation "Roles and Responsibilities"



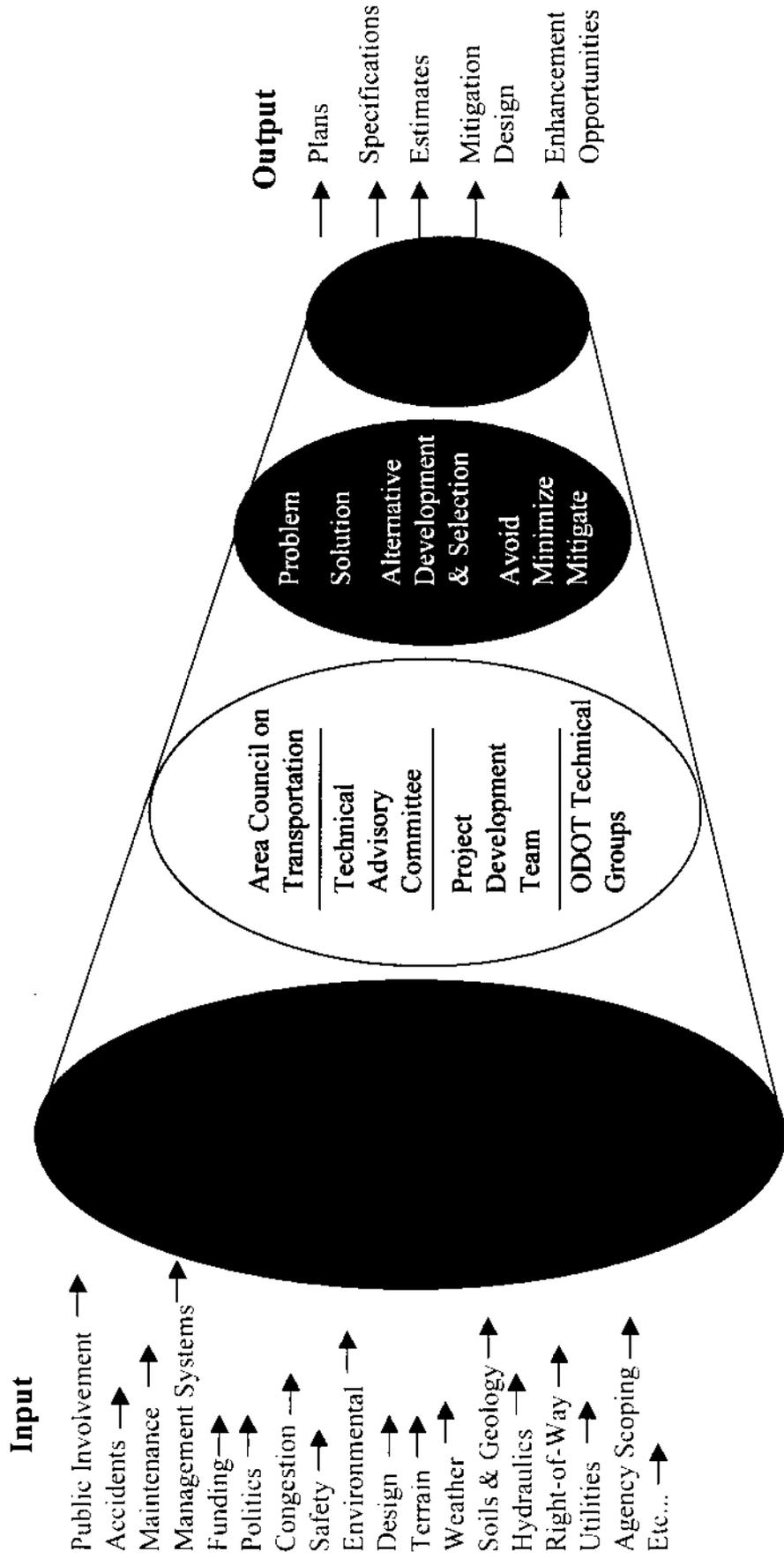
Regulatory Agencies' Suggested/Desired "Roles and Responsibilities"



--- Environmental Activities

The Oregon Department of Transportation

“The Project Development Funnel”



NW Transportation/Environmental Policy Summit

Resources

Issue:

Environmental streamlining requires early, continued and consistent involvement of qualified, technical regulatory and resource agency staff; availability of data and information regarding the status and trends of the natural and built environments; and investment in interagency and public process improvement. Environmental streamlining efforts would also be strengthened by use of highway funds for environmental enhancements that repair past damage or otherwise lower the potential for cumulative impacts from projects.

Background:

While federal funding for transportation has increased and state funding has generally increased or remained the same in the recent past; funding for most regulatory and resource agencies has effectively decreased. Further, while this imbalance in the need and availability of resource and regulatory staff has been developing; transportation issues have been becoming more urgent and complex due to increased growth and development in the northwest, our emergence as a force in the global economy, numerous listings under the Endangered Species Act and emerging environmental awareness. These trends have stressed not only staff availability but just as important, the availability and management of data and information necessary to make informed decisions. These recent trends have highlighted the investment needed in process development to facilitate the coordination and collaboration of diverse state and federal agencies, tribes, the public and special interest groups. TEA-21 has made funds available for environmental enhancements.

Objectives:

The objectives for this discussion are to agree on the need for augmenting resources available for staffing, data collection and management, process improvement and environmental enhancements; and to identify steps to be taken to meet the stated resource needs.

Obstacles to increased resources:

- Historically, construction and maintenance of State highway infrastructure has been the highest or only priority;
- Perceived legal constraints - i.e., TEA-21 funds can only be used for federal agency staff, or transportation activity (narrowly defined).
-
- Political constraints to non-highway use of the funds.
- Access to TEA-21 funds for enhancement of water quality, habitat or wetlands is difficult. Funding priorities under Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) have been for bicycling and pedestrians facilities, historic properties, and scenic highways.

Incentives for increasing resources agency staff, data and process improvement:

- Dedicated staff at the resource and regulatory agencies will guarantee availability for their highway projects;
- Dedicated staff facilitate consistency in decisions and determinations;
- Accurate information can lessen uncertainty and guide more efficient project planning and development.
- Decision making will be more timely and efficient. Timely resource agency decisions making allows more efficient use of transportation resources and money.
- TEA-21 allows the use of money in this manner.
- Dedicated staff can learn the realities and practical needs and practices of the regulated agency, build relationships and foster trust.

Examples of Recommendations/Action Items:

1. This group recommends to Congress that it include line item authority to fund state and federal resource and regulatory agencies to assist in streamlining transportation projects.

Action Item: Letter from Northwest States to USDOT and appropriate congressional members.

2. Within each state, the state highway agency work with its partners to establish mechanisms to fund resource and regulatory agency needs.

Action Item: Each state works with its congressional delegations and lobbyists to address resource needs.

3. Incorporate funding solutions into state specific interagency agreements (refer to the Cooperative Agreement).

Action Item: Each state convenes an internal meeting or other mechanism to strategize how to bring state resources to bear on these resource needs.

(State agencies are shorthanded on staff even for their own tasks and mandates, which is a problem to overcome.)

What resources have been made available to resource agencies to date?

Funding for Regulatory and Resource Agencies					
State	Funding	Positions	Federal Agencies	State Agencies	Comments
Idaho	\$300k	3 FTE	NMFS, USFWS, Corps	-	-
Oregon	\$310k	4 FTE	NMFS	ODFW, DEQ	Internal problems getting NMFS contract (IGA) executed. DEQ position not to be renewed.
Washington		* 14 FTE	NMFS, USFWS, Corps, EPA	WSFW, WDOE	* Due to passage of initiative I-695 funding cutback by \$459K and fund only 5-9 FTE's
California	\$2 million	21 FTE	NMFS, USFWS Corps, EPA	State Fish and Game	-
Montana	\$300k	3 FTE	USFWS, Corps	State EPA	Corps treat State DOT like private business and want all monies up front.
Colorado	\$100k	1 FTE	USFWS	-	-
North Dakota	-	-	-	-	No plans to fund outside agencies.
South Dakota	-	-	-	-	No need to provide funding for resource agencies.
Wyoming	-	-	-	-	Looking into staffing problems of their agencies

Excerpts from Issue Statements:

Idaho Transportation Department:

The Idaho Transportation Department (ITD) has the following issues and concerns related to streamlining the environmental streamlining:

The need for early involvement and coordination with resource agencies-- Environmental issues are better accommodated and better served when considered in early planning. This requires a commitment from agencies to make personnel available for scoping and merger meetings, site reviews and etc.

A timely response from agencies is necessary—planning cannot proceed without agency input; NEPA documents cannot be completed without approvals, opinions and permits. Implementing agencies should also be aware of resource agency workloads

Idaho Department of Water Resources:

Pre-planning to address environmental can alleviate some of the time delay experienced due to need to set priorities at the permitting level. At the state permitting level there are not enough resources to stop review of many projects to give priority to numerous highway projects to try to resolve issues which could have been addressed by pre-application review.

Idaho Department of Fish and Game:

The main concern IDFG has is:

We have the data and expertise to prepare BAs on species of special concern and listed species. IDT commonly hires consultants to do this work. IDT and IDFG are currently working together to develop a mutually beneficial program to streamline environmental review and make the most efficient use of the TEA-21 funds.

Oregon Department of Transportation:

Instability of Transportation and Environmental Financing and Agendas. All too often the best laid environmental plans, strategies, and actions are compromised or sacrificed in the face of irregular and limited financing and changing political agendas. Many best management practices, desirable outcomes, enhancement opportunities, balanced resource tradeoffs, and the like are compromised or abandoned in the face of fiscal uncertainty or austerity; dueling regulations, guidelines, and practices (in the areas of safety, liability, engineering design standards, etc. versus sound environmental practice); and changing political priorities. Politics and finances rather than rational science often prevail in decision-making, rendering outcomes somewhat irrational and less than satisfactory environmentally.

Oregon Department of Environmental Quality:

Unmet Needs: Air Quality plans are still needed for many areas due to limited resources for planning staff. Ongoing interagency consultation consumes a significant amount of staff resources that are currently funded with fungible funds. Modeling requires an ongoing commitment of resources for interagency consultation and staff training. Training opportunities for AQ planning staff are limited but this need may be met through the Oregon Modeling Steering Committee. Given competing non-point source needs, DEQ resources are not available for coordination and consultation with ODOT on proposed road projects. There are no DEQ resources available for a comprehensive evaluation of the water quality impacts of the state highway system, to evaluate data needs, or develop criteria for prioritization. Training, staff resources, and data to assess compliance with habitat standard.

Oregon Fish and Wildlife Department:

ODOT has paid for two ODFW personnel which can now attend most of the corridor planning meetings. Adequate staff in resource agencies need to be allotted to address all transportation issues. Big picture approach needs to take into account land use planning and all transportation agencies not just State (county and cities).

Washington Department of Transportation:

Resource and regulatory agencies do not appear to have the resources to commit to true early and continual coordination, especially for the large and long-term projects that require it most. Consider the following as action items:

- * participate in shared strategic planning sessions with customers
- * provide for job rotations amongst agencies
- * co-finance positions
- * changes to policy and rules should only be generated through negotiate rulemaking processes

Now with the current I-695 cloud, I doubt we will have enough resources to keep spill planning moving at more than a snail's pace. There is no reason to wave the flag if we don't have any funding to share our experiences with these folks.

Effective early coordination for transportation projects requires that work be 'front loaded' into the planning and scoping phases, as well as the traditional environmental document review and permitting processes. Meeting those needs stresses the resource agency and transportation agency resources.

WSDOT prior to I-695 cutbacks had committed to funding 14 resource agency staff, this will be cut back by \$450,000, so likely only nine positions will be fully funded. We are still evaluated some funding for all agencies.

The authorization in TEA-21 for funding resource agencies is not used as intended. There are many funding and contracting obstacles to overcome to take advantage of this provision. Congressional intervention is necessary to achieve the intent of streamlining.

Salmon and Bull trout listings have create an obvious, significant issue for public works agencies. These listings have the potential to impact projects almost anywhere in the state. Section 7 ESA consultations have become increasingly complex as we now are addressing aquatic systems in urbanized areas. Many more projects will require consultation than ever before and many more parties are involved, particularly local agencies. We have a severe workload problem with processing consultations with NMFS and growing problem with USFWS due to lack of staff resources in these agencies. In addition, these new listings have raised new technical issues related to project effects and overlap of federal regulations (ESA/CWA). This has necessitated a response emphasizing creativity, adaptability, information exchange.

Washington Department of Ecology:

Staffing at NMFS and USFWS to complete agency programmatic approvals, habitat conservation plans, and to prepare biological opinions on DOT biological assessments.

- * Identification of priority habitats for species recovery so DOT can focus mitigation efforts in these areas.
- * Money for WSDOT to remove identified fish passage barriers.
- * Improved planning by DOT, working with the resource agencies to identify critical areas necessary for avoidance and recovery (goal of NEPA PIT process), and flexibility by agencies to allow these areas to be purchased and restored or preserved with mitigation dollars.

- * Education to WSDOT maintenance and construction staff on critical salmon habitat and needs for recovery (especially during emergency situations - see item c. below).

Significant Progress:

- WSDOT has 2 funded positions at NMFS working on WSDOT and Trans-Aid project review. WSDOT also has 1 funded position at Ecology working on programmatic approvals for Corps and Ecology permits.

Watershed plans have not been completed and priorities have not been identified. Staff unable to complete revisions to Ecology's stormwater manual requirements.

Washington State Department of Natural Resources - Resource Planning & Asset Management Division:

DNR has staffing constraints (and other resource constraints) and cannot usually respond quickly to any given project. Solutions could be: have consistent, early input on a regular basis with near and long range capital facilities planning and/or enter into a contract where WSDOT agrees to pay DNR for staff time associated with any given project on a time/cost accounting system.

Washington Office of Archaeology and Historic Preservation:

Unmet Needs: More GIS data relative to environmental analysis. Better defined federal regulations (ESA, 36CFR500, etc.).

Federal Highway Administration - Washington Division:

Limited NMFS and USFWS staff and evolving policies in response to the salmonid listings are causing delays in obtaining the concurrences or Biological Opinions required under Section 7 of the ESA. WSDOT and FHWA have worked with NMFS and USFWS on developing programmatic agreements for Biological Assessments, and establishing thresholds for effect determinations. The limited staffing and unanswered scientific questions are hampering completion of these efforts. This is the highest priority issue I've identified.

Federal Highways Administration - Federal Western Lands:

The ESA issue arises when the NMFS, and even the FWS at times, routinely considers relatively moderate encroachments into waterways and/or riparian zones as impacts that are "likely to adversely affect" fish species. This triggers a lot of extra data collection, analysis, coordination/consultation and mitigation that is time consuming, expensive and not always effective. If more common highway activities/projects could be covered in some sort of programmatic review process, and more related environmental protection/mitigation/enhancement could be accomplished on an areawide/offsite basis (maybe by the resource agencies using transportation funding) there might be more efficiencies for everyone.

Water related permits have become more complicated and time consuming requiring extensive mitigation and construction restrictions when T & E species are present. This often eliminates the use of more general (streamline) permits, like the Sec 404 NWP's, that normally can save time and effort.

U.S. Environmental Protection Agency:

The NEPA process should be moved into the early stages of transportation planning. We are making progress in this regard in Washington via the Joint Project Improvement Team and the three streamlining pilots. WSDOT has lead this effort. Our greatest unmet need is staffing. We do not have the people to engage in all the important projects in the region.

US Forest Service - Region 1 (N. Idaho):

Our agency resources for coordinating highway related environmental concerns are very limited.

How do we get funding to do this work?

This is a serious issue. So far, people like Jay Gore, Jim Claar, and myself have contributed thousands of dollars developing maps, broadscale proposals, site specific proposals (Highway 278 in Montana). Not a single dollar has come from highway funds - totally supported by the Forest Service Endangered Species Program. Also, biologists at the Forest and District levels do not have the funds to provide critical information to protect National Forest resources and to build highways that provide realistic coordination of fish and wildlife resources. Land management agency biologist should and must be involved to provide information on linkages for FS, BLM, FWS and NPS habitat. State biologists should also be involved. If we can't solve the funding issues, these concerns and crossing structures simply will never go beyond the "idea stage." We're losing important options almost every day. I believe that highway agencies have the primary responsibility to fund this work - or at least should contribute towards an interagency approach. Perhaps on a "cost sharing basis."

Bureau of Land Management - Oregon & Washington:

Lack of funding and trained staff to develop, implement, and maintain a sophisticated, accurate, up-to-date, GIS statewide transportation data base in a timely manner is a major problem. Currently we have the staff, and maybe the funding, to accomplish this goal in about three years time. Linking spatial data with non-spatial attributes, along with field verification of the data are very time consuming and funding dependent. Sophisticated, up-to-date, fully integrated, universal (i.e., showing all roads, everywhere, regardless of ownership or status). GIS data base that is fully compatible and shareable with multiple government agency (federal, state, county, and tribal) GIS data bases is the single most important tool needed to streamline environmental compliance processes. An equally important requirement is to have the trained people and funding to utilize the GIS data to get environmental review and compliance in a timely manner. This is especially important when dealing with Level 1 and Level 2 environmental consultations required under Biological Opinions for the protection of endangered species.

- * Lack of transportation data base hardware/software compatibility between, and within, different government agency GIS data bases (i.e., Forest Service and BLM) makes the sharing of data difficult or very inefficient at best. This problem translates into inefficiencies in environmental reviews and compliance.
- * Lack of consistent and environmentally meaningful definitions of categories of roads and status (i.e., open, closed, paved, unpaved, maintenance levels, decommissioning, etc.) between different agency transportation data bases creates confusion and adds many errors and inefficiencies in data interpretation, and complicates and slows the environmental compliance review process.
- * Scattered and checkerboard land ownership patterns, together with reciprocal rights of way agreements between BLM and private entities makes it nearly impossible to change road status to achieve environmental compliance in many areas in Western Oregon.

- * Lack of funding to maintain or upgrade many miles of roads creates large maintenance backlogs and safety and environmental hazards, that delay or prevent environmental compliance. And conversely, Biological Opinions and lack of funding and qualified people to do consultations and supervise corrective actions in a timely manner can prevent needed road maintenance from taking place, creating safety hazards.
- * Increases in environmental requirements as a result of clean water, endangered species listings, and increases in recreational uses of public lands, together with decreasing budgets and personnel slow environmental compliance reviews and surveys.

NEXT STEPS

Issue: What have we agreed to and how do we make sure it happens?

Objectives: Establish performance measures.

Background: The Agency Coordination Team (ACT) Acknowledges that next steps need to be established by agency executives during the Summit. However, the following framework is offered to stimulate discussion on items felt by the ACT to be key areas needing executive leadership.

First, let's note some of our accomplishments prior to the Summit:

- A number of existing agreements and forums were identified.
- Agencies identified their priority issues (App B).
- An interagency team was created to develop policy issues from specific agency issues.

Next, what has been agreed to at the Summit (to be filled in):

- Environmental Streamlining?
- Data and Information Sharing?
- Process Improvements?
- Resources?

Next Steps:

That's enough? No further actions needed at this time.

Additional work needs to be done. Some actions include:

- Commit to Interagency Team that will tackle issues already identified
- Agree to a process to assess progress and accomplishments. Some example might include:
 - ✓ performance goals and Indicators
 - ✓ quarterly reports from Interagency Team
 - ✓ a follow up Summit in 2001
- Commit to outreach to other key stakeholders, e.g., local governments, Tribes, etc.

January 5, 2000 Pre-Meeting Attendees

Organization/Address	Name/Title	Phone/Fax/ E-mail
Bureau of Indian Affairs Portland Office Area The Federal Building 911 NE 11th Avenue Portland OR 97232	Ms. June Boynton Area Environmental Coordinator	503-231-6749 503-231-2275 juneboynton@bia
Dept. of Community, Trade & Econ. Devel. Office of Archaeology and Historic Preservation PO Box 48343 Olympia WA 98504-8343	Dr. Allyson Brooks State Historic Preservation Officer	360-407-0826 360-407-6217 allysonb@cted.wa.gov
DOC, National Marine Fisheries Service Habitat Conservation Division 525 NE Oregon Street, Suite 500 Portland OR 97232-2737	Ms. Nancy Munn Biologist	503-231-1269 503-231-6893 nancy.munn@noaa.gov
Federal Emergency Management Agency Federal Regional Center, Region X 130 - 228th Street SW Bothell WA 98021-9796	Mr. Mark Eberlein Regional Environmental Officer	425-487-4735 425-487-4613 mark.eberlein@fema.gov
Idaho Department of Water Resources 1301 N. Orchard Street Boise ID 83706	Mr. Erv Ballou Stream Channel Unit Manager	208-327-5448 208-327-7866 eballou@idwr.state.id.us
Idaho Division of Environmental Quality 1410 N. Hilton Boise ID 83706	Mr. Jon Sandoval Chief of Staff	208-373-0240 208-373-0417 jsandova@deq.state.id.us
ODOT, Oregon Dept. of Transportation Environmental Services 1158 Chemeka Street NE Salem OR 97301	Mr. Eb Engelmann Project Support Manager	503-986-3481 503-986-3749 eberhard.engelmann@odot.state.or.
Oregon Department of Fish & Wildlife PO Box 37 Newport OR 97365	Mr. Randy Reeve ODFW/ODOT Coordinator	541-265-3139 541-265-3434 randall.n.reeve@odot.state.or.us
Oregon Division of State Lands 775 Summer Street NE Salem OR 97310-1337	Mr. Earle Johnson Western Region Manager	503-378-3805 x244 503-378-4844 earle.johnson@dsl.state.or.us
U.S. Environmental Protection Agency Region 10 811 SW 6th, 3rd floor Portland OR 97204	Mr. Ken Brooks Asst. Reg. Administrator for Growth	503-326-3280 503-326-3399 brooks.kenneth@epa.gov

January 5, 2000 Pre-Meeting Attendees

Organization/Address	Name/Title	Phone/Fax/ Internet ID
U.S. Environmental Protection Agency Region 10, Geographic Implementation Unit Park Place Building 1200 Sixth Avenue, MS ECO-088 Seattle WA 98101	Mr. Rick Parkin Chief	206-553-8574 206-553-6984 parkin.richard@epamail.epa.gov
U.S. Fish and Wildlife Service Region 1, Division of Federal Activities 911 NE 11th Avenue Portland OR 97232-4181	Mr. Mark Bagdovitz Chief	503-231-2068 503-231-2050 mark_bagdovitz@fws.gov
U.S. Fish and Wildlife Service 510 Desmond Drive SE, Suite 102 Lacey WA 98503-1273	Mr. Lynn Childers Divn. Mgr., Federal Activities	360-753-5831 360-753-9008 lynn_childres@fws.gov
U.S. Fish and Wildlife Service Oregon State Office 2600 SE 98th, #100 Portland OR 97266	Mr. Ronald Garst Federal Activities Supervisor	503-231-6179 503-231-2364 ron_garst@fws.gov
U.S. Fish and Wildlife Service Region 1 911 NE 11th Avenue Portland OR 97232-4181	Ms. Abbey Kucera Regional Environmental Coordinator	503-231-2068 503-231-2050 abigail_kucera@fws.gov
US Department of Army, Corps of Engineers Walla Walla District 201 N. Third Avenue Walla Walla WA 98362	Mr. Bradley Daly Chief, Regulatory Branch	509-527-7151 509-527-7823 brad.a.daly@nww01.usace.army.mil
US Department of Army, Corps of Engineers Portland District PO Box 2946 Portland OR 97208-2946	Mr. Lawrence Evans Chief, Regulatory Branch	503-808-4370 503-808-4375 lawrence.c.evans@nwp01.usace.ar
US Department of Army, Corps of Engineers Northwestern Division PO Box 2870 Portland OR 97208-2870	Ms. Karen Kochenbach Regulatory Program Manager	503-808-3888 503-808-3890 karen.a.kochenbach@nwd.usace.ar
US Department of Army, Corps of Engineers Regulatory Branch, Seattle District 4735 East Marginal Way S. PO Box 3755 Seattle WA 98124-3755	Mr. Tom Mueller Chief	206-764-6695 206-764-6602 thomas.f.mueller@nwso2.usace.arm
US Fish and Wildlife Service 510 Desmond Drive SE, Suite 102 Lacey WA 98503-1273	Ms. Nancy Brennan-Dubbs Permit Coordinator	360-753-5835 360-753-9008 nancy_brennandubbs@fws.gov
USDA, Forest Service Region 4 Federal Building 324 - 25th Street Ogden UT 84401	Mr. Steve Brink Engineering Director	801-625-5194 801-625-5228 sbrink/r4@fs.fed.us

January 5, 2000 Pre-Meeting Attendees

Organization/Address	Name/Title	Phone/Fax/ Internet ID
USDA, Forest Service Region 4 Federal Building 324 - 25th Street Ogden UT 84401	Mr. Robert Harmon Regional Highway Engineer	801-625-5224 rharmon/r4@fs.fed.us
USDA, Forest Service Region 1 200 E. Broadway PO Box 7669 Missoula MT 59807	Mr. Tom Pettigrew Director of Engineering	406-329-3175 406-329-3198 tpettigrew/rl@fs.fed.us
USDA, Forest Service Region 6 333 SW 1st Ave Portland OR 97208	Mr. Richard Sowa Director, Engineering	503-808-2500 503-808-2511 rsowa/r6pnw@fs.fed.us
USDI, Bureau of Land Management Oregon & Washington PO Box 2965 Portland OR 97208	Mr. Paul Fredericks State Engineer	503-952-6404 503-952-6540 pfrederi@or.blm.gov
USDI, Bureau of Land Management Idaho State Office 1387 S. Vinnell Way Boise ID 83709	Ms. Kay Schiepan TEA-21 Coordinator	208-373-3825 208-373-4019 kay_schiepan@blm.gov
USDI, Bureau of Land Management Oregon & Washington PO Box 2965 Portland OR 97208	Mr. Tom Wawro Roads Coordinator	503-952-6492 503-952-6021 twawro@or.blm.gov
USDOT, Federal Highway Administration OR Division 530 Center Street NE, Suite 100 Salem OR 97301	Mr. Elton Chang Environmental Coordinator	503-399-5749 503-399-5838 elton.chang@fhwa.dot.gov
USDOT, Federal Highway Administration Idaho Division 3050 Lakeharbor Lane, Suite 126 Boise ID 83707	Ms. Mary Gray Environment & Right of Way Prgm	208-334-9180 x123 208-334-1691 mary.gray@fhwa.dot.gov
USDOT, Federal Highway Administration Western Federal Lands Highway Division 610 E Fifth Street Vancouver WA 98661-3893	Mr. Arthur Lemke Environmental Manager	360-696-7952 360-696-7846 alemke@wfl.fha.dot.gov
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January 5, 2000 Pre-Meeting Attendees

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WA State Department of Ecology Shorelands Division PO Box 47600 Olympia WA 98504-7600	Ms. Bonnie Shorin Flood Policy Lead	360-407-7297 360-407-6902 bsho461@ecy.wa.gov
WA State Department of Fish and Wildlife Habitat Program 1111 Washington Street, NRB Bldg PO Box 43200 Olympia WA 98501-1091	Dr. Peter Birch Sr. Divn. Mgr, Environmental	360-902-2641 360-902-2946 birchpbb@dfw.wa.gov
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WSDOT, Environmental Affairs Office Environmental and Engineering Service Center Regulatory Compliance Program PO Box 47331 Olympia WA 98504-7331	Ms. Judy Stratton Environmental Specialist	360-705-7490 360-705-6833 strattju@wsdot.wa.gov
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January 6, 2000 Summit Attendees

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Bureau of Indian Affairs Portland Office Area The Federal Building 911 NE 11th Avenue Portland OR 97232	Ms. June Boynton Area Environmental Coordinator	503-231-6749 503-231-2275 juneboynton@bia
Dept. of Community, Trade & Econ. Devel. Office of Archaeology and Historic Preservation PO Box 48343 Olympia WA 98504-8343	Dr. Allyson Brooks State Historic Preservation Officer	360-407-0826 360-407-6217 allysonb@cted.wa.gov
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DOC, National Marine Fisheries Service Habitat Conservation Division 525 NE Oregon Street, Suite 500 Portland OR 97232-2737	Ms. Nancy Munn Biologist	503-231-1269 503-231-6893 nancy.munn@noaa.gov
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ODOT, Oregon Dept. of Transportation 355 Capitol Street NE, Rm 135 Salem OR 97301-3871	Mr. Jason Tell Government Relations	503-986-3448 503-986-3432 jason.a.tell@odot.state.or.us
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USDOT, Federal Transit Administration 915 - 2nd Avenue, Room 3142 Seattle WA 98174-1002	Ms. Theresa Hutchins Community Planner	206-220-7964 206-220-7959 theresa.morse@fta.dot.gov
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WA State Department of Natural Resources Environmental Quality & Compliance Division 1111 Washington Street SE PO Box 47014 Olympia WA 98504-7014	Ms. Joy Keniston-Longrie Division Manager	360-902-1488 360-902-1789 joy.keniston-longrie@wadnr.gov
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WSDOT, Program Management Planning and Programming Service Center Room 3C11 PO Box 47325 Olympia WA 98504-7325	Mr. Pat Morin Priority Development Engineer <i>Summit Facilitator</i>	360-705-7141 360-705-6812 morinp@wsdot.wa.gov

NW Transportation/Environmental Policy Summit

State and Federal Agency Issues Identified for Summit

(draft 12/27/99)

Issues received from:

- Idaho Transportation Department
- Idaho Department of Water Resources
- Idaho Department of Fish & Game

- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife

- Washington State Department of Transportation
- Washington Department of Ecology
- Washington State Department of Natural Resources
- Washington Office of Archaeology and Historic Preservation

- Federal Highways Administration - Oregon Division
- Federal Highways Administration - Washington Division
- Federal Highways Administration - Idaho Division
- Federal Highways Administration - Federal Western Lands
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers - Portland District
- US Forest Service - Region 1 (N. Idaho)
- US Forest Service - Region 4 (Southern Idaho)
- U.S. Forest Service - Region 6 (Oregon & Washington)
- Bureau of Land Management - Oregon & Washington
- US Fish & Wildlife Service, Region 1

Issues Pending from:

- Idaho Division of Environmental Quality
- Idaho State Historic Preservation Office

- Oregon Division of State Lands
- Oregon Land Conservation and Development Department
- Oregon State Historic Preservation Office

- Washington State Department of Fish & Wildlife

- Federal Transit Administration
- National Marine Fisheries Service
- Bureau of Indian Affairs
- Bureau of Land Management - Idaho

Idaho Department of Water Resources
(12/9/99 fax from Erv Ballou, 208-327-5448 eballou@idwr.state.id.us)

Issues:

1. In Idaho the Idaho Department of Water Resources is charged with reviewing any activity within a stream channel which alters the channel. Proposed activities must be reviewed to determine if the project will cause excessive damage to the stream and its environment. The problem most often occurring is that projects involving highways is that the project is designed prior to this review and if the review identifies problems with the design in relationship to the stream channel changes can be costly and delays significant.

Transportation planning needs to factor in the other concerns charged to various state and federal agencies and develop a concurrent plan, which includes protection of waterways to the extent practical. Then the application and permit process should be addressed. Most delays are caused not by the permit process by lack of planning and/or input from resource agencies.

2. Pre-planning to address environmental can alleviate some of the time delay experienced due to need to set priorities at the permitting level. At the state permitting level there are not enough resources to stop review of many projects to give priority to numerous highway projects to try to resolve issues which could have been addressed by pre-application review.

Agreements:

IDWR is moving toward time management by developing programmatic review of minor projects in an effort to reduce some of the causes for permit delay and has entered into an MOU with the Idaho Department of Transportation to facilitate maintenance. However some districts don't like to hold the planning meetings and ITD doesn't use the MOU effectively and creates problems and delays by submitting application for maintenance projects.

1. Agreements need to be utilized
2. BMP's need to be written into the agreements
3. Planning and agreements need to be specific concerning water quality

Advisory Committees:

Interagency advisory committees need to be formed and hold regular meetings to discuss transportation issues involving stream and wetlands

1. Continue with wetland banking discussions and planning.
2. Coordination between permitting agencies.

Idaho Department of Fish & Game

(11/29/99 e-mail from Tracey Trent, 208-334-2595
ttrent@idfg.state.id.us)

The main concern IDFG has is:

We have the data and expertise to prepare BAs on species of special concern and listed species. IDT commonly hires consultants to do this work. IDT and IDFG are currently working together to develop a mutually beneficial program to streamline environmental review and make the most efficient use of the TEA funds.

Oregon

Oregon Department of Transportation

(11/19/99 e-mail from Eb Engelmann, Project Support Manager, 503-986-3481
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Issues

1. Agency Involvement at the Wrong Time. In Oregon, as elsewhere, traditionally and currently agencies are involved too little early and too much late in the project development process. In Oregon, where planning is extensive and visible, where we have a statewide land use planning agency with nineteen statewide planning goals, where all cities and counties have state certified plans with transportation elements, this is doubly unfortunate and inefficient. Many, if not most, of the meaningful major decisions on growth allocations and parameters, population and employment assignments, and resource trade-offs are made up-front, when the resource and regulatory agencies are absent. Frequently then, ODOT gets caught in a double bind of honoring the planning decisions at the start of projects, while defending them much later on at the permitting stage. Here the agencies frequently want to question anew the purpose and need, project context, alignment, and so on—the classic "second bite of the apple." And they typically want to reengage public involvement in these decisions. Then they want to thoroughly regulate the subsequent design work. This is woefully inefficient and counterproductive. Fortunately, it only tends to be truly problematical on the most major projects, but these are also the most visible and sometimes already inherently contentious projects. The agencies clearly need to show-up (and stay) at the table during the major planning activities.

In this particular arena, we are actively working an ODOT environmental initiative to move the NEPA process up into the planning stage and to better integrate NEPA and planning processes for those major projects with detailed planning histories (refinement plans). Of course, that raises other questions of appropriate levels of detail and staged decision-making, but some sort of merger seems strongly advisable here. We have FHWA's support and encouragement in this endeavor.

2. Endangered Species Act Inefficiencies. ESA administration and implementation in Oregon is done on a species by species, project by project basis, by agencies with chronic staff shortages and substantial underfunding for the task at hand. This is glaringly inefficient both from a scientific as well as a pragmatic point of view. We need to seriously explore ecosystem and watershed approaches on the resource side, and programmatic approaches in the transportation arena. Attempts by ODOT to do biological assessments on watershed or programmatic bases have met with legal rebukes from NMFS attorneys in the past.

3. A Win/Lose Mentality between Regulators and Regulateds. We all appear to inherently approach our interactions from a positional instead of an issues point of view. We slip into an adversarial instead of a collaborative perspective. For some, this is unwitting. For others, it is deliberate. Some transportation staff have no sensitivity nor respect for environmental processes and values. Some regulatory staff have an overt project obstructionist perspective. This is not OK for governmental entities. We need to make the most productive, joint decisions benefitting the total built and natural environments. This is best done at the planning stage, as elaborated above, but it is also done with mutually agreed upon best management practices and outcomes in the conduct of our transportation activities. We need to jointly strive for optimal tradeoffs between resource use and protection.

4. A Lingering Regulatory Distaste for Resource Banking and Resource Preservation Credits. Presumably, most mitigation is best done in-kind and in-place. But sometimes this approach is productively, logistically, and financially prohibitive. Countless staff hours and tens or hundreds of thousands of dollars can be expended upon a fruitless quest for on-site avoidance, minimization, or mitigation activities. Additionally, project schedules, budgets, and public confidence are seriously impacted. More rational, more balanced decision-making needs to take place to untie some of these Gordian knots of contention.

5. Instability of Transportation and Environmental Financing and Agendas. All too often the best laid environmental plans, strategies, and actions are compromised or sacrificed in the face of irregular and limited financing and changing political agendas. Many best management practices, desirable outcomes, enhancement opportunities, balanced resource tradeoffs, and the like are compromised or abandoned in the face of fiscal uncertainty or austerity; dueling regulations, guidelines, and practices (in the areas of safety, liability, engineering design standards, etc. versus sound environmental practice); and changing political priorities. Politics and finances rather than rational science often prevail in decision-making, rendering outcomes somewhat irrational and less than satisfactory environmentally.

Interagency Forums

1. Association of Clean Water Agencies. State, county, and consultant groups. Meet monthly. Work upon NPDES & stormwater issues.
2. Ongoing ODOT/DEQ NPDES/Stormwater Conference. Work upon NPDES and stormwater issues.
3. Society of Wetlands Scientists. Periodic meetings. Contacts and scientific wetlands issues.

Agreements

1. NEPA/404 Accord. Done under FHWA sponsorship. Ten state and federal agencies seeking to merge and streamline NEPA and 404 procedures, some of which are potentially overlapping and redundant. Has been a mixed success due to changing workloads from modernization projects to preservation projects, changing staffing at the agencies, and weak accord maintenance efforts.

2. Interagency culvert design standards and agreement. Prepared among several agencies interested in and impacted by this topic. Currently being used, but probably in need of updating.

3. Four staffing agreements between ODOT and regulatory agencies:

One position funded at NMFS devoted to ODOT anadromous fish impacting activities.

Two ODFW positions funded by ODOT to work with ODOT in a consulting capacity for "fish-friendly" ODOT design, construction, and maintenance activities.

One position funded at DEQ to work upon ODOT NPDES permits.

4. Programmatic agreement in progress (Statewide Programmatic General Permit) for DSL to assume "lower threshold " 404 permitting from COE on behalf of ODOT. DSL, ODOT, COE, and USFWS are the principals to the agreement.
5. ODOT MOUs with the several tribes establishing protocols for the handling and treatment of archaeological remains.

Oregon Department of Environmental Quality

(11/22/99 mail from Annette Liebe, Manager, Airshed Planning, 503-229-6919
liebe.annette@deq.state.or.us)

ISSUES

Issue 1: SIP Development - Priority: #1

Issue Statement: To develop Air Quality plans under the Clean Air Act, Oregon DEQ relies on the cooperation of transportation planning agencies to determine the appropriate techniques for estimating motor vehicle travel. We rely on traffic data (as well as information on the future transportation system) from ODOT and MPOs to estimate current and future vehicle miles traveled as well as evaluating intersection volumes and delays. This information is then used to estimate emissions and concentrations at intersections.

Progress: DEQ completed plans for several air quality control areas in Oregon.

Unmet Needs: Air Quality plans are still needed for many areas due to limited resources for planning staff.

Issue 2: Conformity Determinations - Priority: #2

Issue Statement: Oregon DEQ participates in interagency consultation and review in the process of aligning Regional Transportation Plans and Transportation Improvement Projects with the State Implementation Plan (SIP).

Progress: DEQ has developed good working relationships with ODOT and Metropolitan Planning Organizations.

Unmet Needs: Ongoing interagency consultation consumes a significant amount of staff resources that are currently funded with fungible funds.

Issue 3: Carbon Monoxide "Hot Spot" Analysis Protocol - Priority: #3

Issue Statement: A protocol is needed for determining when Carbon Monoxide "Hot Spot" analyses should be performed for the transportation conformity process.

Progress: DEQ entered into an agreement that the state Department of Transportation should create this protocol. DEQ provided ODOT (Environmental Services section) a draft protocol from which to begin.

Unmet Needs: The Hot Spot Analysis Protocol has been developed but not finalized. This causes inefficiencies for local governments and transportation related agencies.

Issue 4: Transportation Modeling - Priority: #4

Issue Statement: Developing reliable clean air plans requires accurate modeling of motor vehicle travel and transportation systems.

Progress: Significant resources were invested in Portland's MPO (Metro) to advance the state of the art of transportation modeling. This effort is expected to produce wide-ranging benefits for the environment and responsible use of land.

Unmet Needs: Modeling requires an ongoing commitment of resources for interagency consultation and staff training. Training opportunities for AQ planning staff are limited but this need may be met through the Oregon Modeling Steering Committee.

INTERAGENCY FORUMS

Forum: Joint Policy Advisory Committee on Transportation (Portland Metropolitan Planning Organization)

Meeting Frequency: Monthly

Participants: Oregon DOT, Washington State DOT, Tri-Met (transit agency), Port of Portland, Elected local officials, U.S. DOT, Oregon DEQ,

Next Steps: Ongoing

Products: Regional Transportation Plans (RTPs), Transportation Improvement Programs (TIPs), Transportation Conformity Determinations.

Forum: Transportation Policy Alternatives Committee (Portland)

Meeting Frequency: Monthly

Participants: Oregon DOT, Tri-Met (transit agency), Port of Portland, Elected local officials, U.S. DOT, Oregon DEQ, Citizen Interests.

Next Steps: Ongoing

Products: Draft Regional Transportation Plans (RTPs), Draft Transportation Improvement Programs (TIPs), Draft Transportation Conformity Determinations.

Forum: Salem-Keizer Area Transportation Study, Technical Advisory Committee

Meeting Frequency: Monthly

Participants: Oregon DOT, Local transit agency, Local political units, U.S. DOT, Oregon DEQ, Oregon Dept. of Land Conservation and Development.

Next Steps: Ongoing

Products: Draft Regional Transportation Plans (RTPs), Draft Transportation Improvement Programs (TIPs), Draft Transportation Conformity Determinations.

Forum: Rogue Valley Metropolitan Planning Organization Technical Advisory Committee.

Meeting Frequency: Monthly

Participants: Rogue Valley Transit District, Oregon DOT, Oregon DEQ, Oregon Dept. of Land Conservation and Development, U.S. DOT, Local jurisdictions.

Next Steps: Ongoing

Products: Draft Regional Transportation Plans (RTPs), Draft Transportation Improvement Programs (TIPs), Draft Transportation Conformity Determinations.

Forum: Community Solutions Teams

Meeting Frequency: Bi-weekly

Participants: Oregon DEQ, Oregon DOT, Oregon Dept. of Economic and Community Development, Oregon Dept. of Land Conservation and Development

Next Steps: Ongoing

Products: Interagency coordination of issues related to livability and community development.

Forum: Oregon Modeling Steering Committee

Meeting Frequency: Quarterly

Participants: Portland Metro, Oregon DOT, U.S. DOT, Lane Council of Governments, Mid Willamette Valley Council of Governments, Rogue Valley Council of Governments, Oregon DEQ, Oregon Dept. of Economic Development, Oregon Dept. of Land Conservation and Development.

Next Steps: Ongoing

Products: Advanced computer model for statewide transportation planning, annual symposium on Travel Demand/Land Use Modeling, training for travel demand modeling.

EXISTING AGREEMENTS

Agreement Title & Date: Oregon Transportation Conformity Rules (Consultation Provisions: OAR 340-252-0060, attached)

Participants: U.S. DOT, U.S. EPA, Oregon DEQ, Oregon DOT, Lane Regional Air Pollution Control Authority, Portland Metro, Lane Council of Governments, Mid Willamette Valley Council of Governments, Rogue Valley Council of Government.

Purpose: To specify the roles and responsibilities for interagency consultation to meet the requirements of Transportation Conformity rules. (Transportation plans, programs, and federally sponsored or approved transportation projects must align with the provisions of air quality plans contained in the Clean Air Act State Implementation Plan.)

What's Working: Disparate mandates, pressures and constituencies continually pull participating agencies in various directions pointing out the need for the ongoing interagency consultation. Through this process agencies have developed generally good working relationships that achieve transportation systems that are compatible with air quality goals.

What's Not Working: All agencies feel the need for more training opportunities in three areas: Transportation Conformity requirements, Travel Demand Modeling, and Mobile Emissions Modeling. In addition, U.S. EPA's guidance for projecting future VMT (Vehicle Miles Traveled) for air quality plans specifies use of HPMS data. This requirement is inappropriate and counterproductive for many areas (including all areas in Oregon) as it consumes significant resources and seriously constrains advanced transportation modeling.

Evaluation Mechanism: Ad hoc

Oregon Department of Environmental Quality

(11/22/99 mail from Ann Levine, 503-229-5073
levine.ann@deq.state.or.us)

1. Agency Issues

Issue: There is no existing ODOT-DEQ process to address water quality issues in the design phase of the highway construction program. The DEQ recognizes that providing general and site-specific guidance to ODOT on proposed transportation projects in the conceptual stage would net the State significant gains in the prevention and control of non-point source pollution.

Unmet needs: Given competing non-point source needs, DEQ resources are not available for coordination and consultation with ODOT on proposed road projects.

Issue: Lack of infrastructure or mechanism for assessing and prioritizing potential projects under any of the focus areas in TEA-21. Existing highways contribute sediment, reduce shade (i.e. increase water temperature), increase heavy metals and petroleum, and promote surface flow of contaminated water to salmon spawning and rearing waters and other T&E species habitat.

Unmet needs: There are no DEQ resources available for a comprehensive evaluation of the water quality impacts of the state highway system, to evaluate data needs, or develop criteria for prioritization.

Issue: Need for DEQ to broaden its environmental focus to include environmental issues related to endangered species listings. DEQ's programs and staff expertise have focused on implementation of water quality standards and point source pollution control. Point source control must continue, and limited resources are available for non-point source control. This underscores the agency's limitations on resources that should be directed to transportation project-related issues.

Unmet needs: Training, staff resources, and data to assess compliance with habitat standard.

2. Interagency Forums

Forum Name: The DEQ/ODOT Steering Committee

Meeting Frequency: Once per month to once every other month

Participants: DEQ Water Quality Policy manager, policy analyst, water quality liaison; ODOT regional managers, maintenance managers, salmon plan staff. Others as needed to address specific issues.

Next steps: Complete review of NPDES permit application, discuss UIC issues.

Products: NPDES permit, negotiated MOA for agency cooperation.

Forum Name: ODOT Winter Maintenance Technical Advisory Committee

Meeting Frequency: Two to three times per year.

Participants: Representatives of state and federal fish and wildlife agencies, tribes, DEQ, affected ODOT district managers, ODOT environmental staff.

Next steps: ODOT will implement TAC recommendations this winter. TAC will meet and review monitoring results next spring.

Products: Management and monitoring recommendations.

Forum Name: ODOT Water Quality Technical Committee.

Meeting Frequency: Three to four times per year.

Participants: ODOT erosion control and design staff, DEQ water quality liaison.

Next steps: Finalize Erosion & Sediment Control Handbook, finalize ODOT water quality facilities policy.

3. Existing Agreements

Agreement Title & Date: Interagency Agreement, 7/31/98.

Participants: ODOT and DEQ.

Purpose: ODOT funds one permit writer at DEQ to write a statewide storm water permit; an MOA for implementation of the MS4, TMDLs, and UIC programs; and provide technical and regulatory assistance to ODOT.

Oregon Department of Fish and Wildlife

(11/17/99 e-mail from Randy Reeve, ODFW/ODOT Coordinator, 541-265-3139
Randall.N.Reeve@odot.state.or.us)

The following is a short list of issues that you requested in your November 4, 1999 memo and from our phone conversation on November 17, 1999. You requested a short list that the group could go over and discuss. I will gladly work with you to further flush out issues and examples once your group picks the discussion items for the summit.

The major issues are :

1. Fish passage at road crossings
2. Corridor Planning (cumulative impact)
3. Banking (wetland, fish habitat)
4. Addressing old plans to current environmental conditions
5. Mitigation for impacts to Fish , Wildlife, Nongame and habitat losses.
6. Interruption of Wildlife Migration routes
7. Fragmentation of Habitats
8. Rip Rap in streams and stream channel changes

Significant progress:

1a. Culvert inventory completed on all State and County roads identifying fish passage problems. ODOT agreed to address all high priority culverts.

2a. ODOT has paid for 2 ODFW personnel which can now attend most of the corridor planning meetings.

3a. Banking issues are being discussed

4a., 5a., 6a., 7a. 8a., ODOT has paid for 2 ODFW personnel which can now attend some of the Project Development team meetings to assist with these issues.

Unmet needs

1b. Fish Passage structures need to be researched thoroughly to get cost effective and passage effective designs. This information is needed nationwide so that each state doesn't keep inventing the wheel.

2b Adequate staff in resource agencies need to be allotted to address all transportation issues. Big picture approach needs to take into account landuse planning and all transportation agencies not just State. (county and cities)

3b Information needs to disseminate throughout the States not only to transportation agencies but also to resource agencies so that better projects can be constructed. (i.e. Design information, mitigation criteria, mitigation techniques, and new techniques for construction.)

Interagency Forums

1. ODFW/ODOT coordinator positions currently 2 for the whole State
1a. Dedicated resource personnel to address all State transportation issues.

2. 404 Accord signed MOU's between DSL, Corp, ODFW, ODOT, and DEQ

I hope this assists your group in deciding what issues need to be addressed at the summit. I look forward to working with you.

Washington

Washington State Department of Transportation

(12/1/99 e- mail from Shari Schafflein, Deputy Director, Environmental Services, 360-705-7446
sschaft@wsdot.wa.gov)

NOTE: the Environmental Affairs Office is preparing a chart of all of our agreements and interagency forums of which there are many, the format for this will be provided at the ACT meeting.

1. Resource and Regulatory Agency Involvement:

Washington state has had a NEPA/SEPA/Section 404 Merger agreement and process in place for several years. Before the merger, permits were usually applied for after the NEPA/SEPA processes were completed. In processing these applications, permitting agencies often questioned decisions made during the environmental process. This resulted in the WSDOT revisiting those earlier decisions, sometimes having to consider other alternatives, and redesigning projects, adding time and costs to projects.

The merger process was intended to remove these obstacles by having the resource and regulatory agencies involved throughout the development of projects, resulting in solutions to the transportation deficiencies that would avoid or minimize aquatic impacts. Issuance of permits would then be fairly automatic.

While the merger has created a forum for better communication and coordination between the agencies who have a stake in the process, it does not appear that it has produced more timely decisions, shortened the overall environmental process, or lowered costs. Instead, it has brought about a new and different set of obstacles that add time and costs to project development. The decisions may be better, but the process does not appear to be efficient. In the past we had trouble getting permits. Now we have trouble getting concurrences at the major milestones. Resource and regulatory agencies do not appear to have the resources to commit to true early and continual coordination, especially for the large and long-term projects that require it most.

2. No Federal Recognition of GMA Planning:

As a state functioning under a Growth Management Act, our proposals must be consistent with local governments' comprehensive land use planning. However, regulatory agencies question the assumptions and decisions made by the local governments in the comprehensive planning process, and that we have made our proposals consistent with it, even though this planning process has included an environmental review element.

At the same time, the federal agencies do not currently get involved in early transportation planning at the local level, because there is no federal nexus. When the environmental document is prepared, the early planning that is required in Washington state under GMA is not recognized by the federal resource agencies because it is not "in the NEPA process". Either the federal agencies must acknowledge the GMA planning process or get involved in it.

3. Lack of Understanding Between Agencies:

There is a general lack of understanding between agencies about their various roles, mandates, missions, and regulatory requirements. WSDOT often does not understand why agencies such as the EPA or the COE react, comment as they do, or require certain specific wording or mitigation in environmental documents or permit applications. At the same time, the agencies do not understand the Department's role, mandate, mission, or how and why proposals are developed. This lack of understanding results in needless interagency friction and project delays.

Not to steal Al Gore's thunder with reinventing government, but the goals behind this movement are applicable to transp/enviro streamlining. Agency directors must provide the leadership to look at delivery of government services in an efficient manner. They must push the limits of their discretionary power related to providing flexibility, innovation, and creativity while meeting the "intent of laws" - stand alone as well as conflicting ones. If organizations are set up to perpetuate the command and control approach, change them to reflect technical assistance and compliance incentives. If organizations are set up to perpetuate single media, narrow scope objectives, change them to operationalize watershed and ecosystem management. Where there are perceived conflicts to laws raise the issue for legal and legislative clarification; if there is

risk aversion to achieve a balance offer pilots or demo alternatives; better yet take issue on with cooperative agency initiated legislation. Consider the following as action items:

- * participate in shared strategic planning sessions with customers
- * provide for job rotations amongst agencies
- * co-finance positions
- * changes to policy and rules should only be generated through negotiated rulemaking processes

If agencies default to case by case reviews to retain a perceived need for authority streamlining FAILS. Energy must be directed to accomodating the bulk of the repetative actions. A focus is needed on guidance, checklists, etc. with everyone letting go of perfection so energy is focused on emerging, high profile, complicated issues. An example of model progress was submitted by the Hazardous Waste group:

In October 1997, a series of checklist outlines were distributed for each discipline study. The checklists form the basis of all discipline reports. Because Hazardous Waste reports created unique problems, additional guidelines were prepared in coordination with FHWA to provide additional clarification and objectives. The guidelines were published in September 1997 and also as part of the interim update to the Environmental Procedures Manual

With two years of experience with reports prepared using these guidelines WSDOT can now demonstrate that reports are more comprehensive and complete. Furthermore, Hazardous Waste Discipline Studies no longer generate contentious reviews with FHWA.

WSDOT has started a dialogue with the region FHWA to explore the feasibility of incorporating WSDOT guidelines into the NHI course on hazardous wastes in highway projects.

In addition to discipline study methodologies the Spill Planning work we have done was shared with Oregon as a train the trainer exercise. Now with the current 695 cloud I doubt we will have enough resources to keep spill planning moving at more than a snail's pace. There is no reason to wave the flag if we don't have any funding to share our experiences with these folks.

4. Lack of Agency Resources:

Effective early coordination for transportation projects requires that work be 'front loaded' into the planning and scoping phases, as well as the traditional environmental document review and permitting processes. Meeting those needs stresses the resource agency and transportation agency resources.

WSDOT prior to I695 cutbacks had committed to funding 14 resource agency staff, this will be cut back by \$450,000 so likely only 9 positions will be fully funded. We are still evaluated some funding for all agencies.

5. Level of Support from FHWA:

FHWA needs to be a more active partner in the development and delivery of transportation projects as outlined in the FHWA publication *Interagency Coordination with Federal Agencies during the FHWA Project Planning and NEPA Process*. State DOT's need to know that FHWA will be an advocate with the federal agencies in interpreting and implementing the streamlining MOU for the transportation projects it agrees to fund.

The Hazardous Waste Discipline Study is one of several discipline reports prepared for Environmental Impact Statements (EISs) and other environmental documents that are used to analyze environmental impacts. These studies must be thorough in order to provide the data necessary to recognize and assess the impacts associated with each respective discipline.

6. TEA 21 Funding Issues

a) The authorization in TEA 21 for funding resource agencies is not used as intended. There are many funding and contracting obstacles to overcome to take advantage of this provision. Congressional intervention is necessary to achieve the intent of streamlining

b) Access to TEA 21 funds for enhancement projects for water quality, habitat, and wetlands is difficult at best. The bias is heavy in favor of pike, ped, historic properties, scenic highways, etc. Few "enviro" projects are submitted and fewer yet are funded. There is virtually no capacity building going on in the enviro sections of state DOTs and Local agencies to develop the advocates to compete on a level playing field in the transportation funding world. The complexity of the So. CA example is a case in point.

7. NMFS and USFWS

Salmon and Bull trout listings have create an obvious, significant issue for public works agencies. These listings have the potential to impact projects almost anywhere in the state. Section 7 ESA consultations have become increasingly complex as we now are addressing aquatic systems in urbanized areas. Many more projects will require consultation than ever before and many more parties are involved, particularly local agencies. We have a severe workload problem with processing consultations with NMFS and growing problem with USFWS due to lack of staff resources in these agencies. In addition, these new listings have raised new technical issues related to project effects and overlap of federal regulations (ESA/CWA). This has necessitated a response emphasizing creativity, adaptability, information exchange and

Solutions for Consultation Bottleneck Issues:

- * Development of Programmatic Biological Assessments- a major streamlining effort for consultation.
- * Placement of Liaison staff at fed agencies to improve capacity

Solutions for New Technical Issues

- * Work groups developed for interim and long term solutions for technical issues (i.e stormwater, indirect effects)
- * Use of env research approach to address technical issues
- * Creations of Stormwater Summit to address regulatory overlap and need for consistent approaches

Solutions for Information Exchange

- * ESA training provided for extensive numbers of staff involved with consultation
- * Outreach training for local government staff
- * ESA Weekly e-newsletter
- * WSDOT ESA Exec group for rapid exec action and information exchange

8. Regarding Wetlands

Banking

Our big issue is getting wetland banking working. We have an MOU with federal and state agencies (Barb or Heather can supply). This has taken several years to develop. The complex association of fed, state and local regs in WA makes gaining agreement on any one point a true challenge. We are now proceeding with three banks that are in the early stages of development. Resource agencies are still not at ease with the process. Our state Dept. of Ecology is now developing banking rules for The state. this has reopened issues and may raise the bar on banks enough to make them only marginally better than concurrent mitigation.

Mitigation Success Standards

We are also working in an interagency effort to evaluate the standards for success for wetland mitigation sites. Many standards are arbitrary and may not reflect reasonable performance measures. We are addressing this through a scientific study of the attributes of wetland mitigation sites over 5 years old. This effort involves WA and OR and a grant from EPA

Functions Assessment

We have been working with wetlands functions assessment and the application of the Hydrogeomorphic Model (HGM) for functions assessment in WA. This has been an interagency technical team approach to creating a field assessment method which evaluates the types of ecological functions wetlands perform (i.e. flood storage, wildlife habitat etc.). This may help with better ecological protection of wetlands through better understanding of their functions. It can help with impact assessment, alternative selection and mitigation.

9. Flood Related Ideas

A strategic response to imminent threat should be agreed on by Transportation (State and local) agencies and by Federal and State resource agencies. An array of flood emergency repair BMPs needs to be part of the strategy. Excellent beginning is the WSDOT North Cascades Flood Emergency Repair Strategic Plan, June 1999. We're pursuing a draft guidance document that builds on this for WSDOT, statewide. Fits with the caption below re: BMPs.

Re: Stafford Act; Pacific NW leaders need to advocate for amendments to the Stafford Act that consider the ESA listings. Amendments are dead for '99; may come again (?). Now is the time to consider changing the laws that make it too expensive to "do the right thing" rather than to wait until a disaster occurs and fix within the same footprint. The following is an excerpt from an earlier "brainstorm."

If the door is open to amend the Act, we'd like to see Congress change the exemption from NEPA. Stafford should be consistent with FHWA funding and others which still go through some environmental review. This is key for integrating other concerns like protecting habitat for ESA listed species.

- > Should change the provision that forces use of the existing footprint.
- > Should add funding for environmental mitigation elements.

The House amendments focus on predisaster mitigation only. And yet, if they don't include consideration of environmental impacts, predisaster work will be unlikely to help, and could cause harm. SHB 3110 contains a lot of language that could be used in Senate amendments, such as:

Support flood hazard reduction projects that address multiple objectives and yield multiple benefits (e.g., enhance fish or wetland resources, address community flooding concerns). Complimentary objectives include flood hazard reduction, public safety, stormwater management, economic stability, fish and wildlife habitat, wetland restoration and preservation.

Give incentives for local jurisdictions to incorporate innovative flood management techniques such as floodplain restoration and watershed management planning.

Encourage FEMA to include incentives for better planning in the Community Rating System as reduced flood insurance fees.

These points are completely consistent with the Draft Statewide Strategy to Recover Salmon – Volume 2, see below.

Joint Cabinet's Permit Streamlining Oversight/Advisory Committee is charged with elevating issues and recommendations, particularly for changes in federal requirements, as needed to the Joint Cabinet. (III.F.2.335)

Issues with Emergency Permitting

Criteria and procedures for use of emergency permit exemptions and funding can lead to projects that adversely impact fish and wildlife. The ability to get emergency permit (*and environmental review*) exemptions, and emergency funding, can drive project decisions, including construction alternatives and timing, that harm fish and habitat. To be eligible for emergency funding from FHWA, FEMA, NRCS, for example, projects typically must be completed in 40-180 days of the emergency event. Also, projects must include only the amount of work necessary to correct the damages caused by the event. This can encourage people or agencies to wait until the damage has occurred, to work during or after the flooding event when damage to fish and habitat is greater, and to fail in addressing the cause of the problem and preventing its reoccurrence. In addition, projects that include design or structure revisions to address flood hazard reduction or future flood avoidance are automatically penalized with a reduction in funds available. (III.F.2.332)

Washington Department of Ecology

(11/29/99 e-mail from Sandra Manning, Ecology Liaison to DOT, 360-407-6912
sman461@ecy.wa.gov)

Thank you for the opportunity to comment on issues and concerns for the upcoming summit. We are encouraged by the efforts you are making for improving environmental protection and agency coordination under the Transportation Equity Act for the 21 Century (TEA-21). We hope the summit will work towards continuing these improvements of coordinated environmental review.

I agree with your comment that Washington DOT has been a model for other DOTs on environmental initiatives, goals and compliance efforts. Ecology has been working closely with Washington DOT on many environmental improvements in planning, permitting and project review. Washington DOT has set strong environmental goals and are working with the agencies to achieve those goals. Per your request, I have summarized below the priority activities that are currently underway and priority issues that we are dealing with. I am looking forward to seeing these efforts completed and implemented, and hope the Summit will provide us an opportunity to set the stage for increased success in environmental protection.

1. Ecology's Priority Issues - Describe each programmatic, resource, data, or expertise issue involving transportation projects. Listed in priority order:

a) ESA compliance and recovery - Planning and implementing DOT projects in a manner that avoids impacts to ESA species and their habitat, and works towards recovery of the listed species.

Unmet needs:

- * Staffing at NMFS and USFWS to complete agency programmatic approvals, habitat conservation plans, and to prepare biological opinions on DOT biological assessments.

- * Identification of priority habitats for species recovery so DOT can focus mitigation efforts in these areas.
- * Money for DOT to remove identified fish passage barriers.
- * Improved planning by DOT, working with the resource agencies to identify critical areas necessary for avoidance and recovery (goal of NEPA PIT process), and flexibility by agencies to allow these areas to be purchased and restored or preserved with mitigation dollars.
- * Education to DOT maintenance and construction staff on critical salmon habitat and needs for recovery (especially during emergency situations - see item c. below).

Significant Progress:

- * DOT has 2 funded positions at NMFS working on DOT and Trans-Aid project review. DOT also has 1 funded position at Ecology working on programmatic approvals for Corps and Ecology permits.

b) Watershed planning and recovery -- Through improved watershed planning with local jurisdictions, important resource areas should be identified that are critical for flood storage, fish and wildlife habitat, aquifer recharge, and general watershed health. These areas should be set aside through mitigation purchases, restoration efforts or FEMA buy-outs to work towards watershed improvements and ESA recovery.

Unmet needs:

- * Data - Watershed plans have not been completed and priorities have not been identified.
- * Consistency in watershed management efforts by federal, state and local resource agencies, currently every jurisdiction has a different definition of watershed (sub-basin, basin, WRIA) and different requirements for mitigation within those watersheds.
- * Local government planning often does not agree with state and federal transportation planning, and efforts are duplicated through overlapping EIS documents or other planning tools that should be combined.
- * Planning is not often done on a watershed level, but instead on a project by project effort which is more expensive in the long run, and does not identify watershed needs, or all the impacts associated with the project, i.e. secondary growth impacts.
- * Final Stream Channel Stabilization Guidelines - this document will identify how to conduct a review of the stream system as a whole (watershed concept) to identify the cause of the problem, and best treatment options for the cause rather than always reacting to the symptoms, and completing site-specific solutions that just move the problem off-site.

Significant Progress:

- * Policy guidance for mitigation has been prepared by Ecology, WDFW, and DOT to identify mitigation requirements for each agency. The guidance allows mitigation on a WRIA basis rather than sub-basins, and emphasizes prioritizing mitigation efforts based on the needs of the impact site and watershed.

c) Emergency work during flood conditions - Environmental impacts for road repair projects during flood conditions is extensive, and can often be avoided or minimized.

Unmet needs:

- * Improved planning to identify pending emergency work by DOT.
- * Emergency funding sources and permit streamlining options that are available for imminent threat projects (currently applicants wait until emergent situation to complete work so they can get emergency repair funding and permit waivers, however this increases the project costs and environmental impacts dramatically).
- * Final Stream Channel Stabilization Guidelines for Emergency Work - this document will use the concept of watershed review for identifying the cause of the problem, and will identify best management practices identifies as acceptable to the resource and permitting agencies for use during emergency situations. Once the agency requirements are identified, DOT and Federal Highways will be able to access FEMA funds for the work.
- * Revisions to FEMA restrictions of funding for site revisions or relocation (even if they will avoid future wash-outs), environmental mitigation and buy-outs.
- * Staff to complete a programmatic approval for ESA compliance for emergency work, and to assist DOT engineers during cost recovery field review for emergencies to identify environmental mitigation needs and costs to be included in assessments.

Significant Progress:

- * Memorandum of agreement between DOT and agencies to identify permit and notification requirements during emergencies.
- * Partnership meeting held where FEMA agreed they needed to comply with ESA (they had believed to be exempt prior to this meeting), and agreed to work with the agencies to complete a programmatic ESA approval for emergency work.

d) Stormwater - Improvements to stormwater treatment and storage methods, maintenance of existing stormwater structures, treatment of existing high priority impervious surfaces, and prioritizing by watershed needs for stormwater management is needed to reduce water quality impacts and erosion problems created by additional impervious surfaces.

Unmet needs:

- * Staff to complete revisions to Ecology's stormwater manual requirements.
- * Legislation to allow flexibility in meeting stormwater compliance requirements using off-site treatments efforts that are a priority to the watershed and allow for increased treatment for similar costs of doing on-site treatment to meet the numerical standards under the Federal Clean Water Act and State Water Quality Standards.
- * Money for DOT to apply stormwater retrofit program to new projects to treat old impervious surfaces.

Significant Progress

- DOT Stormwater summit - held to identify and prioritize the issues
- Ecology Stormwater Policy - allows stormwater off-site treatment to be used for compliance with State Water Quality standards for 401 Water Quality Certification permitting (but not for 404 compliance)

2. Interagency Forums - Identify historical or current forums used to address transportation-related interagency cooperation and coordination. Please include the following

Alternative Mitigation Strategies Workgroup - Convened weekly during development, now meeting as needed. Final guidance to be completed by the year's end, with interagency agreement on use to allow more flexible - watershed based mitigation

Permit Streamlining Oversight Committee - Meets quarterly to gain Federal, State and Local agency tribal and applicant perspective guidance and approval on developments of Technical Subcommittees that are working towards more effective permit processes and policy changes. Technical subcommittees

a) **JARPA - Joint Aquatic Resource Permit Application** - Meet annually to address revisions and improvements to the JARPA form. This joint permit form allows more consistency and improved coordination for permitting. DOT acted as a pilot agency in testing the form

b) **In-Stream Stabilization Guidelines Workgroup** - Held a state-wide technical symposium for review of guidelines that establish BMPs for bank stabilization projects. Working on document to identify the watershed approach to stream stabilization projects

c) **Emergency Workgroup** -- Meets quarterly - Attempting to streamline the permit process associated with emergency work, including flooding and other hazards, working on flood hazard reduction opportunities and improved local gov. involvement and training

d) **Permit Streamlining subcommittee:** Working to develop general permits for HPAs, 401 Water Quality Certifications, and 404 Permits.

Reinvention of NEPA Pilot - have defined an improved process for doing NEPA and SEPA for DOT projects that identify environmental impacts, the public's concerns, and resource and permitting agency issues and needs during the planning stage. Three pilot projects are testing the process

Monthly Corps Meetings -- Ecology, Corps and DOT meet monthly to discuss major projects, permit status, and to set priorities for the agencies in meeting DOT needs

Signatory Agency Coordination Workgroup (SAC) -- meet quarterly to discuss projects going through Interagency Merger Agreement, and to discuss improvements to merger process.

Monthly DOT Region Meetings -- Used to summarize my monthly work to regions and DOT Environmental Office, and prioritize workload

3. Existing Agreements - Identify existing agreements or understandings developed to help transportation projects meet environmental, natural resource, or historic preservation requirements:

- * **Wetland Implementation Agreement, 1992** -- Ecology and DOT Defines project coordination and mitigation requirements including ratios, documentation and ratings. Working, but needs updating.
- * **Mitigation Banking Agreement and Workgroup, 1996** -- Group meets regularly to implement the Interagency Mitigation Banking Agreement, and develop a banking rule for Washington. DOT bank sites require approval from DOT work group prior to development. Currently working on Snohomish County Portinga Site, and two sites in the Chehalis watershed (I-5 widening).
- * **Ecology and DOT Implementing Agreement for Water Quality Protection, 1997** - Working but needs updating.
- * **Interagency Policy Guidance for Mitigation, 1999** - DOT, Ecology, WDFW - still in draft form, so have not tested.
- * **Merger Agreement** - Federal and State agencies - not working, too cumbersome of a process, no repercussion for agencies if time-lines not met, not a good system for requiring DOT information exchange (hard to get our issues met).
- * **DOT Enforcement Policy** - DOT and Ecology - Preparing an enforcement and compliance policy with DOT to reduce water quality impacts, and ESA species habitat impacts (not yet drafted).
- * **Agency Coordination and NEPA Process Improvement Team** - have developed a new process for combining environmental issues into the planning stages, still being tested.
- * **Stormwater Retrofit Program Agreement** - Ecology and DOT, not working because project funds are rarely available to complete retrofit work.

Washington State Department of Natural Resources

(11/30/99 fax from Joy Keniston-Longrie, Division Manager, 360-902-1488
joy.keniston-longrie@wadnr.gov)

1. **Your agency's issues** - See attached draft issues in bullet format

2. **Interagency Forum:** Washington State Department of Natural Resources is involved primarily on an informal basis with other agencies related to transportation projects. Our involvement tends to be around exchanging of rights-of-ways between federal agencies and DNR as it relates to timber sales. We meet with the the US Forest Service on an annual basis. DNR Region staff and a staff representative from DNR Headquarters meet with each of the USFS Districts. These meetings usually have USFS District staff and the USFS Rights-of-Way Coordinator. Products of the meeting usually include an informal verbal understanding of what each agency's needs are for the up-coming year. Sometimes there is an informal written summary of tasks and agreements. In addition, DNR recently initiated a meeting with Washington State Department of Transportation to see if we could coordinate earlier in the process and more frequently to improve efficiencies and work load processes, while ensuring environmental and economic goals of each agency.

3. Existing Agreements: I have not been able to complete all of my research in this area, but to date I am aware of four (4) existing Memorandum s of Agreement (MOA's) regarding rights-of-way issues (usually including tracts for research use or maintenance use). These MOA's are between the Washington State Department of Natural Resources and each of the following agencies, United States Forest Service, Bureau of Land Management, Bonneville Power Administration, and Inter-Agency for Outdoor Recreation. I will send copies of these agreements to you via fax.

**Draft
WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES
RESOURCE PLANNING & ASSET MANAGEMENT DIVISION**

Draft TRANSPORTATION ISSUES: ENVIRONMENTAL & PROCESS IMPROVEMENT

November 1999

For purposes of this draft document, we used the definition of transportation to mean, road systems, ferry systems and rail systems, including the infrastructure to support these facilities such as stormwater, construction impacts, monitoring, ferry terminals, pilings, culverts etc. We did not include or analyze air transportation systems in this brainstorm document. For purposes of narrowing scope, we tried to focus on projects that would directly or indirectly impact DNR managed assets (upland and/or aquatic). While we may have used Washington State Department of Transportation (WSDOT) as an example, it was not meant to detract from the quality of the program or staff at WDOT.

- 1 Aquatic & Upland Issues: Bridges, ferries, rail systems direct & indirect impacts of roads
 - ✓ ESA issues: Impacts the transportation projects will have on T&E species, that
 - ✓ Freshwater
 - ✓ Marine
 - ✓ Estuarine
 - ✓ wetlands
 - ✓ Contaminated Sediments as a result increased runoff and the by products of vehicles and actual transportation projects.
 - ✓ point pollution
 - ✓ non-point pollution
 - ✓ Bio-accumulation of contaminants and food chain and impacts on fish and people health
 - ✓ direct impacts
 - ✓ indirect impacts
 - ✓ growth
 - ✓ Erosion as a result of ferry wakes and speeds
 - ✓ Eagle Harbor repairs scouring the cap on the contaminated sediment cap (King County/Metro 1995 Study)
 - ✓ Railroad. Because of addition of near shore fill in reduces the near shore habitat
 - ✓ Slope stability resulting in land slides and negatively impacting near shore habitats, either as direct or indirect result of clearing rail tracks after an upland landslide (This could also happen as a result of upland road construction.)
 - ✓ Jetty's pacific ocean coastal erosion
 - ✓ impacts on aquatic natural resources (direct or indirect) examples include, but not limited to: eel grass, water quality, sediment quality, erosion, shoreline, habitat
 - ✓ mitigation - "no net loss". DNR doesn't agree with WSDOT on using existing protected wetlands for mitigation, versus using private ownership existing wetlands to use as mitigation to add the wetland base
 - ✓ Cultural Resource Issues: Non-renewable resource
 - ✓ Bridges and other impediments in the water (pilings) can cause changes in energy regimes which can create a depositional area, it can interrupt the near shore sediment flow, it can also reflect current and can cause erosion problems;

- ✓ Valuation process for highway rights-of-way - How DNR determines fair market value is different from how WSDOT calculates it. These differences result in time delays and WSDOT trespassing onto DNR managed assets.
- ✓ Water quality impacts (surface & groundwater)
- ✓ Slope stability & direct/indirect impacts of slope stability caused either at the time of construction or afterwards and environmental impacts and potential take depending on when & where
- ✓ lead time issues - Currently DNR is not engaged early enough in the process (getting involved in pre-scoping and scoping rather than at the permitting time) - problem is resources - we want WSDOT to pay for services throughout a life of a project (staff, contract effort)
- ✓ Cultural Resource Issues
- ✓ environmental review process - we involved late in the process, alternative analysis and impacts have already been discarded by WSDOT without input from DNR
- ✓ When WSDOT increases access (via roads) to an area which has DNR managed uplands used for natural resource management (i.e., commercial forestry, agricultural lands, minerals - sand, rock, gravel, oil/gas leases etc), this facilitates conversion from resource lands to residential development (which is an incompatible use in a natural resource designated area)
- ✓ Incompatible uses such as residential areas next to commercial forestry results in DNR's diminished ability to harvest timber for the trust beneficiaries (K-12 schools and the public)
- ✓ WSDOT presumption that local jurisdictions will control land use through zoning and restrict development on resource lands isn't true in practice
- ✓ WSDOT has not historically addressed the direct and indirect impacts of population growth on the environment as a result of new roads or added capacity and access to rural and resource lands
- ✓ Added capacity facilitates population growth and
- ✓ Transportation projects need to refine how they analysis near and long term impacts of a project, in terms of the time elements (1 year out, 5 years out, 20 years out) and the geographic impacts (1/2 miles versus 50 miles) that the transportation project will have on land use. (e.g. When a state highway designed for long distance travel provides a new interchange and access (new) to resource lands, it creates a local road which facilitates conversion to commercial, and/or residential development and/or recreational expectations and use by the public.)
- ✓ The environmental impacts of the future land use conversions and population growths which are a direct and indirect result of the new transportation project are not addressed at all or inadequately in the environmental review process - creating future environmental issues and infrastructure needs such as stormwater, waste water, drinking water, utilities, schools, police, fire etc (NEPA requires this, but most transportation project do not appear to address this, and when public comments are submitted on this issue, the response is inadequate.) (ie WSDOT generally states that "roads don't facilitate growth, they respond to it" DNR believes that increased capacity and access is the key driver to conversion and population growth)
- ✓ Alternative mitigation strategies for relieving population growth issues should be considered such as
 - ✓ Instead of widening a road (which facilitates more growth and has impacts on natural resource lands) have a comprehensive plan which acknowledges a limited capacity and access to rural and resource lands;
 - ✓ Allow the congestion to exist for a long enough period of time so that people will move closer to work, in lieu of increasing commuter road capacity to rural and resource lands. (ie changing how transportation approaches the problem may result in the behavioral change of people.)

- ✓ Use mass transit systems as mitigation
 - ✓ Allow pollutant trading with industries to fund mass transit systems and add habitat
 - ✓ When WDOT improves the safety of a road, do it in such a way that does not allow for increased capacity and access to rural and resource lands
- ✓ **Process Improvement**
- ✓ DNR involved early and regular in long-range planning efforts
 - ✓ Capital improvement efforts
 - ✓ Mitigation strategies
 - ✓ Monitoring of impacts/outcomes of mitigation
 - ✓ DNR has staffing constraints (& other resource constraints) and cannot usually respond quickly to any given project. Solutions could be to have consistent, early input on a regular basis with near and long range capital facilities planning and/or enter into a contract where WDOT agrees to pay DNR for staff time associated with any given project on a time/cost accounting system
 - ✓ WDOT should consider doing a study on the environmental, population growth patterns, and land use conversions and their impacts on natural resource and rural lands which follow the development of state highways. Key stakeholders such as Washington State DNR should be on the advisory committee overseeing the study. This study could be the foundation/framework for a comprehensive/master plan for transportation infrastructure and population/conversion issues. This plan would influence the design, capacity and placement of future state and federal highways to ensure minimal environmental impact and natural resource conservation. This would be used, along side and equal to if not greater than the cost/benefit ratios that WSDOT uses to prioritize it's funded projects

Washington Office of Archaeology and Historic Preservation

Department of Community, Trade and Economic Development
 11/18/99 letter from Allyson Brooks, State Preservation Officer, 360-407-0826
 allysonb@cted.wa.gov

The following is my response to your request for issues that are part of any NEPA review process related to transportation projects. Our office, the Office of Archaeology and Historic Preservation, is primarily focused towards execution of Section 106 of the National Historic Preservation Act of 1966 (as amended) and implementing regulations 36CFR800. Under the new 36CFR800 regulations put into effect on June 17, 1999, Section 106 can now be integrated into the NEPA process. Our sister agency in the Department of Community, Trade and Economic Development, Local Governments Division, is the Growth Management program. Because land use analysis is an integral part of the NEPA process I am including issues brought to my attention by our growth management staff. As land use patterns also affect historic properties it seems only natural that my letter include both land use and historic preservation issues that should be highlighted during this summit. Also, the new ESA listings have a great deal of impact on both transportation and land use planning. I have responded to your questions in the order they were posed.

I. Agency Issues

a. Issue Statements

Historic Properties: For cultural resources the Office of Archaeology and Historic Preservation is concerned that historic structures, archaeology properties and traditional cultural places are properly considered during analysis of all alternatives during the NEPA process.

Land Use Patterns: The Growth Management program is concerned that land use patterns and capital facilities are properly considered during NEPA analysis. Infrastructure must be concurrent with development.

Both offices are jointly concerned that meaningful environmental analysis entails examining impacts to a range of resources under all alternatives. Most importantly, indirect effects and cumulative impacts must be included as part of the analysis process.

b. Significant Progress

GAHP has been streamlining their Section 106 process through GIS.

Growth Management has been streamlining the permit process through SEPA, GMA and Site/Plan Management.

c. Unmet Needs

More GIS data relative to environmental analysis.

Better defined federal regulations (ESA, 36CFR500, etc.).

d. Priority Relative to Other Identified Issues

Environmental streamlining for transportation projects is a high priority for both growth management and GAHP particularly with the new ESA listings and new cultural resource regulations.

2. Interagency Forums

a. Commuter Trip Reduction Task Force

This meets twice a month. Includes a representative from the growth management program, DOT, private sector, other state agencies and transit authorities.

b. Stormwater Advisory Committee

This meets once a month. This is a committee that includes a representative from the growth management program and state and federal agencies.

c. Transportation/Growth Management Steering Committee

This has met four times and has one more meeting in December. This committee includes a representative from the growth management program, DOT and regional transportation planning organizations.

d. ACC

This meets quarterly. Includes state and federal agencies and a representative from the growth management program and other state agencies.

- Annual DOT/OAHP meetings

Annual SHPO and the cultural resource manager from WSDOT visit each region on an annual basis to discuss DOT/cultural resource issues and upcoming projects

3 Existing Agreements

a Programmatic Agreement - OAHP and WSDOT are currently developing a Programmatic agreement to streamline the Section 106 process in Washington State. Participants include FHWA, WSDOT, OAHP, and the federal Advisory Council on Historic Preservation.

b State Salmon Recovery Plan - Identified the steps needed to protect salmon and direct land use efforts towards this goal. Participants include Governor's Salmon Recovery office, DOT, CTE(), Ecology, FWS and Department of Agriculture. Products include a report entitled, *Extinction is Not an Option* and a set of monitoring points that state agencies will follow

These answers address the issues that our two offices, the Growth Management program and the Office of Archaeology and Historic Preservation, have determined are critical to transportation projects. If you have any questions please do not hesitate to contact me at (360) 407-0826 or by e-mail at Allysonb@cted.wa.gov. The director of the Growth Management program, Shane Hope, can be reached at (360) 753-1197 or by e-mail at shaneh@cted.wa.gov. Thank-you for including us in this important summit.

Federal Agencies

Federal Highways Administration - Oregon Division

(11/17/99 e-mail from Dave Reilly, Assistant Division Administrator, (503) 587-4723
(davr1.g.reilly@fhwa.dot.gov)

Issues

Our primary issues have to do with endangered species and permits to use wetlands. Major transportation projects take many (10-15) years to develop. State and local agencies developing these projects need active involvement throughout the development process, not just at the permitting phases. Problems occur because of overlapping permitting spheres and the inability of some permitting agencies to commit personnel to be engaged throughout the planning process.

A more specific example may be helpful. Very early in the life of a transportation development project there is a need to come to agreement on the purpose and need for the project. Within the context of the NEPA process the purpose and need is agreed to preliminary to the Draft EIS during the planning process. This may occur ten to fifteen years prior to acquisition of resource agency permits for the actual implementation of the project. Development agencies become extremely frustrated when purpose and need is questioned by resource agencies during the permitting process. The frustration is compounded when development agencies perceive a lack of willingness on the part of resource agencies to be actively engaged during the life of a project.

To partially address this concern FHWA led an effort to agree on merged NEPA and Corps of Engineers 404 permit processing. In Oregon this resulted in the NEPA/404 Accord. We have had very few projects using our NEPA/404 accord process. The few that we have had, we brought begrudging agencies thru the process with very little involvement at the various check-in points in the process. In a perfect world these agencies would see this as their entry to get their concerns on the table early in the NEPA process and be able to effect meaningful changes. Because of lack of staff, maybe lack of commitment to the philosophy of the accord process coupled with fact that they have had that second "bite" of the apple during the permitting process, we have not been successful in engaging the resources/regulatory agencies. This has been further complicated with the numerous ESA listings of fish.

Compensatory mitigation for ESA impacts for our transportation projects is another issue. We and the state need to understand the range of compensatory mitigation that will be required by the resource agencies. For instance if the project has a certain level of ESA impacts what is the corresponding amount of mitigation that we will be expected to provide (compensatory mitigation proportional to impacts)?

Interagency Forums

In the past FHWA's Region 10 Office sponsored an annual Environmental Workshop that evolved into the Region 10 Planning/Environmental Workshop. This annual workshop provided an opportunity for interagency discussion of environmental and planning issues. With the demise of FHWA's Region 10 Office the workshop is no longer held.

Interagency Agreements

FHWA led the development of the NEPA/404 accord noted above and an interagency MOU dealing with fish passage through culverts.

Federal Highways Administration - Washington Division

(11/19/99 e-mail from Sharon R. Price, P.E., Environmental Program Manager, (360) 753-9558
sharon.price@fhwa.hul.gov)

Issues

ESA Programmatic Agreements

Limited NMFS & USFWS staff and evolving policies in response to the salmonid listings are causing delays in obtaining the concurrences or Biological Opinions required under Section 7 of the ESA. WSDOT and FHWA have worked with NMFS and USFWS on developing programmatic agreements for Biological Assessments, and establishing thresholds for effect determinations. The limited staffing and unanswered scientific questions are hampering completion of these efforts. This is the highest priority issue I've identified.

Stormwater - specifically drywells

Stormwater runoff and water quality have been reemphasized recently. We have been working with EPA and WA Department of Ecology to assist WSDOT and local agencies in including the appropriate treatment for existing and proposed drywells (regulated under the Underground Injection Control Act). Some guidance has been provided by EPA and WA Ecology. We need to revise our existing MOU between EPA and FHWA for Sole Source Aquifers. This is my second highest priority.

Land Use & Transportation

We need clarification of how we should include in the relationship between land use and transportation in our NEPA decisions. We get comments from EPA in particular which ask that we question local land use decisions that arise from local planning efforts including those required under Washington's Growth Management Act. There is a "chicken and egg" problem for transportation agencies, when we are asked to try and avoid the very land use changes which generate the need for our projects. Projected land uses often drive the need for a transportation project. This seems to me to be a fundamental difference in philosophy and mission between FHWA and EPA, at least here in Washington State. The key issue as I see it is determining how much we should accept local land use decisions - for example a local designation of an urban growth boundary in accordance with the Growth Management Act - should a Federal agency reject an alternative which facilitates the development of land within the urban growth boundary on the basis that it adversely affects farmland which has been zoned industrial.

Interagency Forums

IPET

This falls into the "historical" category, but I believe it was a crucial step toward the good interagency relationships we have developed here in Washington. This team, consisting of the leaders of state and Federal resource and transportation agencies, laid the groundwork for many of our current interagency efforts. The IPET met quarterly from 1991 to 1998.

NEPA 404 Merger Signatory Agencies Committee

Washington State's NEPA 404 Merger Agreement was signed in 1994. The signatory agencies, WSDOT, FHWA, WA Dept. of Fish and Wildlife, WA Dept. of Ecology, NMFS, USFWS, US Army Corps of Engineers, and US EPA meet quarterly to review EIS projects requiring individual Corps Section 404 and Section 10 permits.

Joint Process Improvement Team

This interagency team was formed in July of 1998 building on work done by an FHWA/WSDOT team which had been working for the previous two years to develop a new approach to the NEPA process. This effort has resulted in three pilot projects testing the "reinvigorated" NEPA process which features early coordination with all stakeholders and decision making by consensus.

Federal Highways Administration - Idaho Division

(12/9/99 e-mail from Mary Gray, Environmental Program Manager, (208) 334-8180x123
mary.gray@fhwa.dot.gov)

As we discussed, I am providing you feedback on the list of issues provided by Oregon and Washington so that it is clear where we are in agreement.

Oregon Department of Transportation

1. We agree with the problem of agency involvement at the wrong time. We do not have quite as extensive planning process as Oregon. I understand the need by the resource agencies to have more detailed information before they can "buy into" projects. Also, staffing is limited and work loads are heavy which limits the ability of resource agencies to be involved during the planning phases.

2. We have the same issue with Endangered Species Act inefficacy. We are working towards programmatic agreements for species which are ecosystem based.
3. We do have the same issue with win/loss.
4. We have actually taken positive steps in the direction of banking. The Corps has been very supportive and we have been working on getting a statewide in-lieu fee agreement which would be between the Corps, FHWA, ITD and the Nature Conservancy.
5. The issue of financing is a recurring one here in Idaho also.

Interagency Forums in Idaho

1. We are just beginning to get an interagency forum (ITD, FHWA, Idaho Fish and Game (IDFG), USFS, and hopefully BLM) to work together on threaten and endangered species statewide. USFS, IDFG and BLM have staff biologist with specie expertise that would be utilized on transportation projects. **Concerns to be addressed: wildlife crossings, fish passage, and how to deal with interruptions to wildlife mitigation routes.**

2. ITD, FHWA, Corps and Nature Conservancy are working on a statewide in-lieu fee mitigation agreement for wetland impacts.

Agreements

Charlie's comments list these

Idaho Division Office Concerns

We need quality environmental documents. These documents need to fully analyze the potential impacts that have been identified. It is important to have someone with the appropriate expertise doing the analysis. Early involvement by the division office in the environmental process would better assure our buy-in to the issues to be analyzed and better expedite the document review process.

Compensatory mitigation issues as described by the Oregon FHWA division are a similar concern in Idaho.

ESA Programmatic Agreements

This is a very high priority in Idaho. We have an ever growing list of threaten and endangered species in the state. It is extremely difficult to adequately address a species and provided appropriate mitigation on a project by project basis. This concern is one of the major impedes for working towards the interagency working groups statewide.

Interagency Agreements in Idaho

FHWA has led the development of the NEPA/404 merger accord and continues to support and promote the coordination and cooperation that has resulted. The accord includes as signatory agencies FHWA, ITD, USF&W, IDFG, EPA, US Corps of Engineers, Idaho Dept. of Water Resources, and Idaho Dept. of Environmental Quality.

FHWA has been a key player in getting in-between fee mitigation discussions going in Idaho

FHWA has been very involved in bringing together RTD, IDFG and USFS to establish interagency teams statewide to address threaten and endangered species issues statewide.

Federal Highways Administration - Federal Western Lands

(11/21/99 e-mail from Allan Stockman, 360-696-7751
allan.j.stockman@fhwa.dot.gov)

As you know, WFLHD administers the Federal Lands Highway Program in a five state NW Region. While we certainly are not the major transportation agency in these states, WFLHD does develop highway transportation projects that total around 100 million dollars each year in the Region. The following responses to your three questions are based on those activities and experiences.

1. AGENCY ISSUES

We recognize there are dozens of diverse environmental issues and regulations that can cause conflicts/delays on any given highway project, but there are two areas in recent years that seem to cause the most concern:

1. The ESA process

2. Water related permits

The ESA issue arises when the NMFS (and even the FWS at times), routinely considers relatively moderate encroachments into waterways and / or riparian zones as impacts that are "likely to adversely affect" fish species. This triggers a lot of extra data collection, analysis, coordination / consultation and mitigation that is time consuming, expensive and not always effective. If more common highway activities / projects could be covered in some sort of programmatic review process, and more related env. protection/mitigation/enhancement could be accomplished on an areawide/offsite basis (maybe by the resource agencies using transportation funding) there might be more efficiencies for everyone.

Water related permits have become more complicated and time consuming requiring extensive mitigation and construction restrictions when T & E species are present. This often eliminates the use of more general (streamline) permits like the Sec 404 NWP's, that normally can save time and effort.

2. INTERAGENCY FORUMS

WFLHD does not have the resources to routinely participate in areawide interagency forums. We do use the NEPA 404 Merger process when it is functioning in a state. Mostly though, our interagency coordination is done individually at the project level.

3. EXISTING AGREEMENTS

WFLHD does not own any roads or manage any federal lands, but rather we assist agencies, financially and/or technically, in upgrading their highway facilities. This means we partner with federal land management agencies to improve their federal roads, as well as partner with state and local transportation agencies to improve their public roads which serve federal lands. Consequently, we frequently use any

existing agreements that our partner agencies have with resource/permit agencies to advance / guide WFLHD projects. This includes supporting broad initiatives like the NW Forest Plan and the Oregon Salmon Plan. Outside of national level FHWA agreements, currently we do not have any regional/state level agreements with resource/permit agencies besides the NEPA/404 Merger agreements.

U.S. Environmental Protection Agency

(11/29/99 e-mail from Rick Parkin, 206-553-8574)

Issues

1. Developing a Common Definition of "Streamlining" - This topic should be the centerpiece of the discussions at the summit. If we can achieve agreement at the highest levels on what streamlining is, then future work to streamline our processes can proceed in a meaningful manner. At present, we suspect that there are various definitions of what streamlining NEPA means to different agencies, depending on their missions and roles in the NEPA process for transportation/highway projects. Discussions related to developing a mutually-agreed upon definition of streamlining should serve to clarify these differing views and facilitate development of a definition/approach that would meet the needs of all participants in the process.

2. Integrate the NEPA Process into the Transportation Planning Process - Too often under the current processes, projects enter the NEPA process with many of the important decisions already made: purpose and need statement, range of alternatives, and preferred alternative. NEPA is the federal decision making and public disclosure process. Projects should enter the NEPA process with a broad underlying need, but with the other decisions still to be made. In order to accomplish this, the NEPA process should be moved into the early stages of transportation planning. We are making progress in this regard in Washington via the Joint Project Improvement Team and the three streamlining pilots. WDOT has lead this effort. Our greatest unmet need is staffing. We do not have the people to engage in all the important projects in the region.

3. Insufficient engineering and environmental detail at the early planning stages - An impediment to starting the NEPA process earlier may be the lack of detailed engineering and lack of information on environmental resources. Transportation agencies and resource agencies may need to compromise in order to make early NEPA decisions. Transportation agencies may have to provide more engineering than they normally would at this early stage in the process and resource agencies may have to make commitments with less information than they normally would. Adaptive management to correct problems created by these early decisions probably has limited value in highway projects but to the extent that it is appropriate, it could lessen the risk. This would require commitments by the transportation entities.

4. Projects may "sit on the shelf" after NEPA is completed - If projects aren't constructed for a number of years after NEPA, resource agencies may fear that circumstances have changed sufficiently to require a new or supplemental environmental analysis. Transportation entities may resist this. It is our understanding that the Federal Highway Administration reviews projects more than three years old, but it often seems to be a pro-forma review conducted by the lead federal transportation agency with no public or resource agency input. Resource agencies would probably prefer a more formal review with input from them and the public for these older projects.

5. Local and State requirements versus federal decision making - State Growth Management Acts and local ordinances or preferences may force state and local transportation agencies in a certain direction. The purpose and need statement, range of alternatives, and preferred alternative may all be predicated on a state or local requirement. The federal decision making process is not encumbered by those requirements. Those requirements can certainly be important factors in the federal decision. They may become the most important factors. But they aren't the only factors. The NEPA process should still look at the other reasonable alternatives and fully evaluate the impacts of all the reasonable alternatives.

Interagency Forums

Washington DOT Joint Process Improvement Team

Existing Agreements

NEPA 404 Merger Agreements - Most active in Washington. It has not been entirely effective in the recent past because agencies have missed concurrence dates and projects have been in the merger projects looking for concurrence before they have adequate information. At a recent meeting, participants discussed three reforms.

1. If resource agencies can not concur by the due date because of missing information, they will non-concur rather than allow informal extensions of the concurrence date.
2. The SAC (signatory agency committee) will ensure that projects have provided all the necessary information before the concurrence period exists. If they haven't provided the information they will be asked to do so. An example is concurrence on the range of alternatives without providing information as to why other alternatives are not reasonable.
3. WDOT will sponsor all projects to the SAC instead of allowing local agencies to enter the process on their own. This will allow WDOT to ensure that the local agencies have the needed information and are really ready to enter the process.

U.S. Army Corps of Engineers - Portland District

(11/19/99 e-mail from Lawrence C. Evans, Chief, Regulatory Branch, 503-808-4370
Lawrence.C.Evans@nwp01.usace.army.mil)

Agency Issues

Speaking for regulatory program issues, the Corps has a responsibility to evaluate projects that would impact waters of the United States. The Corps performs a sequential analysis for 1) Avoidance (i.e. can the project be located somewhere other than sites which have waters of U.S.), 2) Reduction of impacts at the project site (if project site has wetlands can impacts be reduced through alternative designs) and 3) Compensatory Mitigation (for unavoidable impacts, what compensatory mitigation is required, if any?)

The Portland District is also working with NMFS and USFWS on programmatic consultation under the Endangered Species Act. Perhaps you might consider this as a topic/issue. Could transportation projects be a category of activities (if designed certain ways) where ESA coordination is simplified, etc.?

Another point... the Corps has a responsibility to provide the public an opportunity to comment on projects that will impact waters of the U.S. I believe it is imperative to remember this as discussions take place on how to 'expedite' transportation projects. I have been involved in too many permit actions where well intentioned attempts to work out agreements 'up front' have lead to frustrating and resource draining delays because of challenges by third parties who felt they were excluded from the process.

Interagency Forums

The only forum I am familiar with is the review procedures required in the federal regulations, 33 CFR 395. Corps districts can develop regional general permits (RGP) for categories of activities. Perhaps certain types of transportation projects could have a RGP developed.

Existing Agreements

The Portland District U.S. Army Corps of Engineers has an Accord for the Integration Process of the Nat'l Env. Policy Act, Clean Water Act, and Oregon Division of State Lands Fill Removal Permit for Transportation Projects in Oregon. The accord was signed by the Corps, EPA, NMFS, FWS, FHWA (Oregon Division), ODOT, ODSL, ODEQ and ODFW (there's a LOT of acronyms). The purpose of the accord is to integrate the agency permit requirements and enhance coordination. I am not familiar enough with the agreement, or its use, to tell you what is/is not working.

US Forest Service - Region 1 (N. Idaho)

(11/22/99 letter from Thomas Pettigrew, Director of Engineering, 406-329-3175
tpettigrew/r1@fs.fed.us)

Below is a short list of key environmental concerns related to highway projects. We are submitting these in response to your request for topics for the Executive Summit on January 6, 2000.

- Highways impact important habitat and create barriers for aquatic and terrestrial species.
- We see a need for restoration and mitigation of impacts to streams as a result of highway construction, operations and maintenance.
- Our agency resources for coordinating highway related environmental concerns are very limited.

If you would like further information on any of these concerns, please call Bill Ruediger, Regional Threatened, Endangered and Sensitive Species Program Leader (406)329-3700 or Fred Bower, Regional Transportation Planning Engineer (406)329-3354.

(11/22/99 e-mail from Bill Ruediger
Ruediger, Bill@fs.fed.us)

Hi Folks. Recent experiences are indicating there are problems with implementation of wildlife crossing structures on highways. These concerns involves several issues, and unless we can solve them collectively, I don't believe much progress can be made. I'll be as brief as possible.

Issue 1. How do we begin implementing some of these crossings on a programmatic basis?

As it is now, several of us are trying to provide input on a project-by-project basis and it simply is not working. The structures are not being put in *when* major highway projects are planned and I don't believe the concept or input is being given *serious* consideration. The greatest benefit to *wildlife* would be to look at the problems at a large scale (example - Northern Rockies) and decide where crossings are needed and provide a priority of sites. Jay Gore, Jim Claar and I did this and presented the paper at the last ICOWET meeting. Agreeably, this product was not coordinated among all agencies - but the process to do that simply does not exist at this time.

Issue 2. How do we acquire biological information to locate structures and design structures properly?

The placement and design of wildlife crossing structures is an expensive endeavor. So is the potential purchase of property, land exchanges, or easement if private lands are involved. There is considerable prework that needs to occur **BEFORE** major highway projects are proposed. This includes more broadscale

work - specific site locations based on accurate habitat information, monitoring of wildlife crossing preferences, road-kill information and other data. So far, I'm not aware of any of this kind of information being collected - and when biologists suggest it is important project leaders or supervisors have not been supportive.

Issue 3. How do we get adequate information in Highway NEPA and ESA documents discussing how highways affect habitat fragmentation, mortality, habitat loss, wildlife avoidance and secondary impacts of development?

This information is critical to setting up the rationale for why highway crossing structures are needed - and also providing accurate information to base determinations of effect on Biological Assessments and Evaluations (Forest Service sensitive species). Highways are one of the most important - and growing - concerns facing many listed species.

Issue 4. How do we get funding to do this work?

This is a serious issue. So far, people like Jay Gore, Jim Claar, and myself have contributed thousands of dollars developing maps, broadscale proposals, site specific proposals (Highway 278 in Montana). Not a single dollar has come from highway funds - totally supported by the Forest Service Endangered Species Program. Also biologists at the Forest and District levels do not have the funds to provide critical information to protect National Forest resources and to build highways that provide realistic coordination of fish and wildlife resources. Land management agency biologist should and must be involved to provide information on linkages for FS, BLM, FWS and NPS habitat. State biologists should also be involved. If we can't solve the funding issues, these concerns and crossing structures simply will never go beyond the "idea stage." We're losing important options almost every day. I believe that highway agencies have the primary responsibility to fund this work - or at least should contribute towards an interagency approach. Perhaps on a "cost sharing basis."

I would like to put this into a letter and make the concerns formal. I'm not trying to be difficult, but we are five years down the road from when many of the wildlife crossing issues have arisen - and we simply do not have a way to make it happen yet. Thanks, and would appreciate your ideas and comments. Bill

US Forest Service - Region 4 (Southern Idaho)

(1/27/99 e-mail from Steve Brink, Director, Engineering, 801-625-5194
sbrink/r4@fs.fed.us)

- 1) A stronger involvement by FHWA is necessary to achieve any successes
- 2) In my opinion, any "streamlining" can only be accomplished if EPA, FHWA, and the Federal Land Management Agencies agree to utilizing state-adopted best management practices. For those states that don't have them, then the Feds should agree to a set to use for that state.
- 3) With implementation of #2 above, then EPA could issue in essence programmatic permits and concentrate your efforts on effectiveness monitoring.

U.S. Forest Service Region 4 technical contact is Rob Harmon (rharmon/r4@fs.fed.us) 801-625-5274

U.S. Forest Service - Region 6 (Oregon & Washington)

(11/19/99 e-mail from Richard Sowa, Director, Engineering, 503-508-2500
rsowa@6pnw@fs.fed.us)

Ken, as I have gone over this material it is becoming more apparent that I haven't understood all that was going on. As well, I was under the impression that you were working more directly with the Forest Service Executive team. As a consequence, I have not shared all of this information with them. I will do that. I am concerned that the representation that you expect for the summit may not materialize. I will work on that as well but needed to make sure I said the above.

Additionally, when I look at the programmatic impacts of NEPA and TEA-21 for the Forest Service, I don't see them being very significant. We have two programs that are most effected, the Forest Highway program and the ERFO or Emergency Repair for Federally owned road program and we don't usually have significant NEPA problems with those programs. In response to your request for environmental concerns with highway projects I will provide an informal response now and work on getting a more formal response. Our concerns center on two issues:

Timeliness of process - With this being a major emphasis of the summit, it seems reasonable to think that this will be worked on.

Shifting from a Highway Agency mentality to a Resource Management Agency mentality - We seem to often find ourselves at odds with the Federal Highway Administration and the State Highway Departments. We see the highway as a part of the ecosystem and as such plan it to be as unobtrusive as possible while the highway agencies seem to look at the highway as the primary focus and expect the ecosystem to adjust to accommodate the highway. The need to put equal value on environmental issues like fish passage, sediment reduction, and variations of standard designs to minimize potential adverse environmental impacts seem to be contentious and is frequently determined extravagant or unnecessary.

This kind of summit may help move the two perspectives closer together.

Bureau of Land Management - Oregon & Washington

(11/19/99 e-mail from Tom Wawro at 503-952-6492
Tom.Wawro@or.blm.gov)

In cooperation with Paul Fredericks, State Engineer for the Bureau of Land Management (BLM) in OR/WA, and Jim Burby, Civil Engineer and transportation issues specialist on Paul's staff, I have been asked to respond to your subject information request. I am the transportation issues liaison between the engineering and natural resources protection staffs of the BLM OR/WA State Office directed by Elaine Zolinski.

1. The BLM OR/WA transportation/environmental streamlining issues boil down to these:

- * Lack of funding and trained staff to develop, implement, and maintain a sophisticated, accurate, up-to-date, GIS statewide transportation data base in a timely manner is a major problem. Currently we have the staff, and maybe the funding to accomplish this goal in about three years time. A sophisticated, up-to-date, fully integrated, universal GIS data base (i.e. showing all roads, everywhere, regardless of ownership or status) that is fully compatible and shareable with multiple government agency (federal, state, county, tribal) data bases is the single most important tool needed to streamline environmental compliance processes. GIS data base that is fully compatible and shareable with multiple government agency (federal, state, county, and tribal) GIS data bases

is the single most important tool needed to streamline environmental compliance processes. An equally important requirement is to have the trained people and funding to utilize the GIS data to get environmental review and compliance in a timely manner. This is especially important when dealing with Level 1 and Level 2 environmental consultations required under Biological Opinions for the protection of endangered species.

- * Lack of transportation data base hardware/software compatibility between, and within different government agency GIS data bases (i.e. Forest Service and BLM) makes the sharing of data difficult or very inefficient at best. This problem translates into inefficiencies in environmental reviews and compliance.
- * Lack of consistent and environmentally meaningful definitions of categories of roads and status (i.e. open/closed, paved/unpaved, maintenance levels, decommissionings, etc.) between different agency transportation data bases creates confusion and adds many errors and inefficiencies in data interpretation, and complicates and slows the environmental compliance review process.
- * Scattered and checkerboard land ownership patterns, together with reciprocal rights of way agreements between BLM and private entities makes it nearly impossible to change road status to achieve environmental compliance in many areas in Western Oregon.
- * Lack of funding to maintain or upgrade many miles of roads creates large maintenance backlogs and safety and environmental hazards, that delay or prevent environmental compliance. And conversely, Biological Opinions and lack of funding and qualified people to do consultations and supervise corrective actions in a timely manner can prevent needed road maintenance from taking place, creating safety hazards.
- * Increases in environmental requirements as a result of clean water, endangered species listings, and increases in recreational uses of public lands, together with decreasing budgets and personnel slow environmental compliance reviews and surveys.

2. Interagency Forums addressing transportation-related interagency cooperation and coordination

I did not have time to complete or thoroughly research this list. But here are three:

- * With regard to moving toward transportation data base compatibility, the BLM participates with
 - * Oregon Road Base Information Team (ORBITS) - includes state, county, and larger municipalities
 - * Federal Geographic Data Committee (FGDC) - a federal level mapping standards body
- * With regard to environmental compliance issues relating to listed fish in the Interior Columbia Basin
 - * Interagency Implementation Team for PACFISH/INFISH issues

3. Existing transportation agreements

I'm sure there are several of these, but I did not have time to track them down and compile them.

Thank you for the opportunity to provide input into this very important issue.

U.S. Fish & Wildlife Service - Region 1

(12/14/99 e-mail from Mark Bagdovitz at 503-231-2068
mark_bagdovitz@r1.fws.gov)

Issue 1 - Defining common goals and objectives for Environmental Streamlining

The U.S. Fish and Wildlife Service would like to discuss stepping down the National Memorandum of Understanding Proposed and developing a set of mutually agreed upon set of goals, objectives, and definitions for the Transportation Equity Act for the 21st Century (TEA-21)

Section 1309 of TEA-21 calls for a coordinated environmental review process to streamline Federal highway and transit projects. The agencies that signed the MOU agreed to streamline environmental review processes to reinforce our Federal responsibilities and to protect environmental resources. Although the various Federal and State agencies agree that streamlining is important, we may not all agree on what it means and how it should be implemented. The TEA-21 Summit participants should address goals, objectives, and major policy issues such as the transportation planning process and when early coordination begins.

Issue 2 - Additional funding through reimbursable agreements

TEA-21 provides the authority for additional funding for the Federal agencies through the State Departments of Transportation. The purpose of these funds is for early project coordination and issue resolution. The U.S. Fish and Wildlife Service would like to address the process for setting up reimbursable agreements with the State DOT's, including specific funding needs, flexibility, standards and guidelines, accountability, and expectations. In addition, funds are not authorized beyond 2003 although the need for coordination will extend into the future. Summit participants should also discuss long-term funding issues.

TEA-21 OPPORTUNITIES

The TEA-21 provides a broad range of innovative policies and investments that can jointly support increasing effectiveness of our nation's transportation systems and protection of the environment. The intersection of TEA-21 with the requirements of the Clean Air Act (CAA), the Clean Water Act, and other Federal environmental statutes provides the opportunity to address multiple transportation and environmental goals. The Administration and Congress see an increased partnership between the transportation and environmental sectors as critical to TEA-21's successful implementation. Some vital areas of focus will be:

Principles for Broad-based Participation

- **Integration of Environmental and Transportation Goals:** Transportation and environmental officials at the federal, state, tribal, and metropolitan planning organization (MPO) levels are working together to ensure that both transportation and environmental goals and impacts are considered throughout all phases of the transportation planning process and project development. It is important that social, economic, and environmental issues are considered along with engineering, safety, and mobility issues in reaching planning and project decisions.
- **Cooperation among Transportation and Environmental Agencies:** TEA-21 provides opportunities for transportation, air, and water quality agencies to realize joint goals of mobility and environmental protection that can yield long-term environmental benefits. Similarly, projects that are coordinated with local decisions about growth and development will have greater positive impacts on mobility and the environment. It is important that state and local transportation agencies be involved in air quality State Implementation Plan (SIP) development and watershed planning activities within their respective areas.
- **Environmental Justice:** Cooperation of transportation and environmental partners is essential in achieving transportation equity and environmental justice. TEA-21 continues the strong role of the metropolitan planning organization in selecting transportation project investments, in cooperation with the state and with transit agencies. It also continues citizen participation in the planning processes. Early and continuous involvement in planning transportation projects allows communities to identify and avoid adverse impacts and to address transportation equity concerns. The transportation planning processes must continue to be in compliance with Title VI of the Civil Rights Act.
- **Access for Persons with Disabilities:** It is national policy to improve access for all persons, especially elderly persons and persons with disabilities. TEA-21 and the Americans with Disabilities Act (ADA) recognize the significant transportation challenges faced by mobility impaired people. TEA-21 provides incentive grants to make intercity buses accessible and allows Surface Transportation Program funds to be used to make sidewalks accessible. It also continues the 90 percent federal share for transit-vehicle

related equipment to meet ADA requirements and allows transit systems to use up to 10 percent of their annual apportionment of Federal transit formula funds to pay operating costs for paratransit services required by ADA.

- **Transportation Safety:** The Strategic Plan for the USDOT establishes the goal of reducing transportation-related deaths and injuries as one of the highest priorities of USDOT. Every program administered by USDOT is directed toward improving transportation safety while providing for the mobility needs of communities and recognizing the importance of environmental protection. As such, it is essential that safety goals be considered throughout the transportation planning and project development process.
- **Environmental Streamlining:** TEA-2 1 creates opportunities to improve agency coordination. USDOT and USEPA are committed to an expedited and streamlined review process through earlier identification and resolution of issues, integrated reviews, better alternatives, and ultimately better environmental and transportation outcomes. TEA-21 also allows USDOT to approve a state's request to provide funds to an environmental reviewing agency for additional resources necessary to meet the time limits of a streamlined environmental review process.

Opportunities for Action

- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program:** CMAQ provides a flexible funding source of \$8.1 billion for the 6 years of TEA-21 to state and local governments for transportation projects and programs to help meet the requirements of the CAA in nonattainment and maintenance areas. CMAQ gives transportation and environmental partners the opportunity to work together to ensure that projects match the identified transportation needs of individual regions, communities, and neighborhoods and contribute to reducing transportation-related air emissions to the maximum degree possible.
- **Expanding Opportunity:** TEA-2 1 created the Job Access and Reverse Commute Program, with authorizations of up to \$150 million per year (\$75 million appropriated in FY 1999), to help lower-income workers and those making the transition from welfare rolls to payrolls get to jobs. It allows states to reserve highway training positions specifically for welfare recipients.
- **Water Quality Impacts of Transportation Projects:** Under the Surface Transportation Program (STP), up to 20 percent of the cost of a transportation facility reconstruction, rehabilitation, resurfacing or restoration project may be used for environmental mitigation, storm water pollution abatement or construction of storm water treatment systems. This provides an important source of funds to allow state and local officials to efficiently address water quality problems associated with transportation facilities, by taking advantage of ongoing reconstruction and retrofit projects. Projects eligible under this provision could include retrofit or construction of storm water treatment systems, nonpoint source best management practices and riparian or wetland restoration projects.

- Transportation Enhancements:** Under TEA-21, Transportation Enhancement funding may be used to maximize benefits to cultural and natural environments and to contribute to more livable and sustainable communities. Transportation Enhancement funds can continue to be spent on mitigation of water pollution due to highway runoff projects such as constructed wetlands and nonpoint source runoff management practices in situations where highways have already been built and new construction or reconstruction is not planned. TEA-21 now allows use of these funds for projects to reduce wildlife mortality while maintaining habitat connectivity. This type of project may be most effective in areas where existing highways create crossing hazards for wildlife species. In addition, the development of trails, museums, parks, and pedestrian friendly improvements are all allowed through these funds. Transportation Enhancement funds are a 10 percent set aside from each state's Surface Transportation Program funds. The national total will average about \$550 million annually.
- Recreational Trails:** A total of \$270 million in contract authority is authorized for fiscal years 1998-2003 to provide and maintain recreational trails. Funds can be used for projects that provide for the redesign, reconstruction, or relocation of trails to benefit the natural environment or to mitigate and minimize impacts to the natural environment. Transportation and environmental agencies should refer to FHWA's 1999 guidance to field offices on the Recreational Trails Program for information on consideration of transportation and recreation needs of bicyclists and pedestrians.
- Bicycle and Pedestrian Projects and Programs:** These projects and programs are broadly eligible for most of the TEA-21 funding programs, including the National Highway System (NHS), STP (including the Transportation Enhancements Program and the Safety Set Aside), CMAQ, Federal Lands, Scenic Byways, Recreational Trails Programs and the major transit programs. All such projects and programs must consider the safety of bicyclists and pedestrians, as well as that of other transportation system users. Federally funded bicycle projects must serve a transportation purpose, and motorized use is restricted to snowmobiles, maintenance vehicles, and electric bicycles as allowed by state and local laws. FHWA's February 1999 guidance to field offices on the Bicycle and Pedestrian Program provides additional details on consideration of bicycle and pedestrian projects for highway funding.
- Advanced Transit Vehicle Technologies:** TEA-21 provides opportunities to promote the use of clean fuel vehicles. This includes the combined development and use of alternatives to standard diesel fuel, and advanced engine and emissions control technologies certified to reduce emissions. Up to one hundred million dollars annually may be available to support these efforts through the Clean Fuels Formula Grant Program and the Advanced Transit Vehicle Research Program.
- Transit Enhancements:** TEA-21 establishes a set-aside for transit enhancements projects that enhance mass transportation service or use and are physically or functionally related to transit facilities. Eligible projects include: preservation of historic mass transportation buildings and facilities; pedestrian access and walkways; bicycle access including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles; transit connections to parks within the transit service area; enhanced access for persons with disabilities to mass transportation and

landscaping, "streetscaping," and public art. Urbanized areas with a population of more than 200,000 are required to spend one percent of Urbanized Area Formula Grant funds on transit enhancements. The national total is approximately \$30 million annually.

- **Wetlands Restoration and Mitigation:** In an effort to help meet the Administration's wetlands restoration goal, funds available under Transportation Enhancements, the NHS, and the STP can be used to restore wetlands to address impacts of past transportation projects. As part of addressing the Clean Water Action Plan's overall goal of a net increase of 100,000 acres of wetlands per year by 2005, the FHWA is committed to increasing net wetland acreage. The commitment is to increase "net wetland acreage resulting from Federal-aid highway projects by 50 percent in 10 years" and to financing "wetland mitigation projects for remediation of adverse effects from past Federal-aid highway improvements when such projects are determined to be appropriate and reasonable by the project sponsors." In addition to efforts to address past wetlands impacts, meeting these commitments will require that transportation and environmental officials work collaboratively to avoid adverse impacts to wetlands from future projects, while also using mitigation banks, where appropriate, to compensate for unavoidable losses of wetlands.
- **Habitat Conservation:** The TEA-21 provides the state DOTs with an important opportunity to use funds on Federal-aid highway projects for the mitigation of impacts to wetlands and other natural habitats. The mitigation can include compensatory measures, such as upland and wetland banking. Also eligible for these funds are contributions to statewide and regional habitat conservation, restoration and enhancement, and the development of wetland and natural habitat conservation and mitigation plans.
- **Transportation and Community and System Preservation (TCSP) Pilot Program:** This new discretionary grant and research program provides funding for planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation. States, local governments, and MPOs are eligible for these discretionary grants. Transportation and environmental agencies are working together to plan and implement strategies that improve the efficiency of the transportation system. These efforts are to reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns that achieve these goals. The TCSP is also an opportunity for transportation and environmental agencies to promote public and private participation, including nontraditional partners on the project team. TEA-21 authorized \$20 million in FY 1999 and \$25 million per year for fiscal years 2000 through 2003.
- **Restoring Contaminated Property:** TEA-21 can help revitalize communities by supporting transportation-related projects linked to the reuse of abandoned, contaminated properties. Transportation projects under TEA-21 can include the reuse of brownfields properties for transportation facilities or provide transportation access and enhancements for brownfields redevelopment projects. The USDOT's participation in the Brownfields National Partnership and recent USDOT policy changes supporting brownfields reuse, combined with the resources of TEA-21, offer a means for better connecting transportation to economic development and

environmental quality.

- **Transportation Conformity:** TEA-21 recognizes the relationship between transportation and air quality and emphasizes the role of transportation conformity in the planning provisions of the statute. The USDOT's Metropolitan Planning Regulations reference USEPA's Conformity Regulations as an integral part of the planning process. The USEPA and USDOT will continue to implement the conformity rule in accordance with the CAA and encourage State and local transportation and air quality agencies to coordinate their planning activities to achieve both transportation and air quality goals.
- **Watershed Planning and Nonpoint Source Pollution:** USDOT and USEPA support coordination of transportation planning with effective watershed planning, to reduce erosion and nonpoint source pollution, and to avoid or minimize impacts to wetlands and other bodies of water from transportation construction, maintenance, and operations. TEA-21 also continues to provide opportunities to assure consistency with other environmental programs and guidelines for erosion and sediment control, such as state and tribal nonpoint source management programs under section 319 of the Federal Water Pollution Control Act and Coastal State Nonpoint Pollution Control Programs under section 6217 of the Omnibus Budget Reconciliation Act of 1990.

Appendix C-2:

Environmental Streamlining National Memorandum of Understanding
<http://www.fhwa.dot.gov/environment/nmou4.htm>

Environmental Streamlining Action Plan
http://www.fhwa.dot.gov/environment/apsr2_00.htm

Transportation Equity Act for the 21st Century
<http://www.fhwa.dot.gov/tea21/h240subc.htm#1309>

Appendix C-4:

Environmental Streamlining National Memorandum of Understanding
<http://www.fhwa.dot.gov/environment/nmou4.htm>

Appendix E4:

National Cooperative Highway Research Program, Project 25-23, FY 2000
Environmental Management Information System for Transportation Projects
<http://www4.nas.edu/trb/crp.nsf/NCHRP+Projects>
then look under Area 25 for Project 25-23

Appendix F, Resources:

Interagency Guidance: Transportation Funding for Federal Agency Coordination
<http://www.fhwa.dot.gov/environment/title23.htm>

Appendix G, Agreements & Forms:

Please contact the individual state transportation agency representative for information regarding their Agreements & Forums.

A Congressional View of "Environmental Streamlining"

....intended to address the concerns raised by many project applicants about delays in project approvals, duplicate efforts, and unnecessary costs.

....not intended to be a process to circumvent environmental reviews, limit meaningful analysis of alternatives, or expedite approvals for transportation projects with unacceptable environmental impacts.

- Senator John Chafee, Chair, Senate Committee on the Environment and Public Works, June 9, 1999

Appendix C-2:

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The Environmental Streamlining Action Plan

Background

The U.S. Department of Transportation, U.S. Department of Interior, the U.S. Department of the Agriculture, the U.S. Department of Commerce, the U.S. Department of the Army (Corps of Engineers), the U.S. Environmental Protection Agency, and the Advisory Council on Historic Preservation entered into a National Memorandum of Understanding (MOU) in July of 1999. The MOU establishes the joint commitments among the six Federal Cabinet Departments and the Environmental Protection Agency (EPA) to work, collaboratively and in a concerted fashion to improve the process by which highway and transit projects around the country are reviewed and approved. All those agencies and USDOT are responsible for reviewing environmental documents prepared under the National Environmental Policy Act of 1969 (NEPA) for a highway construction or transit project, and/ or are required to issue a permit, license, and opinion relating to the project.

Section 1309 of the Transportation Equity Act for the 21st Century (TEA-21), which President Clinton signed into law on June 9, 1998, requires the Secretary of Transportation to develop and implement a coordinated environmental review process for highway and transit projects.

Since July, the Federal agencies have continued to work to convert the National MOU into a blueprint for action. The draft action plan will continue to be revised and refined with input from stakeholders groups.

Purpose of the Action Plan:

- ✓ To guide the implementation of the National MOU.
- ✓ To define the roles and functions of the national Federal agencies needed in facilitating timely actions, collaboration and coordination of the basic MOU commitments of reducing project delays, while enhancing environmental protection.
- ✓ To delineate a series of performance indicators and individual agency commitments based on each Federal agency's input.
- ✓ To build a menu of options, opportunities, and priorities that advance streamlining by identifying a range of activities that can be pursued and customized to meet the states' and locals' needs and circumstances.

We recognize that successful environmental streamlining is the implementation of a new way of doing business. Refined, efficient project development and environmental review processes will build on trust, respect and solid relationships. Although meeting the goals of reducing delays, while protecting the environment, call for the interrelation of many actions, we present them in a two pronged fashion to underscore that relationship.

Environmental Streamlining National Areas of Focus

Priorities:

- 1. National Leadership**
- 2. Coordinated Strategies and Effective Communication**
- 3. Training/Technical Support**
- 4. Alternative Dispute Resolution**
- 5. Performance Measures**

	Implementation of KEY FOCUS areas:
1. National Leadership	<ul style="list-style-type: none"> - Bi-annual executive sessions with senior managers, officials and stakeholders to assess streamlining opportunities and challenges -Coordinated regulatory reviews, solicitation of interagency discussion on streamlining related policies, procedures and guidance. - Through designated "interagency response team", the rapid resolution of escalated field issues. -Bi-monthly progress reports to Congress. -Video conferences and national workshops.

<p>2. Coordinated Strategies and Effective Communication</p>	<ul style="list-style-type: none"> -Update, upgrade and make interactive (e.g.,chat room) the internet home page for Environmental Streamlining for easier citizen participation and input. -Revise and update the Action Plan and facilitate the "customized" implementation in the field. - Develop and coordinate by the interagency team, the national polices and procedures, guidelines, and standards regarding the NEPA process and issues. - Add streamlining to various Federal agency conferences, workshops, and training.
<p>3. Training and Technical Support</p>	<ul style="list-style-type: none"> - Identify cross training needs and opportunities. - Assist the field offices in advancing local action plans. - Develop, with national input, prototype agreements for area wide strategies and programmatic agreements. -Facilitate, as appropriate, baseline data inventory coordination and resource sharing strategies will be facilitated, as appropriate.
<p>4. Alternative Dispute Resolution</p>	<ul style="list-style-type: none"> -Develop interagency guidance. -Establish a network of "qualified neutrals" to facilitate conflict avoidance -Define conflict avoidance, problem resolution and escalation process.
<p>5. Performance Measures</p>	<ul style="list-style-type: none"> - Complete a series of quantitative and qualitative studies to be included in a baseline survey and evaluation of time and cost delays, case studies of lessons learned, perception surveys, and environmental outcome assessments. -Implement bench marking through best practices and peer reviews.

ENVIRONMENTAL STREAMLINING ACTION PLAN

I. Goal: *Reduce Project Delays*

Federal Interagency Approach: The Federal agencies will work with States and stakeholders to promote *efficient, effective* project development processes.

Areas of Emphasis:	Anticipated Results:
<ul style="list-style-type: none"> <input type="checkbox"/> Active and rigorous coordination by the lead agency with Federal, State and local partners using the latest techniques to manage the NEPA process and garner early interagency and citizen participation. <input type="checkbox"/> Sustained involvement of Federal and State resource agencies early as part of the process in the planning, scoping, data inventory, and definition of purpose and need activities, resulting in quality documents and timely reviews. <input type="checkbox"/> Effective relationships built on trusting and informed partnerships that respect state and local transportation priorities while recognizing divergent agency missions. <input type="checkbox"/> Sufficient resources to support staffing, training, and communications requirements. <input type="checkbox"/> Successful conflict resolution and conflict avoidance strategies. <input type="checkbox"/> Continuous improvement and progress measured through best practices and evaluation measures. 	<ul style="list-style-type: none"> ✓ Earlier identification and quicker resolution of issues. ✓ Fewer pre-identified or predetermined transportation solutions. ✓ Fewer delays, fewer surprise issues. ✓ Agreement on the purpose and need of projects. ✓ Non-biased consideration of all transportation options. ✓ High quality environmental documents. ✓ Resource Agency input and participation in the planning process. ✓ Reduced perception that environmental review processes are causing delays at the end of the process. ✓ NEPA process is an effective decision-making tool. ✓ Binding commitments to schedules and agreed upon time frames or mitigation strategies.

Performance Indicators:

These reflect a range of priority activities that have been identified with the input of the Federal Agencies' field offices. Some indicators will be customized at the local level with Federal field offices, State DOTs, and resource agencies. Others will be coordinated at the national levels. All activities will be open to stakeholder and public involvement, as applicable.

	WHO	TIME FRAME
Existing MOUs with State DOTs to be updated to be consistent with Environmental Streamlining MOU.	Federal Agencies, State DOTs	3 years
State and Federal agency involvement in revision of national forest plans.	USFS, FHWA State DOTs and State Resource Agencies	as needed
CD or web-based streamlining training package for decision makers which explains sequence, timing, involvement, coordination between the parties and the laws, regulations, policies, process, and various roles.	All Federal resources agencies, USDOT, EPA, CEQ, AASHTO	1 year
Funding source mechanisms to be established to provide for adequate staffing through up-front Forest Highway Program (HTAE funds) or State MOUs (cost reimbursements).	USFS, State DOTs	
Adequacy of current staffing levels with regard to providing useful and timely input into highway construction projects to be evaluated. Explore "exchange of services" concept in lieu of or in addition	Resource agencies, State DOTs	6-9 months
Evaluation of effectiveness of funds spent through field reviews and quantitative measures to be tracked and evaluated.	Resource agencies, State DOTs	ongoing
Review and assess national standards for NEPA documents, enforcement and best management practices for: Project Standards(Design/Construction) and Process Standards (NEPA compliance and monitoring, associated Section 106 and Section 7 requirements).	Fed Agencies, State DOTs, AASHTO, Resource Agencies, CEQ	2 years
Establish key streamlining contacts in each of the resource agency field offices and National offices.	Fed. resource agencies	6 months

Design national dispute resolution system, national conflict resolution policy.	Federal res. agencies	1 year
Procedures, criteria, and guidelines to evaluate project purpose, need, design, and engineering features to ensure that they are commensurate with environmental protection and enhancement needs.	FHWA lead COE EPA AASHTO	8-12 months initial assessment period updates
Identify agency and non-federal environmental general standards and courses that could qualify Federal and non-federal NEPA practitioners.	Federal and State Agencies	1-2 years
Short template for biological assessments developed for future projects and used to create consultation package for Section 7 consultation when appropriate.	FWS, COE	1 year
FWS to review the consultation package to ensure that the proposed project is consistent with the programmatic biological opinion and, if consistent, FWS will issue a one-page concurrence letter for the proposed project, completing Section 7 consultation.	FWS	30 days per project
ACHP participation in early scoping on those projects having substantial impact on historic properties.	ACHP	ongoing
Training and dissemination of guidance from NPS and ACHP.	ACHP, NPS	ongoing
Early coordination used to identify and implement opportunities for programmatic approaches under ACHP alternate procedures.	ACHP, state agencies	ongoing
Identify and implement interagency cross training needs, rotational assignments and work details	Federal/State agencies	18 months
Increased used of mitigation MOUs (e.g. USACOE/EPA MOU re: Section 404(b)(1) and mitigation requirements) .	USACOE, EPA, States	
Updated relevant courses in noise, air quality, wetlands, flood plains, legal sufficiency, cumulative effects for FHWA field staff.	FHWA lead	2-3 years
*Additional agency specific commitments will be added as the plan is revised.		

II. Goal: *Enhance and Protect the Environment*

Federal Interagency Approach:

The Federal agencies will work with States and stakeholders to ensure that **enhanced environmental protection** is an **outcome and a benefit** derived from environmental streamlining.

Areas of Emphasis:	Anticipated Results
<ul style="list-style-type: none"> <input type="checkbox"/> Strategies that promote avoidance of environmental impacts or compensation and greater use of region wide or area wide mitigation. <input type="checkbox"/> Opportunities to apply eco-systems approach to the project development process in a comprehensive way. <input type="checkbox"/> Communication of environmental concerns early in the planning or project development process. <input type="checkbox"/> Institutional expectations that move away from too narrowly or too prescriptively defined actions for specific permit approvals on individual projects. <input type="checkbox"/> Properly defined roles and responsibilities for early and sustained agency involvement of resource agencies that are consistent with their agency mandates and yet respect state and local decision making in the selection of transportation projects and priorities. 	<ul style="list-style-type: none"> ✓ Flexible and responsive mitigation options. ✓ Earlier environmental assessment and screening of biological resources will add value to the baseline inventory data. ✓ System-wide sensitive areas and environmental priorities will be identified . ✓ Significant and resources will be protected and fragile environmental areas will be avoided without disruption to the project development process. ✓ Improved documentation and timely reviews. ✓ Environmental decisions based on improved baseline data. ✓ Balanced assessment of clear protection priorities.

Performance Indicators:

These reflect a range of priority activities- primarily aimed at improved conservation and mitigation strategies supporting environmental protection goals through early coordination with timely and effective reviews. These activities have been identified with the input of the Federal Agencies' field offices. Some indicators will be customized at the local level with Federal field offices, State DOTs, and resource agencies. Others will be coordinated at the national levels. All activities will be open to stakeholder and public involvement, as applicable.

	WHO	TIME FRAME
Project measures stemming from Section 404, Section 106, NEPA, and/ or ESA, including Section 7 programmatic consultations or agreements that will reduce adverse impacts.	Federal and State Agencies	ongoing
Early identification of specific locations for species and ecosystems likely to be impacted.	Federal and State Agencies	begin during scoping
Development of categories of conservation strategies for addressing standards, guidelines, and future impacts of direct, indirect, and cumulative effects of future projects.	Federal and State Agencies	annually
National guidance on how to accomplish programmatic Section 7 consultations.	FWS lead	6-8months
Addressing the cumulative impact analysis in all EAs and EISs relative to the proposed action or preferred alternative.	Federal and state agencies	begin during scoping
Interagency meetings by managers to focus on procedural issues or chronic problems that can be resolved through the development of guidelines or standards (e.g, use of culverts, compensatory mitigation requirements) .	Federal agencies lead- jointly with State agencies	quarterly/ as needed
Environmental documents that address environmental and ecological effects of local and basin-wide hydrological changes caused by highway construction, as well as local and broad scale effects of habitat fragmentation.	State agencies lead; with support from COE, EPA, NMFS, FWS	during NEPA

Forest fragmentation minimized.	USFS lead	ongoing
Early and comprehensive responses by ACHP to requests for coordination and concurrence; fatal flaws and avoidance options identified early.	ACHP, state SHPOs	during planning or project development
Opportunities for enhancements to be identified by cultural resource professionals.	ACHP	ongoing
Mapping of known cultural and historic resources.	ACHP	1-2years
Three main corporate Forest Service Data Sets to be available and to be used for environmental analysis, as they are installed at field units and populated with migrated legacy data sets or new inventories. INFRA -Infrastructure: includes all constructed features; ALP -Automated Land Systems : right of way, land ownership, easements and other encumbrances ; NRIS -Natural Resource Information Systems: terrestrial vegetation, fauna, and human dimensions.	USFS lead	within 1 year
Early identification of migratory bird species and other resources affected by projects.	FWS lead	during scoping
Identification of state wide wetland sites or natural habitat mitigation banks for use in future transportation projects.	FWS, NMFS, COE, EPA	annually updated
*Additional agency specific commitments will be added as the plan is revised.		

ACRONYMS:

DOT- Department of Transportation
 MOU- Memorandum of Understanding
 CD- compact disc
 NEPA- National Environmental Protection Act
 FWS- Fish and Wildlife Service
 ACHP- Advisory Council on Historic Properties
 NPS- National Park Service
 USACOE- US Army Corps of Engineers
 EPA- Environmental Protection Agency
 FHWA- Federal Highway Administration
 ESA- Endangered Species Act
 EA- Environmental Assessment
 EIS- Environmental Impact Statement

USFS- US Forest Service

CEQ- Council on Environmental Quality

AASHTO- American Association of State Highway Transportation Officials

SHPO- State Historic Preservation Official

Endangered Species Act – Working Towards Recovery

The following is a list of issues and suggested changes that we can implement in an effort to work towards salmon recover in Washington.

1) Flood Hazard Reduction Issues:

- a) **Federal Emergency Funding Requirements** – the State's funding through FCAAP, and the State's ability to obtain funds are tied to the federal requirements. These requirements are driving permit actions that we may not agree with in order to obtain federal funding, resulting in the following:
- Forcing poor project designs that results in repeat impacts to resources based on requirements to replace "in-kind" and "within same footprint";
 - Forcing work to occur during or immediately after the flood, when the damage to the resources is often the greatest (can not get 100% funding after 180 days, even if the timing conflicts with sensitive fish closure windows);
 - Funding is not available for imminent repair work in most cases, which is forcing larger projects to be built to repair structural damage after an emergency. Often these project repairs could have been avoided if repair work was completed prior to the emergent event. These repair projects are often larger than what would have been necessary as an imminent repair, therefore more expensive, and often occur during fish closure windows which then have a greater impact on the sensitive resources.;
 - Environmental mitigation is currently not funded through emergency relief funds.
- b) **Recommend revising requirements of federal emergency relief funding:**
- Continue work with federal agencies on federal permitting and funding for projects that enhance, restore, or protect habitat, or avoid impacts and projects during emergency events. A recommendation should be made to federal funding sources to pilot a revised emergency funding process that includes:
 1. Funding to do avoidance work, flood hazard reduction redesigns, and imminent threat work that will occur prior to the emergency when impacts are less and project costs are lower (therefore saving money in the long run).
 2. Funding to complete the In-stream Protection Guidelines that will be used to assess the stream reach to identify and address the cause of the problem, take the least impacting steps to correct the problem, and to work during normal work windows, to lessen impact on fish.
 3. Funding to mitigate for impacts occurring during emergency work.

2) Set and implement *policies and permit requirements* to avoid, conserve and protect habitat listed as required for recovery of species;

- Implement State and Local revisions in the 401 permitting and Shoreline Management Act (SMA), to allow permit streamlining for reduced review time and permit fees for projects identified as an imminent threat to expected flooding. Develop general permits for project using In-stream Protection Guidelines, appropriate BMPs, and providing mitigation;

- Implement 401 and SMA policy to require mitigation for streambank stabilization projects through habitat features on the project, or through the purchase of off-site mitigation banks that can provide for intertidal (marine) and riparian (river) habitat needed for erosion control and species recovery;
- Revise SMA and establish 401 policy to restrict development in all floodways and in floodplain areas that have demonstrated a high frequency of flood events;
- Revise State Flood Laws to require a "0-rise" restriction in floodplain elevation, restrict development in all floodways and in floodplain areas that have demonstrated a high frequency of flood events, and require federal flood insurance for all floodplain development;
- Gain a commitment by resource agencies to attend post emergency field reviews to identify necessary environmental mitigation.

3) Watershed review rather than project by project:

- Implement 401 and 404 policy to require mitigation for all wetland fill projects currently covered by the Nationwide Permit Program. Place a mitigation fee for the smaller wetland fills (less than 1/3 acre) that currently do not require mitigation. Use the fees to purchase habitat, or complete restoration projects identified as necessary for species recovery.
- Develop a federal 404 policy that allows states to require mitigation for projects that can not meet the water quality standards for stormwater discharges. Off-site watershed mitigation should be used to compensate for these impacts, rather than allowing 5-year compliance schedules. Mitigation should result in improvements to water quality or quantity problems within the same reach that the impact site will discharge to, or a site within the same watershed that is used by a listed species and is in need of water quality or quantity improvements.
- Implement a pilot study to purchase through 401/404 permit mitigation fees and FEMA and FCAAP floodplain restoration grants, preservation sites listed as priority habitat necessary for endangered or threatened species recovery, and areas that are frequently flooded.
- Watershed habitat area protection prioritization – revise federal, state and local permit requirements to allow implementation of banking and preservation of mitigation requirements to use to purchase areas identified as priority by NMFS, USFWS, State Fish and Wildlife Departments, or local watershed groups on a watershed basis, rather than focusing on on-site, in-kind replacement as the first priority.
- Funding needed for implementation of fish passage barrier removal and salmon habitat restoration.
- Revise Corps of Engineers Federal levee vegetation requirements to remove all vegetation from levees which results in temperature impacts, removal of habitat for fish and invertebrates, and decreased stability for erosion protection.

4) Compliance:

- Empower DOT environmental staff to direct construction and maintenance staff and hired contractors to implement requirements in the field as needed for water quality compliance.



Environmental Information Program

At WSDOT's Environmental Affairs Office (EAO)



EAO Operations Branch Programs

Air / Acoustics	Biology & Mitigation	Cultural Resources	Monitoring	Water Quality & Hazardous Materials
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EAO Planning & Development Branch Programs

Watershed Management	Regulatory Compliance	Environmental Information	Legislative Initiatives
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As of January 2000

EAO's GIS & IT Projects - Overview (short version)

Project	Prgm Lead	Partner(s)	Funding	Status
Environmental Screening	E. Lanzer*	Transportation Planning Office, MIS	TBD	method development
Source Water Watershed Delineation	A. Perez	Wa Dept of Health	DOH	on schedule
FloodMan Application	E. Lanzer	MIS, Maintenance, Rgns	ESA / S5	In Application Development
Environmental Reporting System	E. Lanzer	MIS, Maintenance, Rgns	ESA / S5	In Application Design
Fish Barriers / Fish Passage (w/ WDFW)	E. Lanzer	WDFW, Prgm Mgmt, Maintenance, TDO	ESA	Existing systems need re-design
Environmental GIS Workbench	E. Lanzer*	Prgm Mgmt, GeoServices, MIS	mixed	operational, planning phase2
Environmental Cost Accounting System	E. Lanzer*	MIS, Finance	S5	Feasibility Study
Capital Budget Coordination - Uniform Reporting System (SHB1204)	E. Lanzer	OFM, IAC, others	budget line item	Steering Committee doing process development
Integrated Natural Resource Data System (INRDS = "in-roads")	E. Lanzer	Tribes, Pacific Northwest National Lab, other state, local & private agencies	budget notes	Prototype conceptualization
Spatial Data Framework: Transportation	E. Lanzer	GeoServices, WAGIC, DIS	budget notes	Developing Charter & Needs/Scope

Special Roadside Management Practices	E. Lanzer	M. Carey, Maintenance	ESA	plan re-visions & refinements
Flood model	A. Perez	Watershed Prgm, ECY, FEMA, others	ESA	research & testing existing models
Stormwater/Watershed model	A. Perez	WaterShed Prgm, ECY, others	ESA	research & testing existing models

GIS & IT Projects with EAO Participation / Support

Project	Project Lead	Prgm Contact	Status
Spatial Data Framework: Hydrography	DNR, ECY, WAGIC, DIS	A. Perez	Clearinghouse development and database conversion/production?
Cultural Resources Model	CTED / OAHP	A. Perez	building resources
Salmon Recovery Project Database (ISIS)	IAC, NWIFC, SRO	E. Lanzer / L. Oman	refining application for deployment
Re-Invent NEPA	J. Klinck, Rgns	E. Lanzer / L. Oman	researching & demonstrations
PATS GIS	Prgm Mgmt, MIS	E. Lanzer	re-designing
Pacific Salmon Information Network	US Dept of Interior, WAGIC, others	L. Oman / E. Lanzer	pilot data compilation

GIS & IT Support Services

Service	Prgm Contact
Environmental GIS production (maps & analysis)	E. Lanzer* / T. Johnson
GPS Equipment and datafile processing	T. Johnson
Environmental GIS Workbench User Support	E. Lanzer*
EAO website management	E. Lanzer*
WSDOT Environmental GIS Database Administration	E. Lanzer*
Environmental GIS coordination	E. Lanzer / A. Perez*

* Temporary responsibility due to vacancy(s)

Navigation & Contacts



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Send general comments to
[EAO Webmaster](#)



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Page Last Updated:
20 Jan 2000

Environmental Affairs Office GIS & IT Projects - Overview (long version)

Environmental Screening

Goal of project is to analyze environmental GIS layers to "red flag" state transportation projects that may have significant environmental effects. Review projects from statewide perspective GIS and Environmental Subject (eg wildlife, wetland, hazardous materials) Specialists collaborate on developing standards to classify projects as having high, medium or low probable environmental effects using available environmental GIS layers. This project was tested in 1997 and is now being revisited to improve the environmental assessment model method.

Environmental Screening application will include additional environmental data than was available in 1997. The accumulated weighted overlay methodology will be improved to accommodate this new data. It may be possible to do some type of cumulative impact assessment across all environmental subject areas. Model calibration, validation and sensitivity testing techniques will be investigated. While there is much work to be done on the model method, even this is extremely dependent on the data used. The development of GIS compatible up to date and relatively large scale (1:100,000 to 1:24,000) raw data on land use, land cover, soils, elevation, and the built environment would greatly enhance the utility of this effort.

Source Water Watershed Delineation

Washington's highways are used to transport most of the goods and services in the state. Unfortunately, a percentage of these goods are classified as hazardous. Since highways cross through watersheds that contribute to surface drinking water supplies, it is in the interest of both the Washington State Department of Transportation (WSDOT) and the Washington State Department of Health (WADOH) to minimize the potential for contamination of these water supplies. Watersheds were delineated for all Group A drinking water systems in Washington state which are supplied by surface water. Individual watersheds were converted to shapefiles, then joined into one large shapefile of discrete shapes representing each watershed. A customized interface was developed in ArcView which allows users to view individual watershed boundaries, or to list watersheds affected by a hazardous waste spill at any point in the state. A notification system will be developed in the coming year that will enable WADOH to warn purveyors of threatened water systems immediately upon notice of a hazardous waste spill.

FloodMan Application

The Washington State Department of Transportation (WSDOT) owned and managed infrastructure often intersects flood plains. As a result, flooding impacts WSDOT facilities, disrupting services, interrupting the movement of people and goods, and impacting the economy. As well, WSDOT facilities have the potential to impact the capacity of flood plain and watershed function, thus having a negative impact on natural resources.

The goal of the WSDOT Flood Management Strategy is to minimize mobility, environmental and economic losses that can occur during an emergency and reduce the likelihood of future flood hazard. A key component of this strategy will be the Flood Management data system. The Flood Management data

system (FloodMan) will help WSDOT achieve the following objectives under the Flood Management Strategy:

- capture data on WSDOT flood related activities in a coordinated fashion
 - provide planning and analysis tools for improving flood hazard reduction efforts
-

Environmental Reporting System

Fish Barriers / Fish Passage

Environmental GIS Workbench

During 1998-1999 staff from WSDOT Regional Environmental and Planning Offices; [Environmental Affairs Office](#), Management Information Systems, Geographic Services (where agency GIS is centered), and [Program Management](#) (responsible for project scoping oversight) developed the concept and design for a GIS interface that could improve access to existing environmental information. The final product is an ArcView loadable extension which initiates a basemap view and a form menu that is recalled as needed from the standard ArcView interface by clicking on a single blue diamond button. The Form menu has three sections: *Set Up* for some basic system administration if needed, *Tools* for user interaction and user driven analysis, and *Add Environmental Data* for accessing over seventy pre-defined information themes using titles and groupings familiar to the target users. A critical user tool is the ability to view metadata on each theme.

Environmental Cost Accounting

Capital Budget Coordination - Uniform Reporting System

Integrated Natural Resource Data System (INRDS "in-roads")

INRDS is a cooperative proposal from WSDOT, the Tribes and the Pacific Northwest National Lab (Battelle) to create a public access web site that demonstrates how data integration and decision support technologies can enable watershed management in a pilot area of the state. The vision for the system is that available data on environmental conditions, natural and cultural resources, and human development could be pulled as needed from their native databases, integrated by the application and interpreted into information for land use planning, restoration projects, transportation system improvements or other activities affecting watershed health. This pilot effort is currently in early feasibility and planning phases. Partnerships and many design and content decisions have yet to be made.

Spatial Data Framework: Transportation

Part of the [National Spatial Data Infrastructure](#) effort led in this state by the [Washington Geographic Information Council](#), this sub-project to develop statewide transportation network

data is just completing it's charter. The draft vision for the [Washington State Transportation Framework](#) is a seamless set of data that are consistent, connected, and continuous between segments of the transportation framework and with other framework layers. The transportation framework represents the best data available and includes mechanisms to improve over time. Framework data is accessible to the general public at the least cost with the least restrictions.

Data components of the transportation framework may include line work, feature codes, attributes, and a linear referencing system (LRS). In addition to data, the framework will include development of the institutional relationships need to develop and maintain the framework over time. This would include such things as identifying roles for contributing and maintaining the framework, or funding and other incentives for partners to contribute to the framework.

Special Roadside Management Practices

Working with WSDOT's Maintenance Office, Environmental Affairs Office is developing guidelines for roadside maintenance practices that better protect salmon habitats. GIS and GPS will be used to develop designated special management area zones, inventory the environmental conditions and build maintenance practice guidelines for use along state highways. Once the zones are designated, GIS tools will be used to help WSDOT maintenance crews implement these guidelines.

Flood model

Stormwater / Watershed model

GIS & IT Projects with Environmental Affairs Office Participation / Support

Pacific Salmon Information Network

In fall of 1999, the US Dept of Interior sponsored some initial meetings to identify ways to coordinate collection and distribution of data relating to salmon recovery. Participants include federal, state, regional, local public agencies, non-profit organizations, academia and commercial industry. An inventory of relevant data was developed and a list of possible next steps to help build and promote sharing salmon recovery information. Dept. of Interior is coordinating this forum with another they sponsored to focus on salmon recovery policy (Puget Sound Salmon Leadership Forum). The next steps for this group are still being determined while resources to continue are being scouted.

Spatial Data Framework: Hydrography

Part of the [National Spatial Data Infrastructure](#) effort led in this state by the [Washington Geographic Information Council](#), this is a sub-project to develop statewide hydrographic network data (streams, lakes & coastlines). The Department of Natural Resources and the Department of Ecology are the lead state agencies on the [Washington Hydrography Framework](#) project.

Salmon Recovery Project Database

Cultural Resources Model

Re-Invent NEPA

PATS GIS

[Back to Short Version of Current Projects List](#)



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**Catalog of Geospatial Data
for GIS users at WSDOT**

5/12/2000

(See also: <http://www.wsdot.wa.gov/gis/GeoDataCatalog>)

Data Set Title	file location	Originator	source scale	Steward
GENERAL REFERENCE DATA	<i>all data sets are found under w:\Data\GIS\GISOSC\GEODATA</i>			
Transportation				
State Highways - State Routes (mainlines) LRS	<i>maps\500k\DOT_Cartog\sr</i>	WSDOT	500K	Geo
State Highways - State Routes by WSDOT Region LRS	<i>maps\500k\DOT_Cartog\SRRegion</i>	WSDOT	500K	Geo
WA County Series, State Routes LRS	<i>maps\24K\DOT_Cartog\county\<county>\<county>rds</i>	WSDOT	24K	Geo
State Route Number Shields, 500K	<i>maps\500K\DOT_Cartog\shields</i>	WSDOT	500K	Geo
WA County Series, State Route Number Shields	<i>maps\24K\DOT_Cartog\county\<county>\<county>shd</i>	WSDOT	24K	Geo
WA County Series, Local Roads	<i>maps\24K\DOT_Cartog\county\<county>\<county>lcl</i>	WSDOT	24K	Geo
WA County Series, Local Road Text	<i>maps\24K\DOT_Cartog\county\<county>\<county>ltx</i>	WSDOT	24K	Geo
WA County Series, Scaleable Local Road Text	<i>maps\24K\DOT_Cartog\county\<county>\<county>ltxsc</i>	WSDOT	24K	Geo
WA County Series, Bridges	<i>maps\24K\DOT_Cartog\county\<county>\<county>brg</i>	WSDOT	24K	Geo
Ferry Routes	<i>maps\24K\DOT_Cartog\ferry</i>	WSDOT	24K	Geo
Railroads, at 500K	<i>maps\500K\DOT_Cartog\railroad</i>	WSDOT	500k	Geo
Railroads, at 24K	<i>maps\24K\DOT_Cartog\rail</i>	WSDOT	24K	Geo
WA County Series, Railroads	<i>maps\24K\DOT_Cartog\county\<county>\<county>rrs</i>	WSDOT	24K	Geo
Railroads-abandoned, at 500K	<i>maps\500K\DOT_Cartog\rraband</i>	WSDOT	500K	Geo
Railroads-abandoned, at 24K	<i>maps\24K\DOT_Cartog\rraband</i>	WSDOT	24K	Geo
Public Park and Ride Lots	<i>maps\noscale\DOT_publictrans\parkandride</i>	WSDOT	none	Public Trans
Rest Areas	<i>maps\noscale\DOT_Cartog\restarea</i>	WSDOT	none	Geo
Roadside Landscape Classifications	<i>maps\500K\DOT_Design\roadside</i>	WSDOT	500K	Rdside Design
Priority Array Tracking System	<i>maps\500K\DOT_ProgMan\PATSdefi\PATSdefi<4 digit year></i>	WSDOT	500K	Prog Man
Political and Admin. Boundaries				
County Boundaries, statewide	<i>maps\500K\DOT_Cartog\county</i>	WSDOT	500K	Geo
WA County Series, Co Boundaries	<i>maps\24K\DOT_Cartog\county\<county>\<county>bdy</i>	WSDOT	24K	Geo
City Limits of Washington State, at 24K	<i>maps\24K\DOT_Cartog\city</i>	WSDOT	24K	Geo
Major Cities (points)	<i>maps\500K\DOT_Cartog\Citiesp</i>	WSDOT	500K	Geo
DOT Regions	<i>maps\500K\DOT_Cartog\DotReg</i>	WSDOT	500K	Geo
DOT Regions, at 24K	<i>maps\24K\DOT_Cartog\dotregion</i>	WSDOT	24K	Geo
DOT Maintenance Areas	<i>maps\500K\DOT_Cartog\M_Area</i>	WSDOT	500K	Geo
Highway Urban Areas (FHWA defined)	<i>maps\24K\DOT_Cartog\UrbanArea</i>	WSDOT	24K	Geo

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Data Set Title	file location	Originator	source scale	Steward
Regional Transportation Planning Organizations/Metropolitan Planning Organizations	<i>maps\500K\DOT_Cartog\RTPO</i>	WSDOT	500K	Geo
Urban Growth Boundaries of the Puget Sound Regional Council	<i>maps\100K\PSRC\uga96</i>	PSRC	100K	Geo
United States Congressional Districts	<i>maps\500K\DOT_Cartog\CongDist</i>	WSDOT	500K	Geo
Legislative Districts of WA State	<i>maps\500K\DOT_Cartog\LegDist</i>	WSDOT	500K	Geo
National Forest Lands	<i>maps\500K\DOT_Cartog\Federal\Forest</i>	WSDOT	500K	Geo
National Forest Lands at 24K	<i>maps\24K\DOT_Cartog\Federal\NatFor</i>	WSDOT	24K	Geo
National Parks	<i>maps\24K\DOT_Cartog\Federal\NatPark</i>	WSDOT	24K	Geo
National Recreation Areas	<i>maps\24K\DOT_Cartog\Federal\NatRec</i>	WSDOT	24K	Geo
Military Reservations (see also Major Public Lands)	<i>maps\500K\DOT_Cartog\Federal\Military</i>	WSDOT	500K	Geo
Military Reservations at 24 K	<i>maps\24K\DOT_Cartog\Federal\Military</i>	WSDOT	24K	Geo
Indian Reservations (see also Major Public Lands)	<i>maps\24K\DOT_Cartog\Federal\IndianRes</i>	WSDOT	24K	Geo
Columbia River Gorge National Scenic Area	<i>maps\24K\DOT_Cartog\Federal\scenic</i>	WSDOT	24K	Geo
Major Public Lands by WA Dept. of Natural Resources:	<i>maps\100k\DNR\MPL7</i>	WADNR	100K	EAO
City Parks	<i>maps\100k\DNR\MPL7\citypark</i>	WADNR	100K	EAO
County Parks	<i>maps\100k\DNR\MPL7\counpark</i>	WADNR	100K	EAO
DNR Managed Lands	<i>maps\100k\DNR\MPL7\DNRLands</i>	WADNR	100K	EAO
Experimental Forests	<i>maps\100k\DNR\MPL7\expforst</i>	WADNR	100K	EAO
Federal/State Fish Hatcheries	<i>maps\100k\DNR\MPL7\fishatch</i>	WADNR	100K	EAO
Federal/State Medical Facilities	<i>maps\100k\DNR\MPL7\medfac</i>	WADNR	100K	EAO
Military/Tribal Reservations	<i>maps\100k\DNR\MPL7\miltribe</i>	WADNR	100K	EAO
Monuments	<i>maps\100k\DNR\MPL7\monumnt</i>	WADNR	100K	EAO
Municipal Watersheds	<i>maps\100k\DNR\MPL7\munwtshd</i>	WADNR	100K	EAO
National Forests	<i>maps\100k\DNR\MPL7\usfs</i>	WADNR	100K	EAO
National Historic Parks	<i>maps\100k\DNR\MPL7\histpark</i>	WADNR	100K	EAO
National Parks	<i>maps\100k\DNR\MPL7\natpark</i>	WADNR	100K	EAO
Public School Lands	<i>maps\100k\DNR\MPL7\pubschl</i>	WADNR	100K	EAO
Recreation	<i>maps\100k\DNR\MPL7\recreat</i>	WADNR	100K	EAO
State Parks	<i>maps\100k\DNR\MPL7\statpark</i>	WADNR	100K	EAO
Wilderness Areas	<i>maps\100k\DNR\MPL7\wilderns</i>	WADNR	100K	EAO
Wildlife Refuges	<i>maps\100k\DNR\MPL7\wldrefug</i>	WADNR	100K	EAO
Zip Codes (postal zones)	<i>maps\100K\ESD\zip\zipcode</i>	ESD	100K	Geo

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Data Set Title	file location	Originator	source scale	Steward
Geographic Reference				
Graticule - Latitude/Longitude Lines (1/2 degree)	<i>maps\500K\DOT_Cartog\lonlat</i>	WSDOT	500K	Geo
Latitude/Longitude Lines (7-1/2 minutes)	<i>maps\24K\DOT_Cartog\graticul</i>	WSDOT	24K	Geo
Public Land Survey - Township, Range, Section Lines	<i>maps\24K\DNR\Poca</i>	WADNR	24K	EAO
Townships	<i>maps\500K\DNR\township</i>	WADNR	500K	Geo
TIGER - U.S. Census Bureau base maps	<i>maps\100K\USCB\TIGER</i>	USCB	100K	EAO
USGS Quad Index	<i>maps\24K\DFW\index</i>	WDFW	24K	EAO
Shaded Relief of Washington State	<i>imagery\1kfoot\DOT_Cartog\wa-shade</i>	WADNR	1000 ft.	Geo
ENVIRONMENTAL DATA				
Air Quality				
Carbon Monoxide Non-Attainment Areas	<i>maps\noscale\DOE\Air\Carbmon</i>	WADOE	none	EAO
Ozone Non-Attainment Areas	<i>maps\noscale\DOE\Air\Ozone</i>	WADOE	none	EAO
Particulates Non-Attainment Areas	<i>maps\noscale\DOE\Air\Partic</i>	WADOE	none	EAO
Fish and Wildlife				
Chinook Evolutionarily Significant Units	<i>maps\250K\NMFS\chin99</i>	NMFS	250K	EAO
Chum Evolutionarily Significant Units	<i>maps\250K\NMFS\chum99</i>	NMFS	250K	EAO
Coastal Cutthroat Trout Evolutionarily Significant Units	<i>maps\250K\NMFS\cutt99</i>	NMFS	250K	EAO
Coho Evolutionarily Significant Units	<i>maps\250K\NMFS\coho98</i>	NMFS	250K	EAO
Endangered Species Act Watershed Resource Inventory Area Listing Status for Salmon and Trout	<i>maps\noscale\DFW\ESA</i>	WDFW	none	EAO
WDFW (Fish & Wildlife) Game Management Units	<i>maps\noscale\DFW\gamemgt</i>	WDFW	none	EAO
Fish (Salmonid) Passage Barriers	<i>maps\24K\DFW\fishbarriers</i>	WDFW	24K	EAO
Habitat Conservation Projects	<i>maps\24K\IAC\Habitat Conservation</i>	IACOR	24K	EAO
Outdoor Recreation Projects	<i>maps\24K\IAC\Outdoor Rec</i>	IACOR	24K	EAO
Wildlife and Recreation Projects	<i>maps\24K\IAC\wwrp98</i>	IACOR	24K	EAO
Lower Columbia Steelhead Initiative	<i>maps\24K\DOE\LCSI_bdy</i>	WADOE	24K	EAO
Marbled Murrelet Detection Sections	<i>maps\24K\DFW\mamusect</i>	WDFW	24K	EAO

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(See also: <http://www.wsdot.wa.gov/gis/GeoDataCatalog>)

Data Set Title	file location	Originator	source scale	Steward
Marbled Murrelet Detection Sections, Buffered	<i>maps\24K\DFWmamubuf8</i>	WDFW	24K	EAO
Marbled Murrelet Detection Locations	<i>maps\12K\DFWmmurrpts</i>	WDFW	12K	EAO
Marbled Murrelet Critical Habitat	<i>maps\100K\USFWmmurrelet</i>	USFW	100K	EAO
Seabird Colonies	<i>maps\noscale\DFWseabirds</i>	WDFW	none	EAO
Sealife, from the 1992 Puget Sound Environmental Atlas	<i>maps\100K\DFWsealife</i>	WDFW	100K	EAO
Snohomish River Basin Fish Workshop Data 1995	<i>maps\24K\county\Snohomish\SnoFish</i>	SnoFish	24K	EAO
Sockeye Evolutionarily Significant Units	<i>maps\250K\NMFS\sock99</i>	NMFS	250K	EAO
Spotted Owl Critical Habitat	<i>maps\100K\USFWspotowls</i>	USFW	100K	EAO
Spotted Owl Special Emphasis Areas	<i>maps\noscale\DNR\osea</i>	WADNR	none	EAO
Steelhead Evolutionarily Significant Units	<i>maps\250K\NMFS\steel99</i>	NMFS	250K	EAO
Streamnet by Hydrologic Unit Code	<i>maps\100K\DFWstreamnet\ByHuc\hucdata</i>	WDFW	100K	EAO
Streamnet-Statewide	<i>maps\100K\DFWstreamnet\statewide</i>	WDFW	100K	EAO
Sensitive Environmental Data	<i>contact Joanne Markert at 360-705-7444</i>	WDFW		EAO
Priority Habitat and Species	<i>maps\24K\DFW-sensitive</i>	WDFW	24K	EAO
Spotted Owl Nests	<i>maps\24K\DFW-sensitive</i>	WDFW	24K	EAO
Wildlife Heritage Data	<i>maps\24K\DFW-sensitive</i>	WDFW	24K	EAO
Geology and Soils				
Soils (STATSGO Database)	<i>maps\250K\USDA\wasoils</i>	USDA	250K	EAO
Groundwater and Wells				
<i>Critical Aquifer Recharge Areas, Clallam County</i>	<i>maps\24K\DOT_EAO\groundwater\cara\Clallam</i>	WSDOT/ Clallam Co.	24K	EAO
<i>Critical Aquifer Recharge Areas, Clark County</i>	<i>maps\24K\DOT_EAO\groundwater\cara\Clark</i>	WSDOT/ Clark Co.	24K	EAO
<i>Critical Aquifer Recharge Areas, Franklin County</i>	<i>maps\250K\DOT_EAO\groundwater\cara\Franklin</i>	WSDOT/ Franklin Co.	250K	EAO
<i>Critical Aquifer Recharge Areas, Island County</i>	<i>maps\noscale\DOT_EAO\groundwater\cara\Island</i>	WSDOT/ Island Co.	none	EAO

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Data Set Title	file location	Originator	source scale	Steward
<i>Critical Aquifer Recharge Areas, King County</i>	<i>maps\100K\DOT_EAO\groundwater\cara\King</i>	WSDOT/ King Co.	100K	EAO
<i>Critical Aquifer Recharge Areas, Kitsap County</i>	<i>maps\24K\DOT_EAO\grounwater\cara\Kitsap</i>	WSDOT/ Kitsap Co.	24K	EAO
<i>Critical Aquifer Recharge Areas, Lincoln County</i>	<i>maps\500K\DOT_EAO\groundwater\cara\Lincoln</i>	WSDOT/ Lincoln Co.	500K	EAO
<i>Critical Aquifer Recharge Areas, Pend Oreille County</i>	<i>maps\24K\DOT_EAO\grounwater\cara\PendOreille</i>	WSDOT/ Pend Oreille Co.	24K	EAO
<i>Critical Aquifer Recharge Areas, Pierce County</i>	<i>maps\noscale\DOT_EAO\groundwater\cara\Pierce</i>	WSDOT/ Pierce Co.	none	EAO
<i>Critical Aquifer Recharge Areas, Spokane County</i>	<i>maps\100K\DOT_EAO\groundwater\cara\Spokane</i>	WSDOT/ Spokane Co.	100K	EAO
<i>Critical Aquifer Recharge Areas, Thurston County</i>	<i>maps\24K\DOT_EAO\grounwater\cara\Thurston</i>	WSDOT/ Thurston Co.	24K	EAO
<i>Critical Aquifer Recharge Areas, Whatcom County</i>	<i>maps\500K\DOT_EAO\groundwater\cara\Whatcom</i>	WSDOT/ Whatcom Co.	500K	EAO
Sole Source Aquifers	<i>maps\100K\USEPA\SSA</i>	EPA	100K	EAO
Wellhead Protection Zones--statewide	<i>maps\24K\DOT_EAO\groundwater\wellzones\statewpz</i>	WSDOT	24K	EAO
Wellhead Protection Zones--Thurston	<i>maps\24K\DOT_EAO\groundwater\wellzones\Thurston</i>	Thurston Co.	24K	EAO
Wells, Group A, WA State	<i>maps\24K\DOT_EAO\groundwater\grpawell</i>	WSDOT	24K	EAO
Wells, Group B, WA State	<i>maps\24K\DOT_EAO\groundwater\grpbwell</i>	WSDOT	24K	EAO
Hazardous Materials				

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Data Set Title	file location	Originator	source scale	Steward
CERCLIS--Comprehensive Environment Response Compensation and Liability Information System (Superfund sites)	<i>maps\noscale\DOE\Cerc-r10</i>	WADOE	none	EAO
RCRA Facilities--generators, transporters, treaters, storers, and disposers of hazardous waste	<i>maps\noscale\DOE\Rcra-r10</i>	EPA	none	EAO
Toxic Cleanup Program sites--confirmed and suspected hazardous materials sites	<i>maps\noscale\DOE\Tcpsites</i>	WADOE	none	EAO
Hydrography				
Coastlines, Puget Sound and Columbia River (Major Shorelines)	<i>maps\500k\DOT_Cartog\coast</i>	WSDOT	500K	Geo
Dams	<i>maps\noscale\DOE\dams</i>	WADOE	none	EAO
Double Banked Streams	<i>maps\100K\DOE\hydro\dbank</i>	WADOE	100K	EAO
Estuaries	<i>maps\100K\DOE\hydro\estuary</i>	WADOE	100K	EAO
Floodzones (100 and 500 yr. floods)--Thurston County	<i>maps\24K\county\Thurston\thurfldz</i>	Thurston Co.	24K	EAO
FEMA Floodzones (by county)--statewide	<i>maps\24K\FEMA</i>	FEMA	24K	EAO
Framework Hydro of WA (Statewide and by HUC)	<i>maps\100k\DOE\WaFwHydro</i>	WADOE	100K	Geo
Hydro features-Statewide	<i>maps\24K\DOE\hydro</i>	WADOE	24K	Geo
Hydro features-Thurston County	<i>maps\24K\county\Thurston\thurhydr</i>	Thurston Co.	24K	EAO
Lakes	<i>maps\100K\DOE\hydro\lake</i>	WADOE	100K	EAO
Major Lakes of Washington	<i>maps\500k\DOT_Cartog\lake</i>	WSDOT	500K	Geo
Major Rivers of Washington	<i>maps\100K\DOE\W-rivers</i>	WADOE	100K	EAO
National Wetlands Inventory (by quadrangle and by county)	<i>maps\24K\USFW\NWI</i>	USFW	24K	EAO
Streams	<i>maps\100K\DOE\hydro\stream</i>	WADOE	100K	EAO
WA County Series, Hydrography	<i>maps\24K\DOT_Cartog\county\<county>\<county>hyd</i>	WSDOT	24K	Geo
Sub-basins of Watershed Resource Inventory Areas (Watersheds)	<i>maps\250K\DOE\subWRIA</i>	WADOE	250K	EAO
Watershed Resource Inventory Areas (Watersheds)	<i>maps\100K\DOE\WRIA</i>	WADOE	100K	EAO

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Data Set Title	file location	Originator	source scale	Steward
Plants				
Plant Heritage - Rare and Native Plants -Puget Sound	<i>maps\24K\DNR\psheritg</i>	WADNR	24K	EAO
Plant Heritage - Rare and Native Plants - WA state	<i>maps\24K\DNR\waheritg</i>	WADNR	24K	EAO
Water Quality				
1994 303d listed water bodies-- Impaired Waters under 303d of the Federal Clean Water Act	<i>maps\100K\DOE\303D\d303estuary, maps\100K\DOE\303D\d303stream, maps\100K\DOE\303D\d303lake</i>	WADOE	100K	EAO
National Pollutant Discharge Elimination System Sites: sites holding permit to discharge wastewater to surface water	<i>maps\noscale\DOE\NPDES</i>	WADOE	none	EAO
National Pollutant Discharge Elimination System Permit Areas:				
Cedar/Green	<i>maps\500K\DOT_EAO\NPDES\npdes-cg</i>	WSDOT	500K	EAO
Clark County	<i>maps\500K\DOT_EAO\NPDES\npdes-cl</i>	WSDOT	500K	EAO
Island/Snohomish Co.	<i>maps\500K\DOT_EAO\NPDES\npdes-is</i>	WSDOT	500K	EAO
South Puget Sound	<i>maps\500K\DOT_EAO\NPDES\npdes-ps</i>	WSDOT	500K	EAO
Spokane County	<i>maps\500K\DOT_EAO\NPDES\npdes-sp</i>	WSDOT	500K	EAO
Stormwater Outfall along State Routes	<i>maps\24K\DOT_EAO\outfall\outfall_latlong</i>	WSDOT	24K	EAO

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DEFINITIONS—

Data Set Title:	Title or commonly used name of the data set.
File Location:	The path by which the data set is located on WSDOT's GIS servers.
Originator:	The creator or source of the data set.
Source scale:	The scale denominator of the data set's source material. For example, 24K indicates data derived from sources at 1:24,000 scale.
Steward:	The organization responsible for providing the data set to WSDOT.

ABBREVIATIONS—

24K	1:24,000 scale—1 map inch represents 2,000 feet
100K	1:100,000 scale—1 map inch represents 1.58 miles
250K	1:250,000 scale—1 map inch represents 3.95 miles
500K	1:500,000 scale—1 map inch represents 7.89 miles
Cartog	WSDOT Cartography Section
DCTED	Washington Department of Community, Trade and Economic Development
EAO	WSDOT Environmental Affairs Office
ESD	Washington Employment Security Department
FEMA	Federal Emergency Management Agency
Geo	WSDOT Geographic Services
LRS	Linear Reference System
NMFS	National Marine Fisheries Service
noscale	data is of mixed scales or scale not applicable
PSRC	Puget Sound Regional Council
USEPA	United States Environmental Protection Agency
USFW	United States Fish and Wildlife Service
USGS	United States Geological Survey
USCB	United States Census Bureau
IACOR	Interagency Committee on Outdoor Recreation
WADNR	Washington Department of Natural Resources
WADOH	Washington State Department of Health
WADOE	Washington Department of Ecology
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

Appendix C-2:

Environmental Streamlining National Memorandum of Understanding
<http://www.fhwa.dot.gov/environment/nmou4.htm>

Environmental Streamlining Action Plan
http://www.fhwa.dot.gov/environment/apsr2_00.htm

Transportation Equity Act for the 21st Century
<http://www.fhwa.dot.gov/tea21/h240subc.htm#1309>

Appendix C-4:

Environmental Streamlining National Memorandum of Understanding
<http://www.fhwa.dot.gov/environment/nmou4.htm>

Appendix E4:

National Cooperative Highway Research Program, Project 25-23, FY 2000
Environmental Management Information System for Transportation Projects
<http://www4.nas.edu/trb/crp.nsf/NCHRP+Projects>
then look under Area 25 for Project 25-23

Appendix F, Resources:

Interagency Guidance: Transportation Funding for Federal Agency Coordination
<http://www.fhwa.dot.gov/environment/title23.htm>

Appendix G, Agreements & Forms:

Please contact the individual state transportation agency representative for information regarding their Agreements & Forums.