

Transportation Planning for Conservation and Mitigation 2010-2011

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Annual State Land Acquisition Coordinating Forum

Room 172, Natural Resources Building
Capitol Campus, Olympia



**Washington State
Department of Transportation**

February 3, 2010

Background

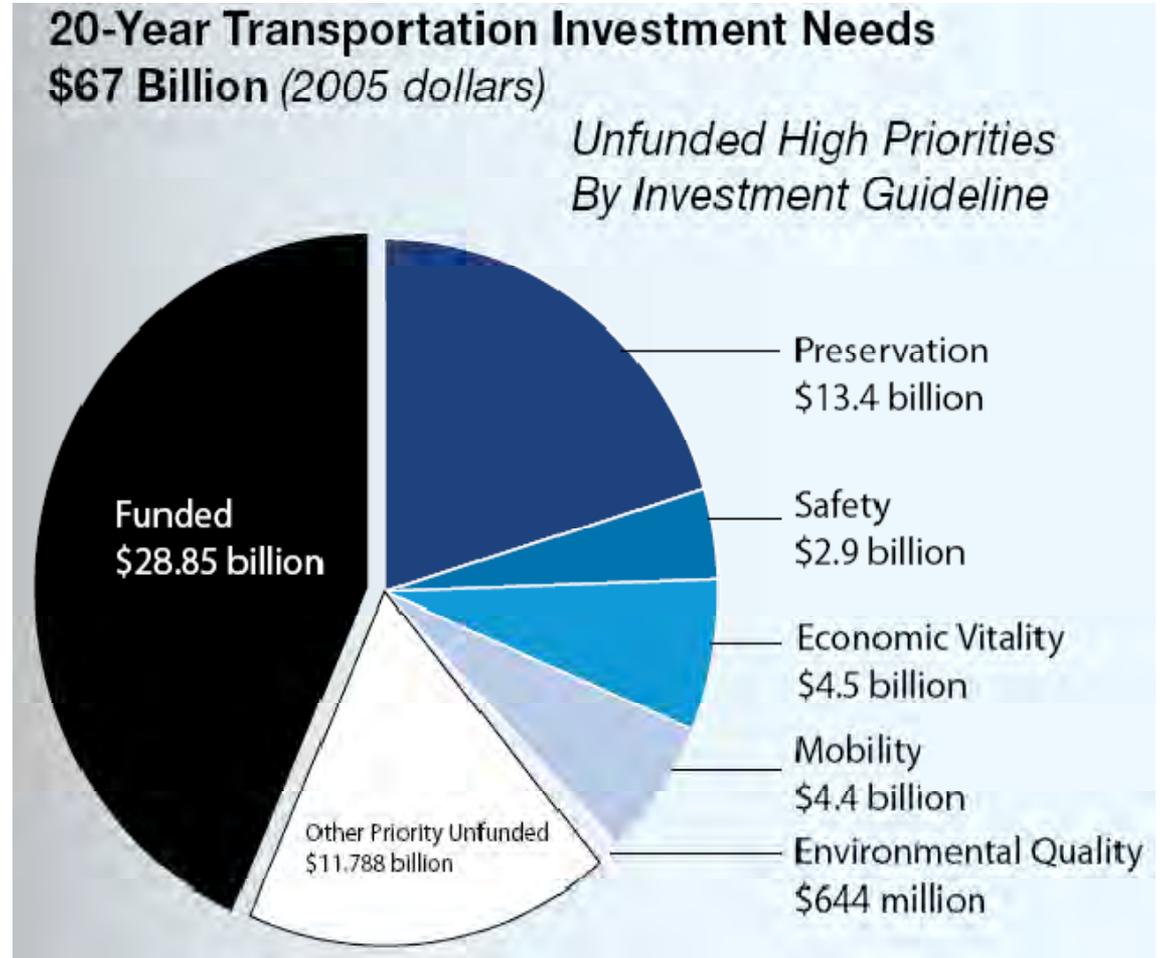
- WSDOT builds infrastructure.
- Relatively large numbers of land transactions (400+ acquisitions/yr) mostly associated with right-of-way purchases.
- “Minimization and Avoidance” but unavoidable impacts to wetlands are inevitable and require mitigation.
- How can WSDOT environmental management effort benefit from this lands acquisition coordination process?

Policy Planning & Prioritization



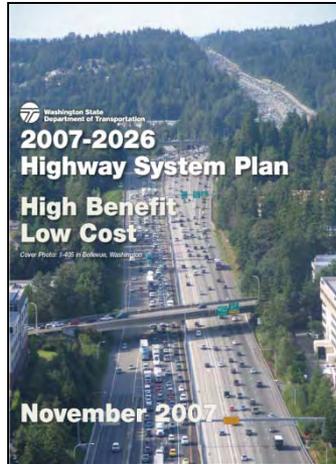
Prioritized Investment Guidelines:

- Preservation
- Safety
- Economic Vitality
- Mobility
- Environment

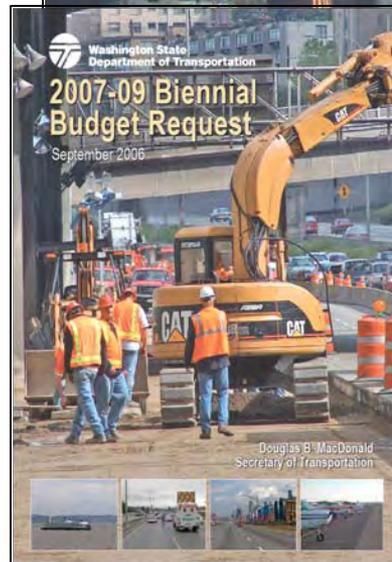


Planning and Budgeting Process

Policy Planning & Prioritization



Budget & Program Development



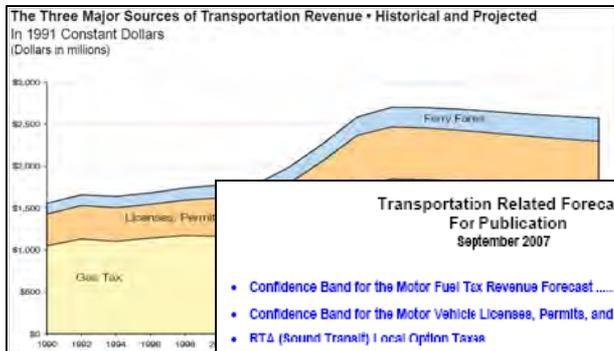
Legislative Approval

Table 1: Capital Project Budgeting and Reporting System
LEAP Transportation Division DPT-1
as developed April 20th, 2007
Program: State Construction Program (%)

Line #	Item	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
1000	State Construction Program (%)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
1001	State Construction Program (%)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000



Revenue Forecasting & Financing



Transportation Related Forecasts
For Publication
September 2007

- Confidence Band for the Motor Fuel Tax Revenue Forecast 2
- Confidence Band for the Motor Vehicle Licenses, Permits, and Fees Forecast 5
- RTA (Sound Transit) Local Option Taxes 8
- Transit Retail Sales Tax Forecast 10
- Forecast of Fuel, Vehicles, and Related Data 13



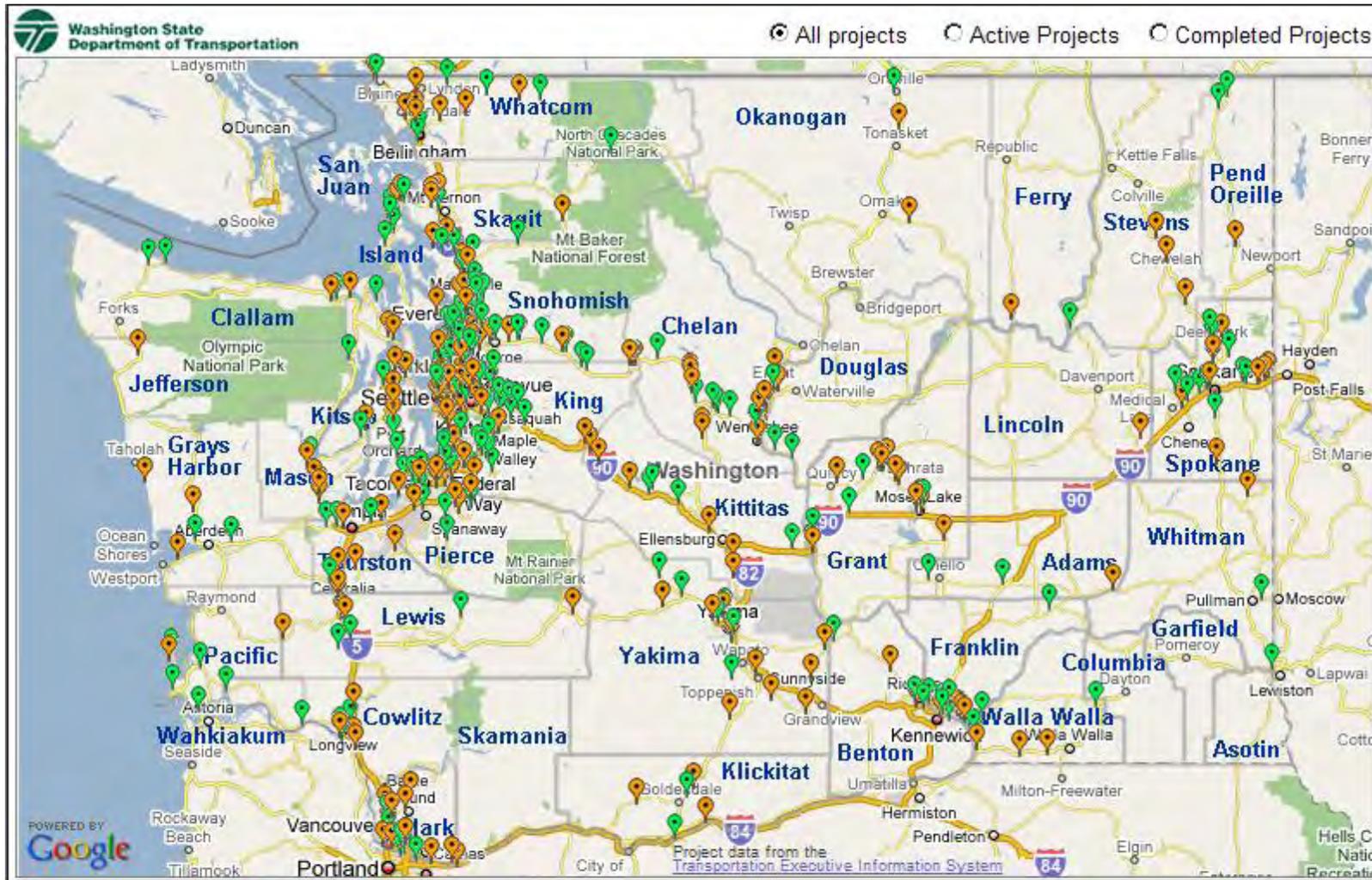
How can WSDOT best Participate?

- Help locating mitigation opportunities and collaborators for restoration efforts.
- Promote advance mitigation projects that achieve complimentary resource management goals of other agencies and organizations

Making Connections

- **How can we accomplish these win/win objectives?**
 - Communication of opportunities and a willingness to compromise so that “everybody wins”
 - Recognition of the added benefits of collaboration in conservation by regulators
 - “Process adjustments” by collaborating agencies and a willingness to take the harder road to get there.





WSDOT PROJECTS

- Click on orange dot to view active project information.
- Click on green dot to view completed project information.
- View projects in a specific county by clicking anywhere within the county.
- Locate a project by clicking on the name in the list.

- SR 14 - Lieser Road Interchange Ramp Signalization - Complete August
- SR 14 - Marble Road Vicinity to Belle Center Road, Cape Horn Bridge**
- SR 14 - SE 192nd Avenue Interchange - Complete October 2002
- SR 142 - SR 14 to US 97 Roadside Safety
- SR 155 - Omak Eastward - Chip Seal



Search

WSDOT Projects

text size: [T](#) [T](#) [T](#)

[E-mail updates](#)

Project Info

- [Project Home](#)
- [Project Map](#)
- [Northwest Region](#)

SR 530 - Skaglund Hill Vicinity Paving, 24th and Fortson Mill Road - Complete November 2005

Overview

Repaved more than three miles of badly damaged roadway on SR 530 between Arlington and Darrington, from Skaglund Hill to Hazel and from Boulder Creek to Fortson Mill Road.

The pavement on this of section SR 530 had exceeded it lifespan, and needed to be re-paved to create a safe driving surface.

How You Benefit



Improves Safety

The new pavement improves driver safety by eliminating cracks, potholes and rough patches, providing a more consistent driving surface. Crews reduced the slope and curve of the highway at Skaglund Hill to make the road safer for large trucks, and crews upgraded guardrail and signing along SR 524 to meet current WSDOT standards.



[View Entire Image](#)

Partnerships & Cooperation

At WSDOT we seek to address the concerns of the tribal nations using the process outlined in Section 106 of [The National Historic Preservation Act](#) and the WSDOT Tribal Consultation Policy adopted in 2003 by the Transportation Commission as part of the [WSDOT Centennial Accord Plan](#).

After consulting with the Tulalip, Snoqualmie, Sauk-Suiattle, Stillaguamish, Snohomish

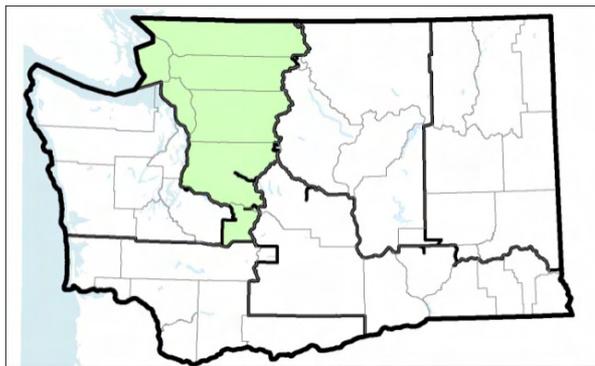
Northwest Region

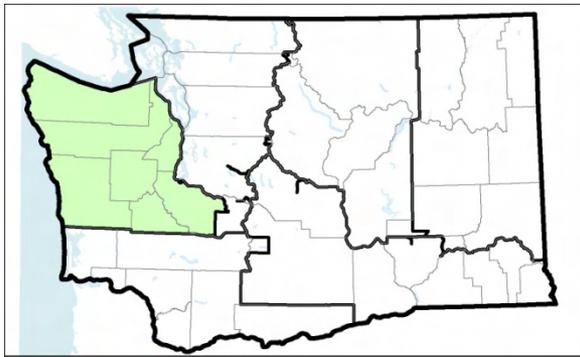
Mitigation Needs:

- 1 - SR548 Dakota Ck Bridge
- 3 - SR9 Martin Road
- 7 - SR9 and SR 528 Intersection
- 9 - SR169 Green River Bridge

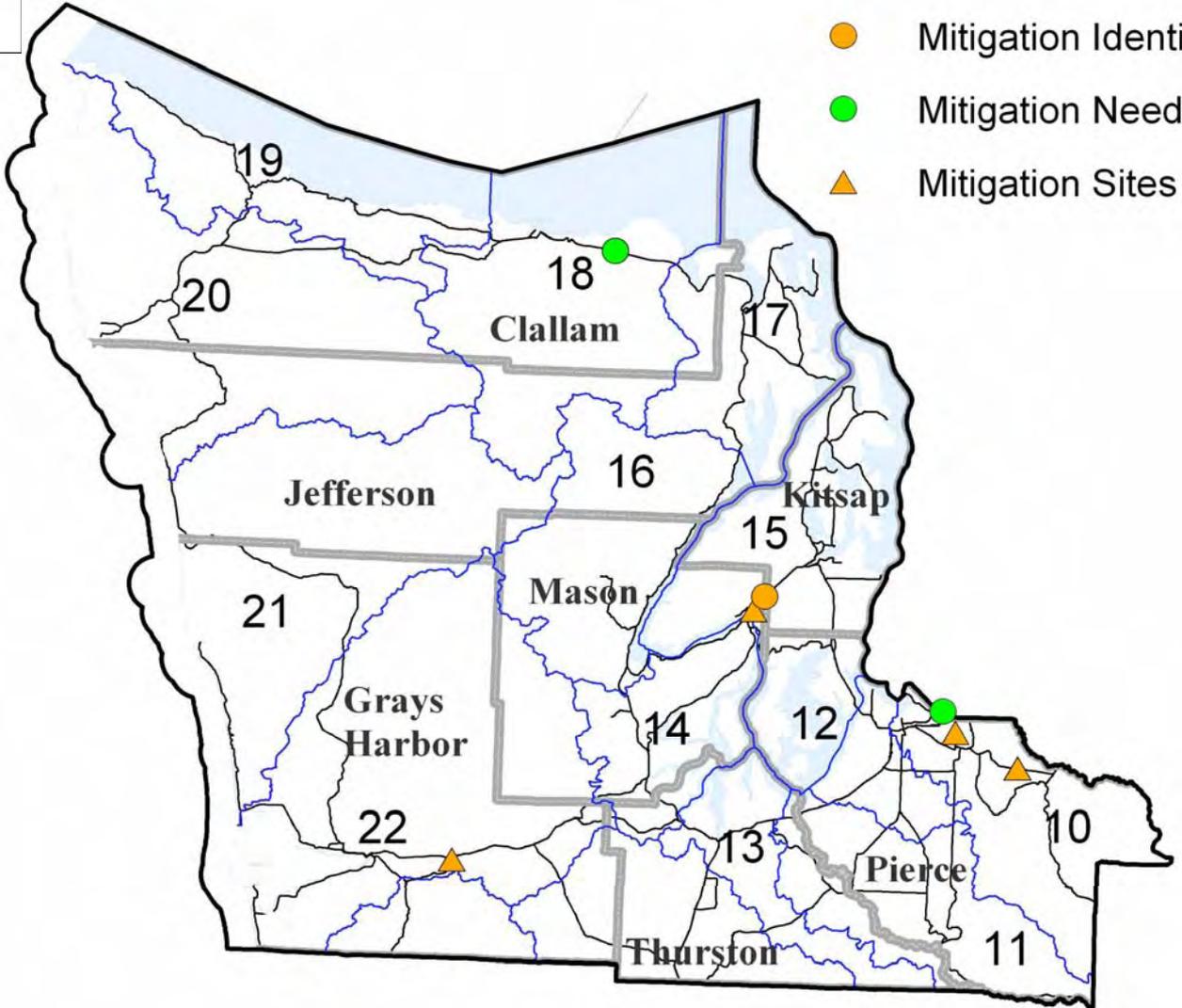
Contact:

Kerry Ruth
Environmental Mgr. NW Region
206-440-4548





Olympic Region



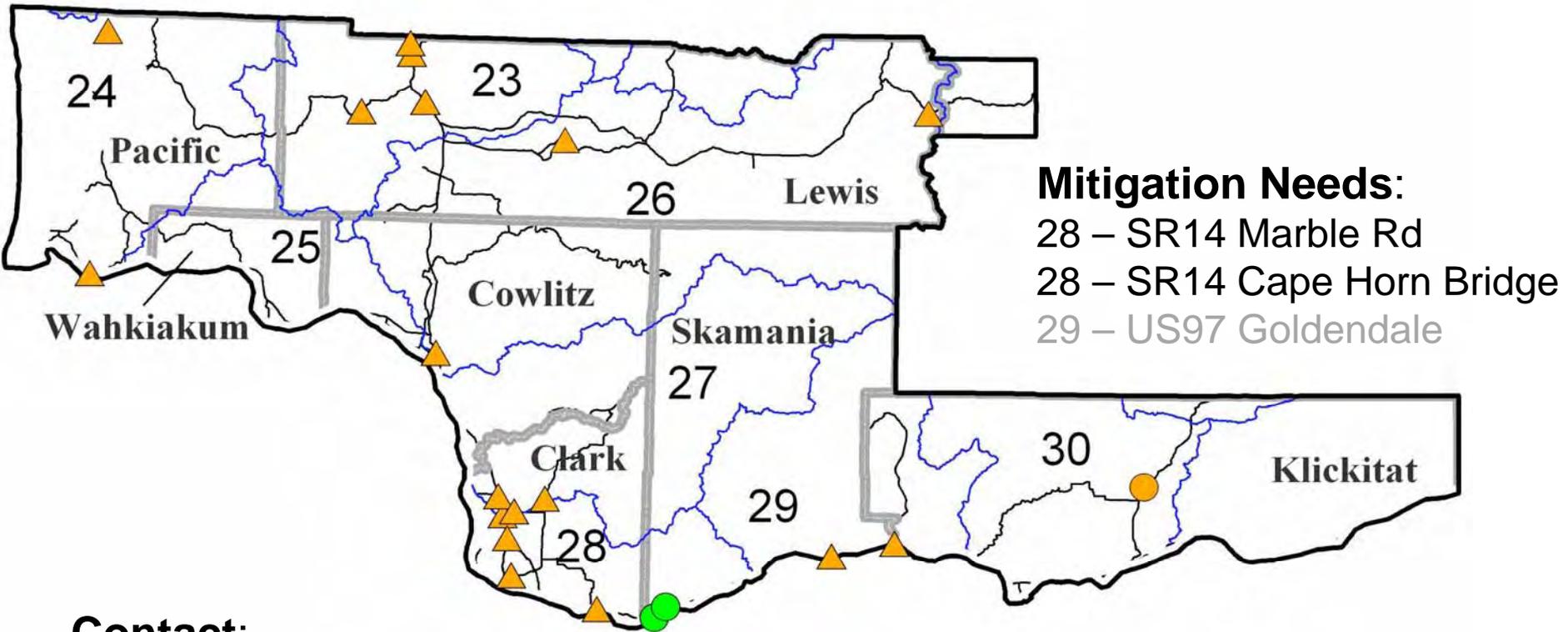
Mitigation Needs:

- 10 – I5 HOV
- 15 – SR3 Belfair
- 18 – US101 Shore to Kitchen

Contact:

Jeff Sawyer
Environmental Mgr.
Olympic Region
360-570-6701

Southwest Region



Contact:

Barb Aberle
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SW Region
360-905-2186



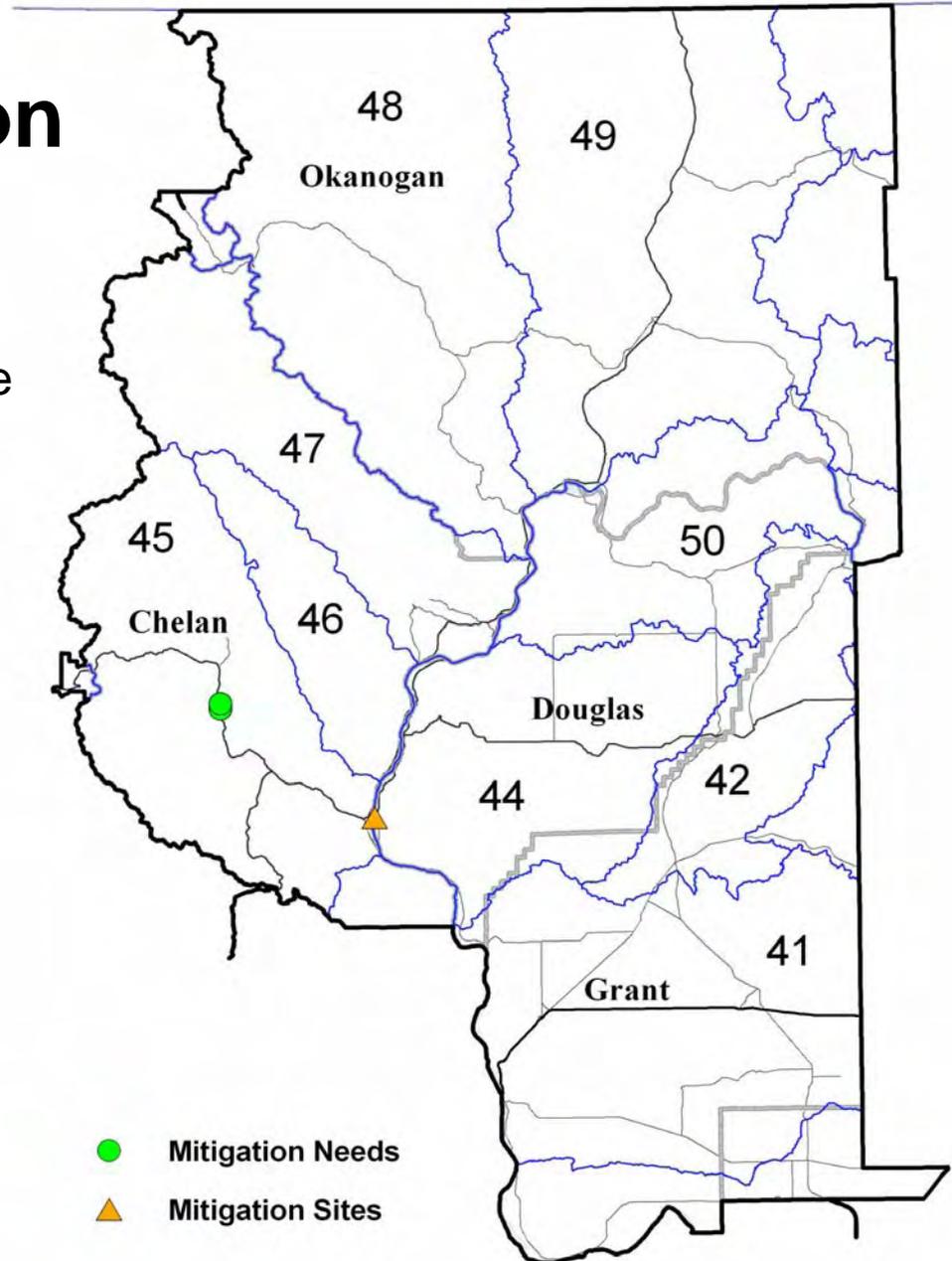
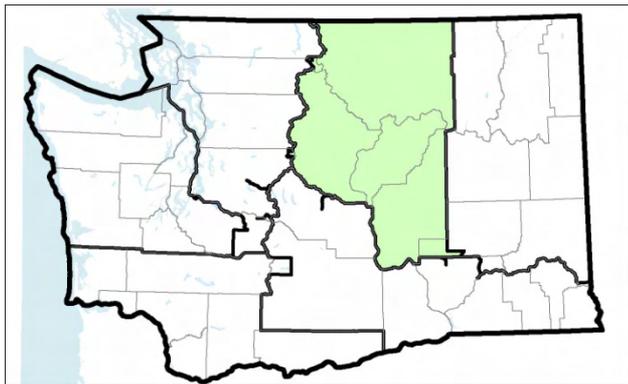
North Central Region

Mitigation Needs:

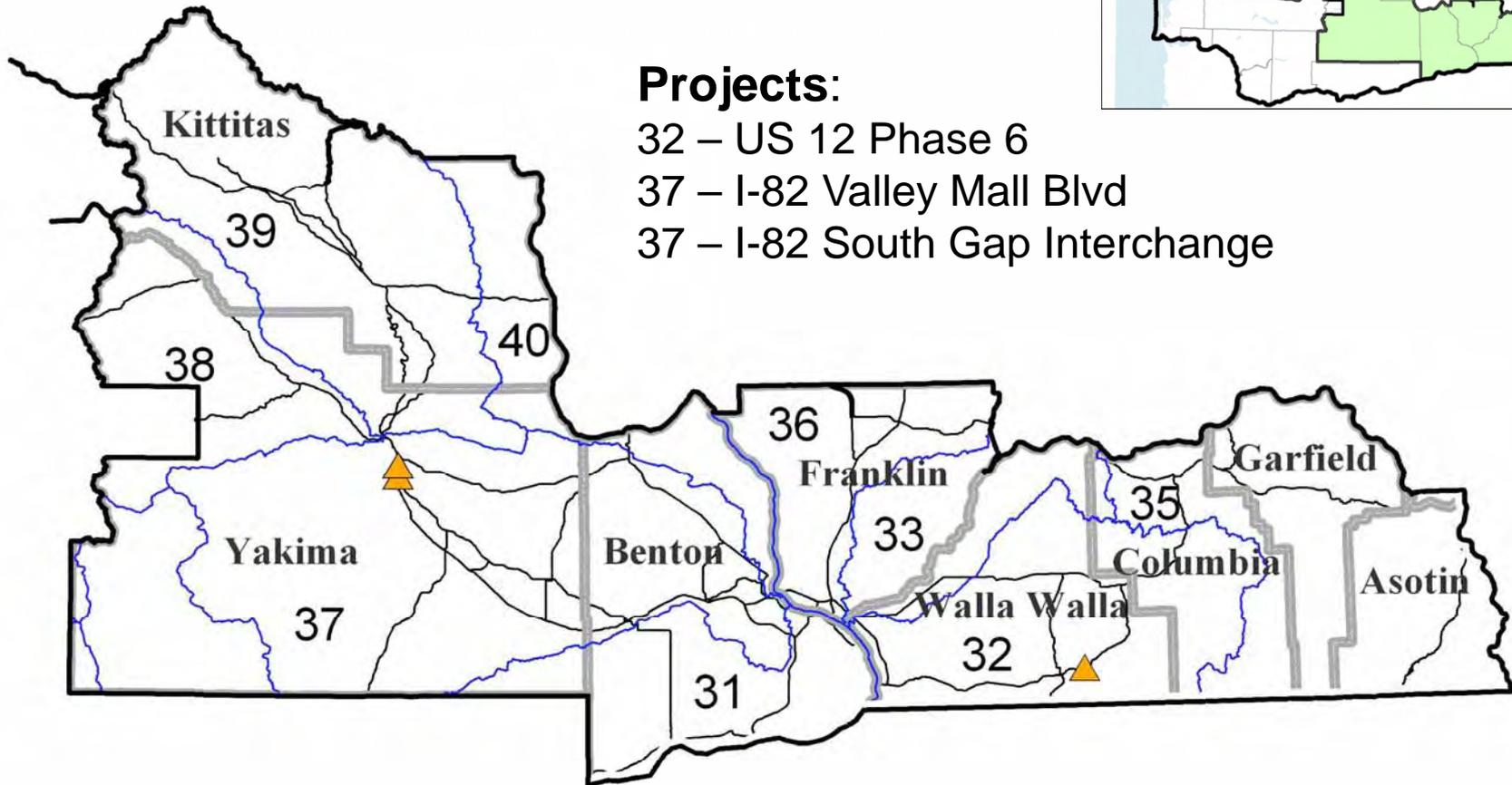
45 – US 2 / Chiwaukum Ck. Bridge
45 – Wenatchee River Bridge

Contact:

Claton Belmont
Environmental Mgr.
North Central Region
509-667-3055



South Central Region



Projects:

- 32 – US 12 Phase 6
- 37 – I-82 Valley Mall Blvd
- 37 – I-82 South Gap Interchange

Contact:

Jason Smith, Environmental Mgr.
South Central Region
509-577-1921

▲ Mitigation Sites