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

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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

Revenue Forecasting & Financing

Budget & Program Development

Legislative Approval
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.
http://www.transinfo.state.wa.us/projects/gis/mapping/interactivemap.asp
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 section SR 530 had exceeded its lifespan, and needed to be re-paved to create a safe driving surface.

How You Benefit

Improvess 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.

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

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Olympic Region

Mitigation Needs:
10 – I5 HOV
15 – SR3 Belfair
18 – US101 Shore to Kitchen

Contact:
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Southwest Region

Mitigation Needs:
28 – SR14 Marble Rd
28 – SR14 Cape Horn Bridge
29 – US97 Goldendale

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North Central Region

Mitigation Needs:
45 – US 2 / Chiwaukum Ck. Bridge
45 – Wenatchee River Bridge

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South Central Region

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

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Mitigation Sites