



The Alaskan Way Viaduct
& Seawall Replacement Project

Draft
Permit Strategy

Submitted to:
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1 **SR 99 | Alaskan Way Viaduct & Seawall Replacement Project**

2
3 **Draft Permit Strategy**

4 **Agreement No. Y-7915**

5 **Task AX**

6
7 The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the
8 Federal Highway Administration (FHWA), the Washington State Department of Transportation
9 (WSDOT), and the City of Seattle. To conduct this project, WSDOT contracted with:

10
11 **Parsons Brinckerhoff Quade & Douglas, Inc.**

12 999 Third Avenue, Suite 2200
13 Seattle, WA 98104

14
15 **In association with:**

16
17 BERGER/ABAM Engineers Inc.
18 Black & Veatch
19 Cosmopolitan Engineering Group, Inc.
20 David Evans and Associates, Inc.
21 Entech Northwest Inc.
22 HDR
23 Jacobs Civil Inc.
24 Mimi Sheridan, AICP
25 Parametrix, Inc.
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| 1 | | |
| 2 | | |
| 3 | | |
| 4 | AWVSRP | Alaskan Way Viaduct and Seawall Replacement Project |
| 5 | City | City of Seattle |
| 6 | CPT | Core Permit Team |
| 7 | CSO | combined sewer overflow |
| 8 | CZM | Coastal Zone Management Act |
| 9 | Ecology | Washington State Department of Ecology |
| 10 | EIS | environmental impact statement |
| 11 | FHWA | Federal Highway Administration |
| 12 | IPT | Integrated Project Team |
| 13 | JARPA | Joint Aquatic Resources Permit Application |
| 14 | NEPA | National Environmental Policy Act |
| 15 | NMFS | National Marine Fisheries Service |
| 16 | NPDES | National Pollutant Discharge Elimination System |
| 17 | PE | Project Engineer |
| 18 | PF | Permit Forum |
| 19 | PS&E | Plans, Specifications and Estimates |
| 20 | Port | Port of Seattle |
| 21 | ROW | Right-of-way |
| 22 | SEPA | State Environmental Policy Act |
| 23 | SHPO | State Historic Preservation Office |
| 24 | SR | State Route |
| 25 | SWPT | System-Wide Permit Team |
| 26 | USACE | U.S. Army Corps of Engineers |
| 27 | USFWS | U.S. Fish and Wildlife Service |
| 28 | WDFW | Washington State Department of Fish and Wildlife |
| 29 | WDNR | Washington State Department of Natural Resources |
| 30 | WSDOT | Washington State Department of Transportation |
| 31 | | |
| 32 | | |

Alaskan Way Viaduct and Seawall Replacement Project - Permit Strategy

1.0 Introduction

This report builds on and amplifies the information contained in the [Environmental Permits and Approvals Guide](#) prepared for the Alaskan Way Viaduct and Seawall Replacement Project (AWVSRP), dated April 2006. [The document is intended to provide for a permit process that minimizes risk and maximizes communication and coordination between permit authorities, engineers, designers, staff preparing permit applications, construction management staff, and contractors to ensure that the process runs smoothly and the project conforms to the terms and conditions of permits and approvals.](#)

The report describes strategies and procedures for facilitating permit review and ensuring that permits do not become the critical path for the project. The complexity of the AWVSRP demands a permit process that minimizes risk and maximizes communication and coordination between permit authorities, engineers, designers, permit writers, and contractors to ensure that the permit process runs smoothly and the project conforms to the terms and conditions of approval.

This report provides the following:

- Identification of required permits and approvals for the project,
- Review of timing for permits – when they are needed, how they fit into the overall project schedule, and which activities trigger them;
- Methodology for how permits will be obtained and for streamlining permit review;
- Identification of roles and responsibilities of the people tasked with obtaining permits and approvals;

- 1 • Discussion of processes to manage change and risk during the life of the project (regulatory changes, project changes, etc.);
- 2 • Methodology for how environmental and permitting conditions, commitments, and mitigation will be implemented and
- 3 monitored;
- 4 • Discussion of what is involved in closing out permits,
- 5 • Processes for agency, internal team and contractor coordination, and
- 6 • Procedures to document the permit process.

1.1 Overview of Project Permitting

8 The AWVSRP is anticipated to take anywhere from 7 to 10 years to construct depending on the alternative and construction methods
9 chosen and during that time a large volume of traffic must be rerouted, which will cause severe traffic congestion. The project will also
10 have a large impact on businesses in this area.

11 The project involves multiple partners including Federal Highway Administration (FHWA), Washington State Department of
12 Transportation WSDOT, and the City of Seattle. . The work involves activities that trigger over 30 types of permits and approvals and
13 there will be multiple permits required over the life of the project. The different permits required result in the involvement of 14
14 federal, state, and local permitting authorities or entities each with their own mandates and regulations, which may conflict with each
15 other. Thus, coordination and communication during permitting is critical. As time moves forward there will be changes in the design,
16 as well as changes in laws, regulations, plans and policies that pertain to or affect permitting. Some of these may be developed
17 unrelated to AWVSRP (and still affect the project) others may be specifically for the project. All these aspects create a unique and
18 complex process for obtaining permits and approvals.

19 In addition, the complexity and timing of the project (i.e., the aggressive schedule) mean that delays will have large economic impacts
20 on the project as material and labor costs continue to escalate over time. It is extremely important to have a flexible strategy to obtain
21 permits and approvals without delaying the schedule and a process for managing change and risks.

1 Current work on permits is being led by the Integrated Project Team (IPT) - Permit Team. Information needs will be provided by
2 other IPT members including the design, environmental and utility teams. , WSDOT personnel, City of Seattle from the Department
3 of Transportation (SDOT), Department of Planning and Development (DPD), Seattle Public Utilities (SPU), and Seattle City Light
4 (SCL), consultants, and staff at other agencies such as the U.S. Army Corps of Engineers (USACE), Washington Department of
5 Ecology (Ecology), are also involved in permitting the project.

6 This document lays out the framework for obtaining permits for the AWVSRP that will be followed by the Permit Team. Some of the
7 guiding principles include: (1) Have early, on-going and transparent communication and coordination between the permit team and
8 permit authorities, (2) Dedication of appropriate staff resources who are adequately trained for permit application preparation and
9 permit review, (3) Proactive tracking, monitoring, and implementation of permit conditions of approval and mitigation measures, and
10 (4) Development of an effective system for managing change and risk.

1.2 Project Description

12 The existing Alaskan Way Viaduct (State Route [SR] 99) and Alaskan Way Seawall were damaged in the 2001 Nisqually earthquake, are
13 at the end of their useful life, and must be replaced. The Federal Highway Administration, Washington State Department of
14 Transportation, and City of Seattle plan to replace the existing facilities to provide structures capable of withstanding earthquakes and
15 to ensure that people and goods can safely and efficiently travel within and through the project corridor. The SR 99 Corridor provides
16 vital transportation connections in, to, and through downtown Seattle, as well as between various other regional destinations. The
17 seawall supports Seattle's central waterfront, the Alaskan Way surface street, and numerous utilities serving downtown Seattle. The
18 seawall also retains the land beneath the foundations of the viaduct. Failure of either structure would create severe hardships for the
19 city and region and could possibly cause injury or death.

20 A Draft Environmental Impact Statement (DEIS) was completed in **XXXX**. The DEIS evaluated five Build Alternatives and a No
21 Build Alternative. In late 2004, the lead agencies narrowed the five alternatives down to two—Tunnel and Rebuild to move forward.
22 In December 2004, the project proponents identified the Tunnel Alternative as the Preferred Alternative and carried the Rebuild
23 Alternative forward for analysis as well.

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1 Since that time, additional impacts of engineering and design has been updated and refined for the Tunnel and Rebuild Alternatives.
2 Due to the magnitude of the changes in the design of the Rebuild Alternative, it has been renamed the Elevated Structure. In addition,
3 a number of construction scenarios have been proposed and in July 2006, these two alternatives were further evaluated in a
4 Supplemental Draft Environmental Impact Statement (SDEIS).

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2 **2.0 Required Permits and Approvals**

3 This section summarizes the activities that trigger permits and approvals required for the project - for which there are over 30 types.
4 As can be seen in Table 1, permits and approvals are required from multiple agencies. Each has a different timeframe for issuance and
5 appeals. Additional information on individual permitting processes can be found in the *Alaskan Way Viaduct Seawall Replacement Project*
6 *Environmental Permits and Approvals Guidebook* included as Appendix A. Also included in Appendix A are preliminary project permit
7 schedules.

8 The permits necessary for the project are separated into two groups – permits and approvals required for construction and those
9 required for operation. The discussion of the construction permits are further separated into two groups: environmental permits and
10 contractor permits. Generally, the environmental permits for construction would be obtained by the project permit team and the
11 contractor permits would be obtained by the contractors for their specific areas of construction work.

[Insert Table 1 - Summary Matrix of Environmental Permits/Approvals - Jesse put this together in WSDOT format]

2

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2.1 Activities Triggering Permits and Approvals

3 There are a variety of activities that trigger permits. For example, work in or near (within 200 feet) of the water generally triggers a suite
4 of water resource and shoreline related permits and approvals. These include permits issued by the US Army Corps of Engineers
5 (Section 404 and Section 10 permits); the Washington Department of Fish and Wildlife (WDFW) (Hydraulic Project Approval or
6 HPA), and City of Seattle Shoreline Substantial Development Permit as well as approvals by the Washington State Department of
7 Ecology (Ecology) (Section 401 and Coastal Zone Management Act (CZM) certifications).

8 In addition, any activity that disturbs the ground or involves movement of dirt triggers the need for permits including City of Seattle
9 grading permits and drainage review approvals. Discharges of groundwater trigger the need for National Pollutant Discharge
10 Elimination System (NPDES) permits both for construction and operations from the Department of Ecology. Construction
11 dewatering may also trigger the need for an NPDES permit.

12 | The need for approvals is also triggered by construction activities that would impacts special areas of influence such as historic
13 preservation districts (e.g. the Pioneer Square Preservation District), rights-of-way (e.g., the Burlington Northern and Santa Fe railroad
14 and Seattle street system), special districts, or areas that hold special franchises, easements or licenses. Work within City rights of way
15 triggers the need for a street use permit. Table 1 includes common triggers for permits required for this project.

2.2 Construction Permits

17 2.2.1 Environmental Permits

18 Construction related environmental permits that will be obtained by the project team are identified below. Information on who
19 | will be applying for and managing the permit is listed in a Roles and Responsibilities Matrix found in Appendix C. Note: that
20 the contractor(s) may obtain some permits. Contractor activities and responsibilities are described in more detail in Section 2.2.2.

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2.2.2 Contractor/Construction Permits

The construction related permits shown below will be the responsibility of the contractor to obtain. These are all issued by the City of Seattle. Contractor bid packages will include a specification requiring the contractor to obtain appropriate permits and to meet the terms and conditions of those permits. The project Permit Team will work closely with contractors to ensure permit conditions are consistent with permits previously issued and that permits are obtained in a timely manner. Additional contractor permit requirements are being evaluated, as is a check-in point by the Permit Team for permits obtained by the contractor.

- Building permits
- Electrical permits
- Mechanical permits
- Plumbing permits
- Elevator permits
- Fire Code Inspections
- Energy Code Compliance and Approval

2.3 Operational Permits

2 There are two NPDES permits from Ecology that will be necessary for operation of either the tunnel or the elevated structure option.
3 These are existing City NPDES permits – administered and overseen by Seattle Public Utilities (SPU): The **XXX (insert correct name**
4 **and number of this permit)** is the permit governing the management of stormwater in the City of Seattle. The waste discharge permit
5 **(insert correct name here)** governs the management of combined sewer overflows (CSO) in the City. These two permits include
6 established water quality and quantity limits for discharges of stormwater and CSO into Elliott Bay.

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7 SPU¹ is the lead contact and is responsible for coordinating with Ecology for SPU's two existing NPDES permits. In addition, SPU
8 will be the lead point of contact for communication and coordination with Ecology as these permits relate to AWVSRP utility
9 relocation or replacement (stormwater and sewer).

10 The third operational permit is an NPDES Waste Discharge Permit. This will be required to control stormwater and groundwater
11 seepage for a tunnel alternative. It is unclear at this time who will obtain and administer this permit.

12

3.0 Permit Acquisition

14 In general, the majority of permits required for this project will be applied for and managed by members of the Project Permit Team² -
15 a multi-agency effort to streamline existing permitting processes. In addition, regulatory agency representatives on the Project Permit
16 Team will issue permits. Chapter 3 describes the general makeup of the permit team and the team organization, roles and
17 responsibilities, the general permit application process, strategies for how permits and approvals will be obtained, how permit

¹ SPU and the permit team will work closely together on any potential modifications that Ecology may require to the two existing NPDES permits to ensure
consistent development and implementation of permit conditions for operational and construction NPDES permits.

² Exceptions include SPU's stormwater and waste discharge operating permits and those permits to be obtained by the contractor.

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1 conditions will be developed and incorporated into the project and how permits and approvals will be managed through the life of the
2 project.

3.1 Project Permit Team

4 This section describes the permit team organization, the roles and responsibilities of the team members, as well as the strategy of using
5 dedicated staff for permit review.

6 3.1.1 Permit Team Organization

7 The project permit team is made up of three main groups: (1) System-Wide Permit Team (SWPT), (2) Permit Forum (PF), and (3)
8 Integrated Project Team (IPT). The teams are led by the Permit Team Manager who has the responsibilities of: developing and
9 implementing permit strategies, processes and streamlining efforts, coordinating with Integrated Team Members, maintaining
10 permit schedules and ensuring the acquisition of permits and approvals are on time.³ An organizational chart and team
11 membership are included in Appendix D. [Move Table 3 to Appendix D](#)

13 3.1.1.1 *System Wide Permit Team*

14
15 The **System-Wide Permit Team (SWPT)** is currently composed of staff from WSDOT, various departments within the City
16 including the Department of Planning and Development (DPD), Department of Transportation (SDOT), Seattle Public Utilities
17 (SPU), Seattle City Light (SCL), and the Fire and Police Departments, and a team of consultants.

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18
19 The SWPT is responsible for assisting in the development and implementation of the permit strategy. In addition, the team
20 provides strategic advice on permit streamlining and processes. The team will also assist in the review of permit applications

³ [The permit Team Manager reports directly to the project Environmental Manager manages the environmental review, compliance and permitting processes.](#)

1 and in some instances may obtain specific permits or approvals. e.g. City light BPA approval, SPU operational permits – add
2 some language here.

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4 Within the SWPT is a core group of staff that is responsible for administrative work and coordination of the overall permit effort.
5 Responsibilities of the core group include:

- 7 • Schedule meetings and take minutes
- 8 • Coordinate development and on-going revision of the permit strategy
- 9 • Hold weekly permit strategy meetings
- 10 • Manage and coordinate Permit Forum Meetings
- 11 • Prepare permit and approval applications
- 12 • Prepare and update the permit schedule as needed and integrate it with the overall project schedule (also track progress
- 13 against the schedule)
- 14 • Identify information needs required for permit applications
- 15 • Coordinate with the IPT to obtain information and materials for permit applications and assemble permit applications
- 16 • Maintain records and document the permit process
- 17 • Assist the permit lead in overall coordination of the permit process.
- 18 • Track permit review and respond to comments
- 19 • Work with the project Mitigation Lead to ensure that permit conditions are incorporated into construction bid documents
- 20 • Review permit applications and write conditions of approval

22 3.1.1.2 *Permit Forum*

23 The **Permit Forum** is in the process of being formed. It will be made up of regulatory staff from the various federal, state, and local
24 agencies that will be issuing and reviewing permit applications. The agencies that will be represented include: Ecology, Puget Sound
25 Clean Air Agency (PSCAA), WDFW, USACE, WDNR, NMFS/USFWS, and the City (SDOT and DPD). Some of these

1 representatives are WSDOT liaison staff that work at the various federal and state agencies. The role of the permit forum is to
2 facilitate and streamline permit review and to ensure issuance of permits in a timely manner.

3 The Permit Forum will begin meeting during early design and plan development beginning late 2006 and early 2007. The review
4 process will be similar to that employed by the state MAP (write out) Team and the City's Sound Transit project partnerships. This
5 process includes:

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- 6 ○ Early and numerous pre-application meetings
- 7 ○ Participating in a phased review of project permit applications, which includes:
 - 8 ○ Reviewing design submittals and plans at increasing levels of design;
 - 9 ○ Conducting early review of permit applications, and notifying the project of the need for changes or additions to the
10 applications prior to completion of environmental review;
 - 11 ○ Incorporating SEPA/NEPA mitigation measures into permits as appropriate; and
 - 12 ○ Conducting concurrent review of multiple related or batched permits issued by the City.

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13
14 During construction, the forum will continue to meet to keep the permitting agencies up-to-date on construction details and potential
15 permit issues.

16 17 3.1.1.3 *Integrated Project Team Support*

18 The **Integrated Project Team** consists of environmental, technical design, and engineering staff who will be providing
19 information to the SWPT and PF and will support the preparation of permit application materials. They will assist in the
20 development of permit applications by providing required exhibits, plans, and technical information as well as mitigation plans
21 and environmental commitments developed as part of the EIS.

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3.1.2 Dedicated Staff

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Due to the size and nature of the project, work will be anything but typical. This includes the issuance of permits. There are many points within permitting processes that could tie up the issuance of a permit. Lack of staff time and availability to review the myriad of complicated plans and construction sequences as well as the environmental documents. Dedication of that staff from regulatory agencies, is critical to streamline the permit application and review process. The City will be funding dedicated staff in the Department of Planning and Development and Street Use Division and to assist with obtaining and ongoing management of City permits. WSDOT has dedicated staff at USACE, NMFS/USFWS, Ecology and WDFW to assist with permitting and project review. However, while WSDOT is funding liaison staff at these agencies, they are not assigned solely to the project. Interagency agreements will need to be developed to ensure that dedicated resources are provided for the project.

WSDOT is working with the permitting agencies to ensure that the required resources with the necessary skills are in place at the permitting agencies to ensure the aggressive project schedule is able to be maintained. This may include staffing for short-term peak times, as well as staffing for extended periods of time depending on the function and nature of the permit review and compliance work of the permitting agency.

3.2 General Application Process

2 In general, environmental permits required for construction will be applied for and obtained by the SWPT. This will ensure
3 consistency in the permitting approach from one phase or section of the project to another. In addition, this will provide
4 regulatory agencies with a stable point of contact during the multiple years of construction. Having the SWPT obtain project
5 permits also provides a means for ensuring the consistent permit conditions are communicated to the multiple contractors that
6 will be working on the project.

7
8 Contractor permits will be applied for by the particular contractor, who will be responsible for preparing the application,
9 responding to comments from the permit agencies, and ensuring that all conditions of the approval are complied with.

10
11 For each environmental construction permit application there will be a specific person from the SWPT who will be responsible
12 for preparing, submitting, and tracking the permit through issuance. This will include responding to additional requests for
13 information.

14
15 There will also be an agency or City lead responsible for coordinating the review of the permit at that agency or through the City
16 departments. The permit lead and agency lead will be the point of contact for any particular permit. For example, Seattle City
17 Light will be responsible for applying for and obtaining electrical transmission outage request approvals for their work in
18 relocating electrical transmission lines. **SPU will be responsible for (Insert Joy's language here?)**

3.2.1 QA/QC Process

19
20 All permit applications and support materials will go through a QA/QC process. The purpose of this process is to ensure that
21 permit application materials are complete and to reduce the number of potential requests for additional information from the
22 agencies.

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1 All permit materials will go through two rounds of QA/QC. Initially, there will be a draft submittal prepared. This submittal
2 will be reviewed by a QA/QC team that includes permit writers and engineers (yet to be designated). Once any revisions are
3 made, a final submittal package will be prepared. The final permit package will be reviewed by Sandy Gurkewitz or [her](#)
4 [designee](#).

6 The core permit team will prepare a QA/QC checklist form [or forms](#) that will be filled out by the person [responsible for](#)
7 preparing and [those who](#) review the permit [application](#) materials. The checklist will [address specific](#) permit deliverables, [and](#)
8 [identify the persons](#), assigned to prepare and review [the application](#) materials.

- 9 [The checklist will include, but not be limited to, the following information:](#)
- 11 • [confirmation that all items are included as required by the agency\(ies\);](#)
 - 12 • [review of written materials for adequacy, accuracy, and consistency with other project documents;](#)
 - 13 • [verification of calculations;](#)
 - 14 • [review of CADD, GIS, and any other drawings and graphics to assure that they meet format and content requirements;](#)
 - 15 • [confirmation that the materials appropriately address requisite SEPA/NEPA mitigation measures; and](#)
 - 16 • [formatting and spell checking.](#)

18 The checklist will include space for signatures by all parties and will document the QA/QC process for permit applications. [The](#)
19 checklist will be included as part of the documentation files [discussed in Section 6.2 of this document](#).

20 3.2.2 [Generalized Permit Process](#)

21 Figure 4 is a flow diagram that shows the generalized permit process for the overall project.

23 [Figure 4 – Flow Chart](#)

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2
3 Permit discussion with the agencies have begun already, but will increase in
4 frequency in early 2007. The strategy to enable the permit process to maintain
5 the overall project schedule is to submit permit application packets prior to the
6 issuance of the final SEPA or NEPA EIS, after the design concurrence milestone
7 has been reached. This will allow sufficient review time so that the only
8 impediment to a permit decision is the issuance of a final SEPA EIS for state and
9 local permits, and the issuance of a ROD for federal permits (see Figure 3).
10 During the review period, permitting agencies will inform the SWPT of
11 application deficiencies. The SWPT will in turn provide additional information
12 needed to complete the application packet.

13
14 City and state permits cannot be issued prior to completion of SEPA
15 environmental review. After the issuance of the FEIS (in late 2007), the project
16 will 'decouple' the SEPA and NEPA processes. At this point, SEPA will be
17 complete (barring an appeal) and SEPA documents will be submitted to
18 permitting agencies. This completes the permit application. City and state
19 permits can be issued 7 days later. City permits have a 10-21 days appeal period
20 following issuance. State permits have a 30-day appeal period following
21 issuance.

22
23 While the SEPA process will be completed earlier than the NEPA process,
24 Federal permits cannot be obtained until after the issuance of a NEPA FEIS, and
25 subsequent issuance of the Record of Decision 90 days later (early 2008). (Note:
26 For smaller FHWA funded projects, the Corps of Engineers has issued
27 conditional permits effective after completion of the NEPA process. This avenue
28 will be explored for the Section 404/Section 10 permits.) Following issuance of
29 the ROD, permits may be issued if there are no appeals. The federal permits for
30 the AWVSRP have a 30 to 45-day appeal period (USACE permits).

31
32 [3.5.3.2 Early Action – Shoreline Permitting](#)
33 [During the previous environmental process, it was recognized that the City](#)
34 [Shoreline Master Program would apparently not allow for construction of either](#)
35 [a tunnel or an elevated structure within the shoreline district. City staff has been](#)
36 [working to prepare amendments and to the City's Comprehensive Land Use](#)
37 [Plan and Shoreline Master Plan. This effort has included staff from DPD, SDOT,](#)
38 [SCL and SPU in addition to the City's legal staff who examined City codes to](#)
39 [determine where code amendments and ordinance revisions were needed to](#)
40 [facilitate construction of the AWVSRP.](#)

41
42 [This work was important to the schedule because there is a relatively small](#)
43 [window of time each year to make these changes \(e.g., changes to the](#)
44 [comprehensive plan are made once per year\). The code amendments are May](#)
45 [have a significant effect on what permits will be needed for specific segments of](#)

Deleted: included staff from DPD, SDOT, SCL and SPU in addition to the City's legal staff who examined City codes to determine where code amendments and ordinance revisions were needed to facilitate construction of the AWVSRP. This work was important to the schedule because there is a relatively small window of time each year to make these changes (e.g., changes to the comprehensive plan are made once per year). The code amendments are May have a significant effect on what permits will be needed for specific segments of the AWVSRP project (such as those that would occur within the shoreline district). ¶

¶
One of the major code changes that is currently being investigated is to recognize the project as an "essential public facility." This designation would allow the project to be exempt from land use requirements and would allow the facility to be constructed in the shoreline zone (under the current shoreline code a tunnel facility is not allowed). This same designation was used for the monorail proposal and the Sound Transit light rail transit system. As part of designating the project an essential public facility, language and specific development standards would be created to allow it to be built (including permission for interim staging, parking, signage, and other construction-related uses) while providing appropriate safeguards and conditions. During the summer/fall 2006 timeframe code changes are being submitted to ... [3]

Deleted: Within the same timeframe, there are several early work items that will require permitting. For example, sediment testing and relocation of two electric utility lines and 5 feeder electric lines that are hanging from the viaduct (see Section 3.6 for discussion of these and other items). The sediment testing is necessary for the seawall (and tunnel) work. The electrical relocation is necessary because these utilities are at risk. In the event of an earthquake these utility lines could be disrupted resulting in loss of electricity to ... [4]

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1 [the AWVSRP project \(such as those that would occur within the shoreline](#)
2 [district\).](#)
3
4 [One of the major code changes that is currently being investigated is to recognize](#)
5 [the project as an “essential public facility.” This designation would allow the](#)
6 [project to be exempt from land use requirements and would allow the facility to](#)
7 [be constructed in the shoreline zone \(under the current shoreline code a tunnel](#)
8 [facility is not allowed\). This same designation was used for the monorail](#)
9 [proposal and the Sound Transit light rail transit system. As part of designating](#)
10 [the project an essential public facility, language and specific development](#)
11 [standards would be crated to allow it to be built \(including permission for](#)
12 [interim staging, parking, signage, and other construction-related uses\) while](#)
13 [providing appropriate safeguards and conditions. During the summer/fall 2006](#)
14 [timeframe code changes are being submitted to the City Council for review and](#)
15 [approval \(see Figure 3\). The goal is to have all code revisions in place by end of](#)
16 [2006.](#)

17
18 [3.5.3.2 Early Action – Permitting of Independent Actions](#)
19 [In the immediate future, there are several early work items that require](#)
20 [permitting. Sediment testing and relocation of two electric utility lines and 5](#)
21 [feeder electric lines that are suspended from the viaduct \(see Section 3.6 for](#)
22 [discussion of these and other items\). The sediment testing is necessary for the](#)
23 [seawall \(and tunnel\) work. The electrical relocation is necessary because these](#)
24 [utilities are at risk. In the event of an earthquake these utility lines could be](#)
25 [disrupted resulting in loss of electricity to a large portion of the downtown area.](#)
26 [For this reason, the electrical work has been identified as a separate project](#)
27 [\(having independent utility from the larger AWVSRP\).](#)

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28
29
30 [3.5.3.2 Early Action – Other Activities](#)
31 [See Section 3.6 for a discussion of other potential actions.](#)
32

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3.3 Obtaining Specific Permits and Approvals

3 [Table 4 summarizes the permitting process opportunities for the approximately](#)
 4 [30 types of permits that will be required for this project. Some types of permitted](#)
 5 [activities would be covered under a project-wide permit while others will need](#)
 6 [individual permits to cover a specific and limited activity. Project-wide](#)
 7 [permitting refers to the process of obtaining one permit \(Corps 404 permit for](#)
 8 [example\) to cover all activities, over the life span of the project, which are](#)
 9 [associated with the project and that would trigger the need for the permit.](#)
 10 [Individual permits are appropriate for activities with a limited geographic area,](#)
 11 [type of activity, or time frame.](#)

13 3.3.1 Project-Wide

14 Permit Opportunities

15 Project-wide permits are typically acquired for projects where there are few or no
 16 stand-alone components or sections of the project, where the activities subject to
 17 the permit can be completed within the timeframe of the permit, where the
 18 permit is easily amended or updated, or where there is potential for a lengthy
 19 permitting process. For the AWVSRP, there are a number of permits amenable
 20 to project-wide permitting. The advantage of this approach is up-front time
 21 savings by limiting public review and time for appeals for one versus many
 22 permits. The risk, however, may come later in the project. Changed conditions
 23 during construction may require permit amendments which may be subject to
 24 additional public review and appeal periods. If appealed, stop work orders
 25 could be issued until the appeal is resolved.
 26

Deleted: Approximately 30 different types of permits will be required for completion of the AWVSRP (see Tables 1 and 2). Different strategies will be employed in obtaining these permits based on a number of factors including: ease of obtaining the permit through the existing permitting process, time for public review and appeals, stage of design, procedural and regulatory requirements, and the type of coverage provided by a particular permit or approval. The permit strategies for obtaining permits include two options for project-wide permits, individual permits by activity, facility operation or geographic area, and contractor permits. Table 4 summarizes these strategies. ¶

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Table 4 – Summary Permitting Strategies

| PROJECT-WIDE PERMITS | | INDIVIDUAL PERMITS | | | CONTRACTOR PERMITS |
|--|---|--|--|--|--|
| One Permit for Life of Project | Master Agreement/Phased or Batched | By Activity | For Facility Operation | By Geographic Area or Site | City/State |
| <ul style="list-style-type: none"> ▪ Section 404/Section 10 permit issued by USACE ▪ Hydraulic Project Approval (HPA) issued by WDFW ▪ Section 401 certification issued by Ecology ▪ Coastal Zone Management approval issued by Ecology ▪ Aquatic Land Lease issued by WDNR ▪ Noise Variance issued by the City ▪ Stormwater and Drainage Control Review issued by the City | <ul style="list-style-type: none"> ▪ Shoreline Substantial Development Permits issued by the City ▪ Other Master Use Permits (MUP) issued by the City ▪ Street Use or Improvement Permits issued by the City | <ul style="list-style-type: none"> ▪ NPDES Wastewater Discharge Permit (separate permits for dewatering and CSO work) issued by Ecology ▪ NPDES Construction Stormwater Individual Permit issued by Ecology ▪ Grading permit issued by the City | <ul style="list-style-type: none"> ▪ NPDES Municipal General Stormwater Permit issued by Ecology ▪ NPDES Wastewater Discharge Permit for CSO Operation issued by Ecology ▪ NPDES Wastewater Discharge Permit for Tunnel Operation issued by Ecology | <ul style="list-style-type: none"> ▪ Pioneer Square Preservation Board Approval ▪ International Special Review District Approval ▪ Pike Place Market Historical Commission Approval ▪ Landmark Building Approval ▪ Side Sewer Permit issued by the City ▪ Demolition Permit issued by the City | <ul style="list-style-type: none"> ▪ Building permits ▪ Electrical permits ▪ Mechanical permits ▪ Plumbing permits ▪ Elevator permits ▪ Fire Code Inspections ▪ Energy Code Compliance and Approval |

Two strategies are recommended for obtaining project-wide permits:

- Obtaining single permits issued for the life of the project.
- Obtaining master permit agreements issued for the life of the project, with individual construction permits issued by project phase, geographic area, or individual contract under the master agreement.

The applicability of these two strategies for required permits is described below.

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3.3.1.1 **One Permit for the Life of the Project**

It is recommended that the following permits be obtained as a single permit for the life of the project.

- USACE Section 404/Section 10 permit
- WDFW Hydraulic Project Approval (HPA)
- Ecology Section 401 certification
- Ecology Consistency with Coastal Zone Management (CZM)
- WDNR Aquatic Land Use Authorization
- Seattle Noise Variance
- Seattle Stormwater and Drainage Control Review
- (Shoreline Substantial Development Permit – this permit could be applied for either as a life of the project permit or a master agreement/phased permit [see next section]. The Shoreline Substantial Development permit could be a life of the project permit, particularly if the AWVSRP is deemed an “essential public facility” – see discussion under Section 3.2.2).

The federal and state permits listed above involve water related work. These permits typically are issued for the life of the project (e.g., the permit does not expire) and are closely associated with one another. For example the Section 404/10 permit also requires the Section 401 and CZM Certifications. The timeframe for obtaining these permits particularly the Section 404/10 permit can be long, as the permit requires coordination on the Section 401 and CZM Certification, as well as compliance with the Endangered Species Act, Marine Mammal Act and Magnuson Stevens Fishery Act. In addition, there are several opportunities for other parties to contest or appeal the permit (causing the permit approval to be delayed). Thus, it makes sense to apply for the permits for in-water work for the entire project.

The noise variance code is in the process of being rewritten and in its new form will be amenable to provide permit coverage for the entire project. Stormwater and drainage control from the City’s perspective is best viewed with an eye towards a comprehensive approach to handling construction stormwater runoff. It is recommended that drainage review occur in the context of the entire project.

The benefits of the one permit for the life of the project is that it provides some certainty related to the approval conditions. That is, the permit conditions wouldn’t

vary because there would be no need to apply for another permit (there is the potential for regulations to change over time and you would already be vested under the conditions of the permit). It also reduces the opportunities for appeal of the permit. The drawback would be if there were substantial changes in the project design that necessitated application for a new permit.

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3.3.1.2 **Master Agreement with Phased or Batched Construction Permits**

An existing City permitting process for the Central Link Light Rail project (Sound Transit) allows for the review of phased or batched permits via an overarching ‘master’ agreement. The agreement is found in a 2000 Memorandum of Understanding, as well as in City ordinances approved by City Council. The agreement requires concurrent review of permit submittals by the DPD and SDOT and allows the issuance of construction permits by these agencies throughout the life of the project. It is proposed that ‘master’ permit agreements be developed for the AWVSRP jointly by the Project Permit Team and City for the following:

- o Seattle Shoreline Substantial Development Permits
- o Other Master Use Permits (MUP)
- o Seattle Street Use or Improvement Permits

The benefit of this approach is that the overarching agreement provides some certainty for the permit review process including specified review times and dedication of staff and other conditions that can be specified in the agreement to facilitate permit review. There are benefits by specifying standard conditions of approval to be applied to phased permits that can be incorporated into the design (basically pre-approved more general mitigation conditions).

Batching permits assumes that the level of design information is comparable for the permits to be batched, but may run the risk of controversial portions of the project delaying non-controversial portions. If certain design elements proceed in advance of others then that could affect how the permit applications are packaged.

3.3.2 **Individual Permits for Certain Activities, Facility Operation or Work within Certain Geographic Areas**

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As much as possible, the project Permit Team will work with regulatory agencies to streamline permitting through the incorporation of all aspects of the project into single project permits. However, in many cases this will not be possible due to differing procedural and regulatory requirements for various permits. The following are individual permits and approvals required for differing activities, operations, work within geographic areas, or work on specific sites.

3.3.2.1 **Permits for Certain Activities**

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Permits related to specific activities include stormwater discharge and grading. For example, a grading permit would be required outside the AWVSRP right-of-way (the right-of-way is exempt because of ownership by WSDOT). When grading was necessary outside the ROW then application for a permit would be made.

- NPDES Wastewater Discharge Permit (for dewatering to Puget Sound) – issued by the Department of Ecology (May be covered by the NPDES Construction General Stormwater Permit)
- NPDES Construction Stormwater Permit – Individual from Ecology
- Grading permit (parcel by parcel, more than one for work outside ROW) issued by City of Seattle (DPD).

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3.3.2.2 **Permits for Facility Operation**

As part of the operation of the AWVSRP permits will be necessary for stormwater and wastewater discharge. The first two permits listed below are existing permits administered by SPU. These may not require any amendments, but SPU will work with Ecology to make that determination. The final permit will be needed for stormwater that leaks into the tunnel (if the tunnel alternative is selected). This permit will likely be administered by WSDOT.

- NPDES Municipal General Stormwater Permit issued by Ecology
- NPDES Wastewater Discharge Permit for CSO Operation issued by Ecology.
- NPDES Wastewater Discharge Permit for Tunnel Operation issued by Ecology.

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3.3.2.3 **Permits for Geographic Areas or Sites**

Some of the activities associated with the AWVSRP would be either located within or adjacent to three special districts: Pioneer Square, International District, and Pike Place Market. Each of these areas has additional requirements for permits or approvals that would occur in or affect those areas. Thus, there is an additional review process through the district boards or commissions. There is also an additional review process associated with impacts to landmark buildings.

- Pioneer Square Preservation Board Approval
- International Special Review District Approval
- Pike Place Market Historical Commission Approval
- Landmark Building Approval
- Side Sewer Permits
- Demolition Permits

For certain permits such as City of Seattle side sewer and demolition permits, it is recommended to 'batch' process individual permit applications within geographic

areas. For example, for the purposes of the environmental impact statement and design the project has been divided into the south, central waterfront, north waterfront, and north sections. If the project is sectioned off in a like manner for the purposes of contracting the project, then this approach would be beneficial because typically the City would do the same thing during review. For example, for side sewer permits the City would review all the side sewers affected within each city block.

3.3.3 **Permits Obtained By The Contractor**

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There are number of environmental permits that are typically obtained by contractors (see Table 2). The Project Permit Team will work closely with contractors to ensure permit conditions are consistent with permits previously issued and that permits are obtained in a timely manner. Additional contractor permit requirements are being evaluated, as is a check-in point by the Permit Team for permits obtained by the contractor.

3.4 **Developing Permit Conditions**

3.4.1 **NEPA/SEPA Commitments and Mitigation Plans**

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The core permit team will work with the Environmental Program Manager (Kate Stenberg), NEPA/SEPA leads (David Mattern and Kathy Rossi), the IPT and the PF to incorporate the environmental commitments (mitigation measures) made during the EIS process into permits and approvals and construction bid documents. This process will be lead by David Mattern who will be responsible for creating a list of environmental commitments and mitigation measures. These will be forwarded to the Permit Forum and System-Wide Permit Team for incorporation into permits and approvals. These will also be forwarded to the IPT for incorporation into the design of the project.

(Note: The IPT has been involved with the EIS team in developing design commitments related to mitigation measures developed for the EIS. Thus, the design has been evolving to include environmental commitments as the EIS process has moved forward.)

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3.4.2 **Standard Permit Conditions**

There are standard permit conditions that typically accompany the various types of permits. The SWPT will work with the PF to identify these standard permit conditions and ensure that they are incorporated into the design and permit applications prior to permit submittals.

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3.4.3 Best Management Practices

There are standard permit conditions that are typically included with the various types of permits. The SWPT will work with the PE to identify these standard permit conditions and ensure that they are incorporated into the design and permit applications prior to permit submittals.

Permit conditions are also commonly based on known and accepted construction Best Management Practices (BMPs). For example, many permit authorities recognize and require Ecology's Stormwater Management Manual for Western Washington BMPs for managing erosion and stormwater runoff during construction to be incorporated into project design. The SWPT will work with IPT to assure that these expected common BMPs are incorporated into the plans and documents as part of the permit submittal packages. The purpose of this activity is to help streamline permit review by incorporating common BMPs into the plans and documents ahead of time before submitting permit applications. These BMPs will also be carried forward and incorporated into the construction documents following permit issuance.

Deleted: There are common permit conditions that are typically based on Best Management Practices (BMPs) for construction activities. For example, Ecology's Stormwater Management Manual for Western Washington describes typical BMPs for managing erosion and stormwater runoff during construction. Many permit authorities recognize and require Ecology's BMPs to be incorporated into their projects. The SWPT will work with IPT to incorporate these expected common BMPs into the plans and documents as part of the permit submittal packages. The purpose of this activity is to help streamline permit review by incorporating common BMPs into the plans and documents ahead of time before submitting permit applications. These BMPs will also be carried forward and incorporated into the construction documents following permit issuance

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3.4.4 Performance Standards

Sandy – Not sure if we still need this section or not.

KF Potential language:

Performance standard for project impact mitigation will be established by conditions of applicable permits to assure success of mitigation measures. The Mitiation Compliance Team will be responsible to ensure that performance standards are met or that appropriate adaptive management steps are taken to assure permit compliance. The Compliance Team will work with regulatory agencies to establish appropriate adaptive management procedures and standards.

3.5 Permitting Through the Life of the Project

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3.5.1 Change Management System

Because of the long timeframes involved in the project and the complex nature of the project, it will be necessary to create a process for managing change. It is particularly vital to have a plan in place with the design team and permitting authorities so that changes made during the permit process do not unduly delay permit approval. In addition, it is important to have a process for managing change during construction. A change management plan will need to be developed by SWPT?? to account for changes in project design, regulations, and project conditions.

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The change management plan will include, but not be limited to:

- forms for recording design changes affecting a permit application,
- forms for recording construction changes that affect the permitted description of the work under a particular permit, and
- a process of check-ins to ensure that changes are transmitted between the permit authorities, IPT, and the contractors.

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3.5.2 Permit Renewals

Many permits that are being applied for have a regulatory timeframe while others do not. Permit timeframes have received a preliminary review by the Permit Team and are being more fully investigated to identify permits that could be issued with longer than typical timeframes. Vesting regulations are also being reviewed to determine how best to assure that all phases of the project, which will be under construction for many years, can be assured to be constructed as planned and conditioned.

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3.5.3 Risk Management System

Sandy should we set up a formalized process for risk management? Happy to take a stab at a writeup.

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KF potential language

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A series of risk management strategies have been identified for this project to provide procedures in the event of potential problems that could be encountered during both the design/permitting phase and construction. The strategies are intended to assure process consistency and to address issues that may generate design, schedule, or cost impacts. There are a number of issues that require risk management in general during the construction phase. This document addresses only those with the potential to affect permits or that permit conditions may be expected to address directly.

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3.5.3.1 Design phase

The following potential risks have been identified for the design phase;

- Appeals of permits with associated schedule delays and affects to project costs;
- Adequate process to keep regulatory agencies up to date on evolving design;
- Potentially inconsistent objectives between the various permit authorities;
- Potential for inadequately trained staff preparing permit applications;
- Availability of agency application and coordination review staff;
- Methodology to package permits so that potentially controversial parts of the project do not hold up those that would be considered non-controversial

A comprehensive risk management plan will be developed by the SWTP. In general the above issues have been addressed in the following manner.

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3.5.3.2 Construction Phase

The following potential risks have been identified for the construction phase

- Ability to ensure that environmental commitments and mitigation are carried through the bid process and implemented during construction. Unanticipated archeological resources, soil or groundwater contamination or USTs.

•

**3.5.3.3 Contaminated
Materials/Spills/Remediation
during Construction**

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The process of hazardous materials discovery, investigation, and reporting at WSDOT and SDOT sites begins during the initial planning and design phases of a project. This process has been followed during the development of the draft and supplemental EIS documents. However, it is not uncommon to discover hazardous materials during construction including suspected or confirmed contamination identified during the initial site investigation process as well as unknown or unanticipated contamination and leaking underground storage tanks (USTs). To account for this, construction documents and contracts will include standard specifications for remediation and UST decommissioning, which include procedures for notifying the Department of Ecology. Notification to Ecology is required when contamination is discovered. A reporting process will be developed for reporting the discovery of spills or releases.**3.6**

Other Environmental Work

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There are a number of recommended independent actions that may precede major construction of the AWVSRP. These actions include: investigatory work in the ROW, emergency repair work, building demolitions, right-of-way acquisitions, site preparation and electric utility relocations. These actions will require a suite of permits and possibly independent review under the SEPA. The System-Wide Permit Support Team will be responsible for obtaining some of these permits and approvals and will coordinate with other groups on the remaining permits (Note: Other groups such as the Right-of-Way Committee will obtain permits for right-of-way acquisition and WSDOT Urban Corridors Office will be responsible for obtaining permits related to building demolitions).

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4.0 Tracking Mitigation Commitments

4.1 NEPA/SEPA and Permit Mitigation/Commitments

4.1.1 **Incorporating Commitments and Mitigation Plans into Contract Documents**

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Under the terms of the construction contract, the contractor will be responsible for complying with all federal, state, and local rules, regulations, and permit conditions related to environmental protection and worker health and safety.

The Project Engineer is responsible for the enforcement of the contract specifications and provisions and the completion of all work according to the plans. The Project Engineer may have additional responsibilities including notification of resource agencies prior to beginning certain work.

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4.1.1.1 Pre-Contract Preparation

During the pre-contract period, the Project Engineer will obtain copies of environmental documents, lists of commitments, environmental job aids and any special environmental studies related to the project from the SWPT. All key personnel will become familiar with the environmental commitments made during the design process and with how programmatic agreements apply to the project. This may be done during a Constructability Review for environmental requirements.

The contract documents will include necessary provisions for environmental protection, including requirements that the contractor secure permits from and abide by regulations of appropriate federal, state and local agencies. Any changes in the contract work that may become necessary must be reviewed to ensure conformance with requirements and commitments established during the environmental review conducted during project design and development.

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4.1.1.2 Pre-Construction Activities

During pre-construction meetings and discussions with the contractor, environmental commitments will be discussed and relevant files made available to the contractor. In addition the following items will be furnished to the contractor:

- Environmental commitment files and reports from the Commitment Tracking System.
- Environmental requirements or permits contained in the contract specifications.
- Explanation of how any programmatic agreements apply to the project.

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- Clear delineation of contractor and WSDOT responsibilities to implement permit conditions, and,
- Contractor’s responsibility to obtain any local agency permits.

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Discuss any other submittals that will be needed during the contract and who is responsible. Environmental submittals may include traffic control plans, temporary water pollution/erosion control plans, and spill prevention plans.

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KF proposed language:

The contractor will be responsible to provide a number of environmental documents, which will be required by permits, to WSDOT for review during the life of the project and contract. The Project Engineer will be responsible to assure that those documents are forwarded to the SWTP for review and approval as necessary. These documents must be reviewed and approved prior to the contractor’s start of any work covered by the submittal and the contract specifications will dictate the submittal and approval process to be followed.

4.1.2 Environmental Compliance Assurance Procedure and Monitoring Roles and Responsibilities

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This section discusses the role of the Environmental Compliance Team members.

A key element in implementing an effective Environmental Compliance Program is the organization of an environmental compliance, team that spans the phases of the project from environmental planning through design, construction, and post-construction monitoring. An environmental team includes both an *environmental lead* and a team of *environmental monitors*.

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4.1.2.1 Environmental Lead

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The following tasks are anticipated for this staff position. As the single point of contact for all matters relating to environmental commitments made on a particular project, the environmental lead should have experience in the environmental documentation, design, permitting, and construction monitoring phases. The environmental lead works closely with the SEPA/NEPA team to ensure that all commitments from source documents have been entered into a database and checked for accuracy and completeness. The commitments then need to become part of the bid documents for the respective contracts. Sometimes project wide commitments such as the use of best management practices (BMPs) may be part of Standard or Special Provisions of contract documents. More specific commitments (permit applications and permits) may be included as Exhibits to the contract documents.

The environmental lead should check all contract documents to make certain the environmental commitments for the respective contracts are included. During design and construction, the environmental lead oversees the work of individual environmental monitors to ensure that their reports are entered into the database and that any concerns identified by the monitors are addressed. The lead also provides a broader understanding of issues affecting one or more contracts and is an important conduit for information to project management on the status of environmental compliance and any particular trouble spots. At the project sponsor's direction the lead can also be integral in keeping regulatory agencies informed as issues arise in the field. Coordination and communication with Project Engineers is also an important aspect of the Environmental Lead's role.

4.1.2.2 Environmental Monitor

The following tasks are anticipated for this staff position. An Environmental Monitor is a person or team designated by a project sponsor to oversee compliance with environmental commitments. Typically, the environmental monitor's responsibilities extend throughout project design and construction. The specific responsibilities and authority of environmental monitors are defined on a project-by-project basis. If an environmental monitor determines that a contractor is not complying with an environmental commitment, the monitor is responsible for notifying the Project Engineer or other official, who has the authority to halt work on a project. Parallel communication of non-compliance is also made by the environmental monitor to the environmental lead.

Environmental monitors are responsible for directly overseeing compliance with environmental commitments on construction contracts. This requires daily contact with the project engineering staff and the construction contractors. The number of environmental monitors, as well as their skills and assignments, will vary from project to project. Environmental monitors may be environmental engineers, scientists, or planners with construction and compliance experience. They should be familiar with NEPA and state environmental documents and permits and should meet with designers, project construction staff, and contractors throughout the design and construction phases. It is advantageous to use the same staff during the construction phase to maintain continuity and familiarity with the complete list of commitments. Since this is not always possible, detailed record keeping is recommended to maintain continuity.

4.1.2.3 Project Engineer

The following tasks are anticipated for this staff position. The project engineer serves as a project's authorized representative to respective construction contractors. The project engineer may be employed by the project sponsor or by a consultant. The project engineer is responsible for the organization and direction

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of construction field office staff and activities relating to construction engineering, subcontracts, and engineering liaison to the design offices. The project engineer supervises field verification of materials. The project engineer also provides technical direction to field engineers in a wide range of construction engineering and design functions relating to an area or to a single discipline on the overall project. The project engineer plans and recommends procedures to be implemented by field engineers to ensure that construction operations are within requirements of engineering design, specifications, and environmental commitments. The project engineer administers major contract changes and represents the project in major contractual discussions and negotiations. *The project engineer has the authority to shut down work on the construction site.*

4.1.2.4 Environmental Monitoring Procedures

On-Site Monitoring

Environmental monitors can be most effective if they regularly visit the construction site to observe construction activities and build direct working relationships with the construction contractors. On-site monitors can react to changing conditions in the field and provide timely information to the project engineer for corrective actions (if needed).

Reporting

It is critical to establish a reporting protocol for documenting each inspection by the environmental monitor. This protocol should include informing the design or construction contractor in writing of commitments that are completed as well as non-conformities and recommended corrective actions. All such inspections should be documented daily by the field monitors and reported to the environmental lead with urgent items brought to the attention of the project engineer. Protocols should be established for reporting such violations (such as spills or illegal discharges), to project staff for notification to agencies. Since the protocol could vary from project to project, procedures should be established for each project. Regularly issued status reports of Environmental compliance by construction contract should be based on daily inspection documentation and can also be rolled up into Project wide Environmental Compliance Reports.

Coordinating with Environmental Agencies

Ongoing coordination with environmental agencies helps to ensure that environmental commitments are met and adapt designs to changing conditions on the project site as well as avoid delays and maintain relationships. Environmental agencies are typically most involved during the environmental review and permitting stage of project development; their involvement often decreases during design and construction, except for compliance site visits or when problems arise. For complex projects involving numerous environmental commitments, it may be advantageous to establish procedures for ensuring continuing coordination with environmental agencies during project design and

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construction. Continued coordination with agencies is an additional tool to ensure compliance with environmental commitments. A clear protocol for all agency staff visiting construction sites needs to be established through the project engineer's office, principally for safety and liability reasons. Such site visits should commence just prior to construction to demonstrate to all parties through the site controls in place to meet requirements from NEPA and permit conditions.

Corrective Actions. In the event of an unanticipated field condition, the environmental monitor can assist in expediting a corrective action based on best management practices. In such instances, the environmental monitor typically reports the action to the environmental lead, who in turn notifies the project engineer. The project engineer is responsible for informing the client, contractor project manager, and agencies. In certain cases, this scenario could lead to stop work orders issued by the project engineer.

4.1.3 WSDOT Environmental Compliance Assurance Procedure

The WSDOT Environmental Compliance Assurance procedure will be used to recognize and eliminate environmental violations during the construction phase of the AWVSRP and to ensure prompt notification to WSDOT management and agencies. For the purposes of this procedure, violations are defined as actions that are not in compliance with environmental standards, permits, or laws.

When any action (Notification Trigger) below occurs or if there are questions about compliance, the Project Engineer (PE) (insert name here - Rick Conte? - or will there be a designated person for each major construction contract?) shall initiate this procedure to develop corrective actions to solve the identified problem. The Regional Environmental Manager (REM) (Kate Stenberg?) will serve as a resource to the PE and give priority to addressing the actions, activities, or situations that stem from notification triggers. The PE and REM will work together on an appropriate response to the notification trigger to avoid or minimize environmental damage.

4.1.3.1 Roles and Responsibilities

1. "Project Engineer" is the person responsible for the project and administration of the construction contract. This responsibility may be delegated to a subordinate employee on site, but the ultimate responsibility for making sure these procedures are followed will be with the Project Engineer. The Project Engineer shall have a thorough knowledge of all of the environmental permit conditions and design requirements for the project, and have such certifications and other qualifications as may be required.

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2. “Regional Environmental Manager (REM)” is the person responsible for administering the regional environmental program. This responsibility may be delegated to a subordinate employee with knowledge of environmental permitting and procedures, but the ultimate responsibility for setting and interpreting regional environmental policy will be with the Regional Environmental Manager.

3. “Contractor” is as defined in Section 1-01.3 of the Standard Specifications for Road, Bridge, and Municipal Construction (2002).

Do you want to include something on other positions mentioned here: Assistant Director of Engineering and Regional Operations, Regional Administrator, ESO Compliance Branch Manager, Director of Environmental and Engineering Program, Director of Environmental Services, Compliance Branch Manager, ESO Program Manager?

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4.1.3.2 Notification Triggers

“Notification Triggers” (listed below) means an action, activity, or situation that requires the Project Engineer to implement the Environmental Compliance Assurance Procedure.

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- Notice from a resource agency that a violation has occurred;
- Any action that, in the judgment of the REM, contractor or Project Engineer, may violate environmental permit conditions, agreements, or approvals for the project; or other environmental laws, ordinances, or regulations;
- Any unauthorized work, activity, or fill in wetlands, shorelines, creek beds (including dry channels), other waters of the state, or critical habitat;
- Any emergency protection activity that involves unauthorized placement of fill in wetlands, shorelines, creek beds (including dry channels) or waters of the state or for bank stabilization activities where fill or structures are placed on the bank;
- Any action or project revision requested by an agency after a site inspection that may be in conflict with other permits;
- Any spill, discharge or release of hazardous materials, oil, or chemicals to land or water;
- Any situation that results in a fish kill, or if dead or dying fish are discovered in the vicinity of the project;
- Activities that monitoring shows are out of compliance.

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4.1.3.3 Notification and Resolution Process

In the event of a notification trigger, the following steps shall be taken:

1. If a notification trigger is observed first by the contractor or REM, the contractor or REM shall immediately notify the Project Engineer.

2. The Project Engineer must:

Step 1. Immediately notify the Contractor of the situation, implement emergency response procedures including agency notification, and suspend all non-conforming work on the site.

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Step 2. Immediately notify the Regional Environmental Manager (REM). Consultation with the REM must occur before any remediation actions are taken.

Step 3. In consultation with REM assemble the following information:

- a. The activities that triggered the notification and why they occurred.
- b. Location of the work.
- c. Potential solutions to the problem, or if additional investigation is needed, the agreed upon course of action.
- d. Any related site constraints or safety issues.
- e. Urgency of the issue

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Step 4. Notify his or her immediate supervisor.

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Step 5. *⁴Notify the Regional Administrator.

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Step 6. In consultation with the REM, determine the resource agencies having jurisdiction and who will notify them.

Step 7. Document all actions, conversations and activities.

3. The REM must immediately:

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Step 1 *⁴Notify the Director of Environmental Services.

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Step 2. Notify his or her immediate supervisor.

Step 3. Work with the Project Engineer to resolve the issue that caused the notification trigger.

Step 4. Identify and obtain appropriate permits or permit revisions with the aid of the Project Engineer.

⁴ Denotes that the action is mandatory when the violation: (1) Results in agency enforcement staff coming on site to conduct enforcement review, and/or (2) There is a high likelihood the event will result in NOVs or penalty.

Step 5. Document all actions, conversations, and activities. Communicate issues and send appropriate documentation to Regulatory and/or Resource Agencies.

4. *The Director of Environmental Services must immediately:

Step 1. Notify Compliance Branch Manager and any other ESO Program Managers associated with the resource issue.

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Step 2. Notify Director of Environmental & Engineering Programs.

Step 3. Notify the Regional Environmental Manager that the Director of Environmental & Engineering Programs has been contacted. Regional Environmental Manager must then notify the Project Engineer that the violation reporting procedure has been completed.

5. *The Regional Administrator will:

Step 1. Coordinate with the Director of Environmental & Engineering Programs to contact the Assistant Secretary of Engineering and Regional Operations advising him or her of the situation, and provide updates as needed on the situation.

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Step 2. Ensure that the Project Engineer and the REM have the necessary resources, authority and organizational support to successfully resolve the environmental problem.

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4.1.3.4 Timing

Due to costs of project delays, or risk of not acting quickly during emergency situations, the REM shall provide a 24 hour contact person for environmental consultation.

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4.1.3.5 Documentation

1. The Project Engineer shall document the details of the notification and problem resolution in the contract records.

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2. The REM shall maintain a record of all regional non-compliance events. REMs shall collect and maintain, at a minimum, the following data on all non-compliance events:

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- a. Project name and Location
- b. PE and Prime Contractor
- c. Incident Date

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- d. Incident Description
- e. Permit/Regulation Violated
- f. Resource Agency(s) notified and date of notification. Whether or not resource agency staff conducted site review in response to notification
- h. Record of NOVs and/or penalties issued The REM shall provide all regional non-compliance tracking data to ESO Compliance Branch Manager for the purposes of annual reporting and review of compliance performance.

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3. *For violations, the appropriate documentation needed to record the violation, and achieve resolution, including any preliminary mitigation solutions, will be collectively developed by the Project Engineer and the REM, and shall be coordinated with and sent to the appropriate regulatory and/or resource agency.

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4.2 As-Built Drawings

4.0 The SWTP, in coordination with the ITP, will develop a system to assure that as-built drawings showing how structures or facilities are actually built and their location are provided to the City in a timely manner. This is particularly important for items such as sewer locations, underground utilities, etc. for maintenance or for locating other facilities in the same area. This system should include checklists and an as-built plan tracking system to ensure transfer of as-builts. 5.0 Permit Close Out

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Permit close out involves coordination with permit authorities, documentation of inspection and monitoring results, and file maintenance. Compliance reports must be filled out after project completion. These are compiled annually by WSDOT Regional Environmental Offices and submitted to Maintenance and Operations staff at headquarters. Permit close out will be the responsibility of the CPT. Does WSDOT have a procedures manual that specifies this process?

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6.0 Formal Agency Coordination

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6.1 Communication Protocol

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6.1.1. Internal Permit Team Communication

Internal permit team coordination will be accomplished by locating the CPT in the same location at the AWVSRP office and through CPT meetings and Permit Strategy

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Group weekly meetings. All internal communications should be directed through the Permit Lead (Sandy Gurkewitz) or her designated alternate (in the event of her absence). It is anticipated that communications will occur in both formal and informal processes.

Each SWPT member will keep the Permit Lead informed regarding work progress, status of deliverables, project issues, work schedule changes, planned vacation, and other relevant information. Members will report to the Permit Lead if circumstances arise that interfere with their ability to complete their work.

The Permit Strategy Team meetings include most of the SWPT members. This meeting is held weekly to discuss permitting issues and project developments, and to identify risks and opportunities affecting the permit process. The agendas for these meeting will be prepared by the CPT.

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6.1.2 Permit Team Interface with Regulatory Agencies

It is critical to project success to facilitate agency permit application review by building a successful team approach to permitting. Thus, one of the main strategies is to develop user friendly ways to inform permit agencies in advance of permit submittals including applications, revision materials, or agency requested information. Coordination methods currently identified are: weekly or bi-weekly meetings; informing agencies when there will be 30, 60, or 90 percent submittals; establishing single points of contact for agencies to call with any questions; providing agencies an idea of the level of effort they will need to put forth to support the project; etc. The Permit Forum has been established to enable this coordination with the SWPT. Want to state that the PF stays in place all through construction (assuming it does?)

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A second strategy of the team approach is to prepare a project activity report that describes the activities involved with each permit application, the design effort in support of permits, and recent project activities and developments. This report would help to keep permit review staff briefed and up to speed on the project, as well as to document permit activities. Tracking the permit activities may also reveal ways to further streamline the permitting effort.

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6.2 Documentation

6.2.1 Documentation of Interactions Between Permit Team and Permitting Authorities

The CPT will document all formal communications between the project permit team and permitting authorities. The communications files will be maintained in the AWVSRP office by the CPT and consist of the following items:

- Permit agency meeting minutes
- Project Change Forms
- Permit Forum session minutes
- Agency Correspondence - letters, e-mails, record of communications.

6.2.2 Critical Decisions/Agreements/Reasons Decisions Were Made

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It is important to have a record of both what decisions were made and why they were made in regard to the project permitting effort. This information may be critical for project appeals or litigation where it may be necessary to describe how and why certain decisions were made that affected project design, construction means and methods, compliance with permit conditions, and implementation of mitigation measures. Recording these decisions is also important to be able to learn about what worked and what didn't so these lessons can be applied to further permits for the project or to future projects. The CPT will be responsible for preparing a quarterly report that describes these decisions. (Sandy – How often do you think we should prepare this report?)

6.3 Agreements

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6.3.1 Roles and Responsibilities of Permit Team Members and Permit Review Processes

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The SWTP will investigate the potential to enter into agreements with the regulatory agencies to help streamline the permitting process. Examples of this type of agreement include:

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1. The City was involved in interagency agreements with Sound Transit and the Seattle Monorail Authority that specified the process and procedures to be used for permitting these projects, in addition to other arrangements. These agreements had language and provisions for streamlining permit review and providing certainty in processing permits in a timely fashion by identifying roles and responsibilities for the staff dedicated to work on these permits (both at the City and the transit agencies) and the general process of permit review. 2. Sound Transit was able to obtain an overall blanket permit for certain activities such as side sewer connections. The City still reviewed each side sewer connection, but issued one overall permit for this work. Because of the large number of side sewer connections that will be affected by the AWVSRP, there may be opportunities to develop performance standards that

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can be applied to the connections, which could enable the use of a blanket permit for the entire project (versus the need for hundreds of side sewer permits).

The following list of existing or potential agreements would be explored to outline the roles and responsibilities of staff preparing the permit applications and agency reviewers related to the general permit process, permit review times, and conflict resolution. Negotiations for these agreements are currently underway or may be started soon.

- City of Seattle
 - SDOT/DPD Coordination Agreements on the permit process
 - City Agreements regarding Master Use Permits
 - City/WSDOT Agreements for Permits
- State of Washington
 - Franchise Permits (construction, long-term modification or operation within interstate ROW)
 - Ownership Agreements
 - Maintenance Agreements
 - Easements
 - Street Vacations
- Project Agreements
 - Permit Agency Liaisons
- Expedited Permit Review Agreements

6.4 Coordination with Project Engineer

Submitall of permit applications will be scheduled with the intent of having all permits in hand toward the end of the design phase, thereby providing the ability to incorporate permit conditions into the Plans, Specifications and Estimates (PS&E) for the Constructability Review or circulation of the 90 percent PS&E review.

The construction Project Engineer will participate at critical points during the permit process and provide input as necessary on how permitting decisions affect the constructability of the AWVSRP. Construction staff (the IPT) will review permit data prior to submitting applications with particular attention to constructability issues such as: constraints on and access in and around environmental resources; how the work is accomplished; and timing and staging of the work.

The SWPT will track, document, distribute and coordinate review of permits and related issues, and will conduct a separate Environmental Compliance meeting with IPT and the Project Engineer and provide coordination with the permitting agencies for any changes. The SWPT will obtain the Project Engineer's review comments

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and approval of the permit applications prior to submittal. This review should include comments regarding conflicts that could adversely affect the timing, staging, or the constructability of the project. The Permit Lead, SWPT, Project Engineer and Environmental Manager will work together to complete the incorporation of all environmental permit conditions and terms into the PS&E.

4.1 6.5 Contractor Coordination (make these changes to 6.5 only if KE changes to 3.5 are made)

As noted in Section 3.5, unforeseen situations may occur during construction, such as finding unanticipated cultural artifacts, underground storage tanks, or contaminated soil that will trigger the Environmental Compliance Assurance Procedure discussed previously. These discoveries may require further review on the part of a resource agency.

As the owner-contracting agency, WSDOT is responsible for enforcing provisions of construction contracts and must also monitor for compliance with all environmental commitments and provisions of regulations which are enforced by resource agencies. Any potential non-compliance events noticed by WSDOT or the contractor will be brought to the attention of the Project Engineer to document the situation and coordinate a resolution. Coordination will follow the provisions of the Environmental Compliance Assurance Procedure for Construction.

WSDOT will also notify the responsible agency if necessary and utilize such sanctions as are consistent with contract terms in assisting the responsible agency in enforcing laws, rules, and regulations.

When WSDOT employees observe something that is questionable or appears not to be in compliance with state or local laws, ordinances, and regulations, they must bring it brought to the Project Engineer's attention. The Project Engineer is responsible for bringing it to the contractor's attention for proper action.

6.5.1 Maintenance Walkthrough

Prior to substantial completion of the project with commitments that will be passed to WSDOT Maintenance and Operations, a Maintenance representative will need to walkthrough the site and be shown any feature for which WSDOT has made long-term maintenance commitments. A representative from the SWPT with knowledge of the project's commitments should coordinate with the Project Engineer to organize the meeting and to ensure all the appropriate environmental commitments pertaining to long-term maintenance are reviewed and understood by the Maintenance representative. Documentation of the maintenance commitments should also be provided at that time.

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6.5.2 Final Inspection

Construction work on contracts financed in whole or in part with federal funds are subject to final inspection and final acceptance. Project type and size determine whether FHWA, the Headquarters Construction Office, or Regional Office will conduct the final inspection.

Final inspections are performed on all federally aided projects any time after 90 percent completion and no later than 30 days after physical completion. Final acceptance reports will be completed on the AWVSRP and will be completed by the Project Engineer as soon as all project requirements have been met. Some environmental commitments will require a final inspection and notification of completion to the resource agency. The ~~???~~ Who on Enviro team will make that final agency notification.

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4.1 6.6 Coordination with Environmental Team

The SWPT and CPT will work closely with the environmental staff of the IPT during the remainder of the EIS process (preparation of the Final EIS) to incorporate the final mitigation commitments into the permit application packages. This information will have to be updated and transmitted to the permit authorities during the review of draft permits as mitigation is refined. The final mitigation package must be incorporated into the construction bid documents and there will be final check-ins with the environmental team to ensure these measures are part of the bid package.

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4.1 6.7 Coordination with Other Projects

The AWVSRP project will affect many adjacent properties for an extended period of time because of the length of the alignment and duration of the construction schedule. During the utility relocation activities and the construction period other development will also be occurring in the vicinity. It will be important to develop a coordination strategy for integrating the AWVSRP with other planned or as yet unplanned development activities. For example, projects such as the Coleman dock replacement project and the 600-unit hotel planned in the project's north end along Aurora Drive will affect the design and construction methods for the AWVSRP, which may also affect permitting. The SWPT and IPT will be responsible for preparing strategies for coordinating the AWVSRP with other projects.

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4.07.0 Schedule

Permitting timelines will need to be integrated to the overall project. This step is particularly important because it gives all staff working on the project a common understanding and expectation for how long the permit process will take. The intent is to keep permitting off of the critical path of the project. The permit schedule

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needs to show all logic including design milestones of plans supporting permit applications to be certain the design is tracking with the anticipated permit timelines.

The section includes permit schedules for the overall project, by project section/geographic area, and for the early (pre-ROD) work (e.g., sediment testing, electrical utility relocation). Where is this? Keep or delete?

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Appendix A
Environmental Permits and Approvals Guide

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Appendix B
Permit Application and Submittal Process

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Appendix C

Permit Responsibility Matrix

Sandy – Should we include this one or the wider one that has all the tracking information for staffing (or both)? Use with Wider heading – the one that Jesse is developing

Table C-1. Permit Responsibility Matrix

| Permit or Approval | Issuing Agency | Permit Lead | Applicant | Agency Lead |
|---|--|---|-----------------|----------------------|
| Federal Permits or Approvals | | | | |
| Clean Water Act Section 404 | US Army Corps of Engineers | ITP Permit Team Name Phone | WSDOT | TBD Name Phone |
| River and Harbors Act Section 10 | US Army Corps of Engineers | ITP Permit Team Name | WSDOT | TBD |
| Clearance Approval | Bonneville Power Administration/NW Regional Power Grid | Seattle City Light Laurie Geissinger | City of Seattle | TBD |
| State Permits or Approvals | | | | |
| Clean Water Act Section 401 Certification | Washington Department of Ecology | | | |
| Coastal Zone Management Act Certification | Washington Department of Ecology | | | |
| NPDES Construction Stormwater Permit (General and Individual) | Washington Department of Ecology | | | |
| NPDES Wastewater Discharge Permit | Washington Department of Ecology | | | |
| Underground Storage Tanks | Washington Department of Ecology, Seattle Department of Transportation | | | |

| | | | | |
|--|--|--|--|--|
| Hydraulic Project Approval | Washington Department of Fish and Wildlife | | | |
| Aquatic Lands Use Authorization | Washington Department of Natural Resources | | | |
| Regional Permits and Approvals | | | | |
| Discharge of Construction Dewatering | King County | | | |
| City of Seattle Permits and Approvals | | | | |
| Environmental Critical Area (ECA) Ordinance | Seattle Department of Planning and Development | | | |
| Tree Protection Regulations | Seattle Department of Planning and Development | | | |
| Master Use Permit (MUP) | Seattle - Planning and Community Development | | | |
| Shoreline Substantial Development Permit | Seattle Department of Planning and Development | | | |
| Grading Permit | Seattle - Planning and Community Development | | | |
| Stormwater and Drainage Control Review | Seattle - Planning and Community Development | | | |
| Demolition Permit | Seattle - Planning and Community Development | | | |
| Building Permit | Seattle Department of Planning and Development | | | |
| Side Sewer Permit | Seattle - Planning and Community Development and Seattle Public Utilities | | | |
| Noise Variance | Seattle - Planning and Community Development | | | |
| Street Use Permit | Seattle Department of Transportation | | | |
| Pike Place Market Historic District | Seattle Department of Neighborhoods and Pike Place Market Historic District Commission | | | |
| Pioneer Square | Seattle Department | | | |

| | | | | |
|--|--|--|--|--|
| Preservation District | of Neighborhoods and Pioneer Square Preservation Board | | | |
| International Special Review District | Seattle Department of Neighborhoods and International Special Review Board | | | |
| Landmark Building Approval | Seattle Department of Neighborhoods and Landmarks Preservation Board | | | |
| Utility Clearance Approvals | Seattle City Light | | | |
| Railroad Right-of-Way Use Approval | Burlington Northern and Santa Fe | | | |

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Appendix D

Permit Team Membership

The following shows the AWVSRP permit team organization. Kate Stenberg is the overall Environmental Manager for the AWVSRP. Her role is oversight of the entire environmental compliance process (NEPA and SEPA processes and permitting). Sandy Gurkewitz is the permit team lead and has responsibility for leading and coordinating the permitting team and acquisition of permits and approvals through the life of the project.

Figure D-1 shows the proposed AWVSRP permit team organization. Kate Stenberg is the overall Environmental Manager for the AWVSRP. Her role is oversight of the entire environmental compliance process (NEPA and SEPA processes and permitting). Sandy Gurkewitz is the permit team lead and has responsibility for leading and coordinating the permitting team and acquisition of permits and approvals through the life of the project

[Insert Figure 3]

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Table D-1 below provides the contact information for the entire permit team including name, permit team function, phone numbers and e-mail address.

[[Insert Table 3 here]

1

2 1.0 INTRODUCTION

3 1.1 Overview of Project Permitting.....

4 1.2 Project Description.....

5 1.3 Alternatives Being Considered.....

6 1.3.1 Preferred Alternative (Tunnel Alternative).....

7 1.3.2 Elevated Structure Alternative.....

8 2.0 REQUIRED PERMITS AND APPROVALS

9 2.1 Activities Triggering Permits.....

10 2.2 Construction Permits

11 2.2.1 Environmental Permits.....

12 2.2.2 Contractor/Construction Permits.....

13 2.3 Operational Permits

14 3.0 PERMIT ACQUISITION

15 3.1 Project Permit Team

16 3.1.1 Permit Team Organization.....

17 3.1.2 Roles and Responsibilities

18 3.1.3 Dedicated Staff.....

19 3.2 General Application Process.....

20 3.2.1 QA/QC Process

21 3.2.2 Generalized Permit Process

22 3.3 Obtaining Specific Permits and Approvals.....

23 3.3.1 Project-Wide Permit Opportunities.....

24 3.3.2 Individual Permits for Certain Activities, Facility

25 Operation or Work within Certain Geographic Areas

26 3.3.3 Permits Obtained By The Contractor

27 3.4 Developing Permit Conditions

28 3.4.1 NEPA/SEPA Commitments and Mitigation Plans

29 3.4.2 Standard Permit Conditions.....

30 3.4.3 Best Management Practices.....

31 3.4.4 Performance Standards.....

32 3.5 Permitting Through the Life of the Project.....

33 3.5.1 Change Management System

| | | | |
|----|-------|---|------|
| 1 | 3.5.2 | Permit Renewals | 1 |
| 2 | 3.5.3 | Risk Management System – Sandy should we set up a formalized process for risk management? Happy to take a stab at a writeup. | 99 |
| 5 | 3.5.4 | Contaminated Materials/Spills/Remediation during Construction | 109 |
| 7 | 3.6 | Other Environmental Work..... | 1 |
| 8 | 3.6.1 | Early Actions..... | 1 |
| 9 | 4.0 | TRACKING MITIGATION COMMITMENTS | 1 |
| 10 | 4.1 | NEPA/SEPA and Permit Mitigation/Commitments..... | 1 |
| 11 | 4.1.1 | Incorporating Commitments and Mitigation Plans into Contract Documents..... | 1 |
| 13 | 4.1.2 | Environmental Compliance Assurance Procedure and Monitoring Roles and Responsibilities..... | 1 |
| 15 | 4.1.3 | WSDOT Environmental Compliance Assurance Procedure | 1114 |
| 17 | 4.2 | As-Builts..... | 1 |
| 18 | 5.0 | PERMIT CLOSE OUT..... | 1 |
| 19 | 6.0 | FORMAL AGENCY COORDINATION..... | 1 |
| 20 | 6.1 | Communication Protocol..... | 1 |
| 21 | 6.1.1 | Internal Permit Team Communication | 1 |
| 22 | 6.1.2 | Permit Team Interface with Regulatory Agencies | 1 |
| 23 | 6.2 | Documentation | 1 |
| 24 | 6.2.1 | Documentation of Interactions Between Permit Team and Permitting Authorities | 1 |
| 26 | 6.2.2 | Critical Decisions/Agreements/Reasons Decisions Were Made | 1120 |
| 28 | 6.3 | Agreements..... | 1 |
| 29 | 6.3.1 | Roles and Responsibilities of Permit Team Members and Permit Review Processes..... | 1 |
| 31 | 6.4 | Coordination with Project Engineer..... | 1 |
| 32 | 6.5 | Contractor Coordination | 1 |
| 33 | 6.5.1 | Maintenance Walkthrough | 1 |
| 34 | 6.5.2 | Final Inspection | 1 |
| 35 | 6.6 | Coordination with Environmental Team..... | 1 |

1 6.7 Coordination with Other Projects..... 1

2 7.0 SCHEDULE..... 1

3
4

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6 Up to this point, City staff has been heavily involved in preparing amendments
7 and code sections to the City planning documents notably the Comprehensive
8 Land Use Plan and Shoreline Master Plan. This has
9 -----Section Break (Next Page)-----

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included staff from DPD, SDOT, SCL and SPU in addition to the City’s legal staff
who examined City codes to determine where code amendments and ordinance
revisions were needed to facilitate construction of the AWVSRP. This work was
important to the schedule because there is a relatively small window of time each
year to make these changes (e.g., changes to the comprehensive plan are made
once per year). The code amendments are May have a significant effect on what
permits will be needed for specific segments of the AWVSRP project (such as
those that would occur within the shoreline district).

One of the major code changes that is currently being investigated is to recognize
the project as an “essential public facility.” This designation would allow the
project to be exempt from land use requirements and would allow the facility to
be constructed in the shoreline zone (under the current shoreline code a tunnel
facility is not allowed). This same designation was used for the monorail
proposal and the Sound Transit light rail transit system. As part of designating
the project an essential public facility, language and specific development
standards would be crated to allow it to be built (including permission for
interim staging, parking, signage, and other construction-related uses) while
providing appropriate safeguards and conditions. During the summer/fall 2006
timeframe code changes are being submitted to the City Council for review and
approval (see Figure 3). The goal is to have all code revisions in place by end of
2006.

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Within the same timeframe, there are several early work items that will require
permitting. For example, sediment testing and relocation of two electric utility
lines and 5 feeder electric lines that are hanging from the viaduct (see Section 3.6
for discussion of these and other items). The sediment testing is necessary for the
seawall (and tunnel) work. The electrical relocation is necessary because these
utilities are at risk. In the event of an earthquake these utility lines could be
disrupted resulting in loss of electricity to a large portion of the downtown area.
For this reason, the electrical work has been identified as a separate project
(having independent utility from the larger AWVSRP).

DRAFT