



ROADMAP AND TRACKING TOOL FOR **DEVELOPING AND IMPLEMENTING PROGRAMATIC AGREEMENTS**

Webinar
MAY 23, 2016



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WELCOME AND LOGISTICS

Overview

- This webinar is an introduction and opportunity to explore the newly created:

Roadmap for Developing and Implementing Programmatic Agreements

and the

Programmatic Agreement Tracking Tool

- Representatives from the Federal Highway Administration (FHWA), state Departments of Transportation (DOTs), and resource and regulatory agencies will share their experiences in developing and implementing Programmatic Agreements.

Overview

- The **Roadmap** is a user-friendly web-based tool that will guide practitioners through the process required to develop and implement a Programmatic Agreement.
- The **Tracking Tool** provides a user-friendly, easily-accessible web based template for state DOTs to clearly and concisely track the short- and long-term benefits of developing and implementing Programmatic Agreements.

Agenda



1:00 PM

Welcome and Logistics

- Logistics: Doug Delaney, WSP | Parsons Brinckerhoff
- Welcome: Tim Hill, Ohio DOT

1:10 PM

Purpose and Benefits of Programmatic Agreements

- Marlys Osterhues, FHWA
- Chris Regan, Washington State DOT

Roadmap Overview

- Eric Beightel, WSP | Parsons Brinckerhoff

1:40 PM

Case Study: MassDOT & MassWildlife Partnership

- Tim Dexter, MassDOT
- Dave Paulson, MassWildlife

Tracking Tool Overview

- Tienna Kim, WSP | Parsons Brinckerhoff

2:00 PM

Question and Answer Session

- Moderator: Doug Delaney, WSP | Parsons Brinckerhoff

2:20 PM

Thank You and Next Steps

- Tim Hill, Ohio DOT

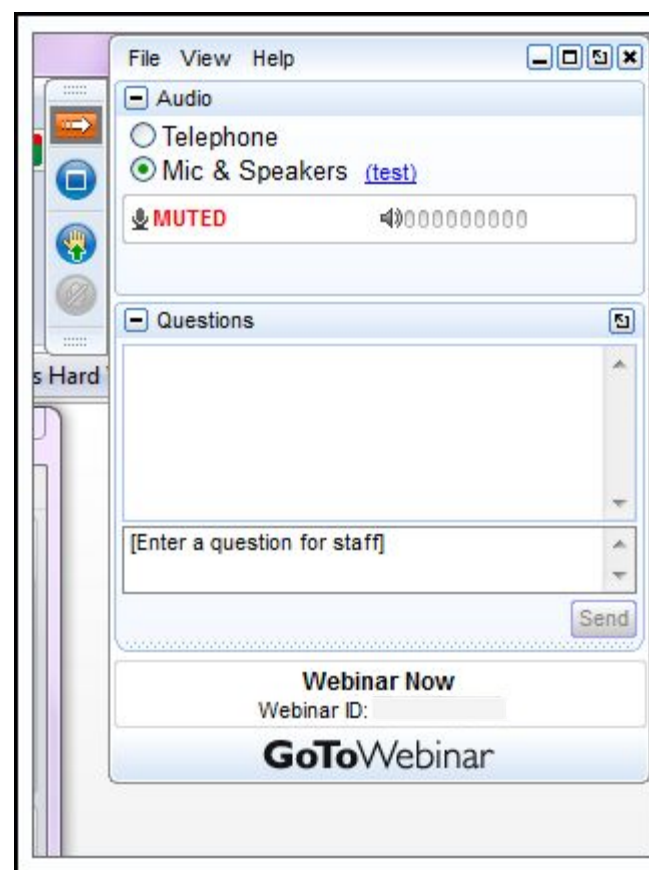
GoTo Webinar Software Logistics

- You will be muted throughout this webcast to minimize background noise. Please submit your questions and comments in writing.
- Materials from this webinar will be available on AASHTO's Center for Environmental Excellence website.
- Throughout the webcast, if you have technical difficulties, please contact:

Doug Delaney
WSP | Parsons Brinckerhoff
delaneyd@pbworld.com

Questions

- If you have a question, please submit through the question pane.
- Please include the name of the presenter you would like to answer the question.
- We will compile these questions and ask them during the Q&A session.



The background of the slide features a photograph of a road with white lane markings, receding into the distance. A solid blue horizontal band is superimposed over the middle of the image. The text 'WELCOME' is written in white, uppercase letters within this blue band. Below the blue band, the text 'Tim Hill, Ohio DOT' is written in orange, lowercase letters on a light gray background.

WELCOME

Tim Hill, Ohio DOT



PURPOSE AND BENEFITS OF PROGRAMMATIC AGREEMENTS

Marlys Osterhues, FHWA
Chris Regan, Washington State DOT



What is a Programmatic Agreement?

- Defines the terms or the process for certain reviews or the treatment of identified resources.
- Establishes a process for consultation, review, and compliance with one or more federal laws.
- Focuses on environmental process reviews, data collection, and/or regulatory compliance.



What is a Programmatic Agreement?

- Spells out the terms of an agreement between a State DOT and other state, tribal and/or federal agencies.
- Part of a larger collection of programmatic approaches that includes:
 - Regional Permits,
 - Programmatic Consultations, and
 - Other alternative arrangements with resource and regulatory agencies



Examples/Types of Programmatic Agreements

- Cultural/Historic Preservation
 - Section 4(f) programmatic evaluations
 - “No potential to affect historic properties” memos
- Natural Resource Protection
 - ESA/Wetland Programmatic agreements
- NEPA/Environmental Review
 - Interagency Memoranda of Agreement/
Understandings



Benefits of Programmatic Agreements

- Elimination of individual federal and state agency review of certain projects.
- Streamlined review of routine projects
- Quicker project turnaround with better environmental outcomes .
- Greater predictability on large or complex projects by following an agreed upon method or process to determine and address impacts.



Benefits of Programmatic Agreements

- Increasing trust among State DOTs and regulatory agencies.
- Minimizing potential “piecemeal” effects to resources that can occur when evaluating individual projects vs, program of projects;
- Freeing agency resources to address other high priority environmental issues and projects.



Cost Benefit Study

- Study conducted by Volpe, in partnership with FHWA, to analyze the benefits and costs of programmatic agreements (2015)
- Case Studies:
 - Oregon's statewide ESA Section 7 PA has resulted in estimated savings of \$1.23 million over an 18 month period against implementation costs of approximately \$350,000. Project review time decreased from an average of 200 days to an average of 29 days.
 - Ohio's statewide NHPA Section 106 PA has resulted in annual savings of over \$1.5 million compared to early 2000 spending levels.



State of Practice

- Focus of FHWA's Every Day Counts (EDC-2)
- Use of programmatic agreements is widespread
 - Over 500 programmatic agreements in place across the country
 - All 50 states have a programmatic agreement in place and 35 states have two or more
- Expanding use regional and national programmatic efforts

Washington State Programmatic Agreements

Chris Regan, NEPA/SEPA and Liaison Program Manager

May 23, 2016

Benefits of Programmatic Agreements

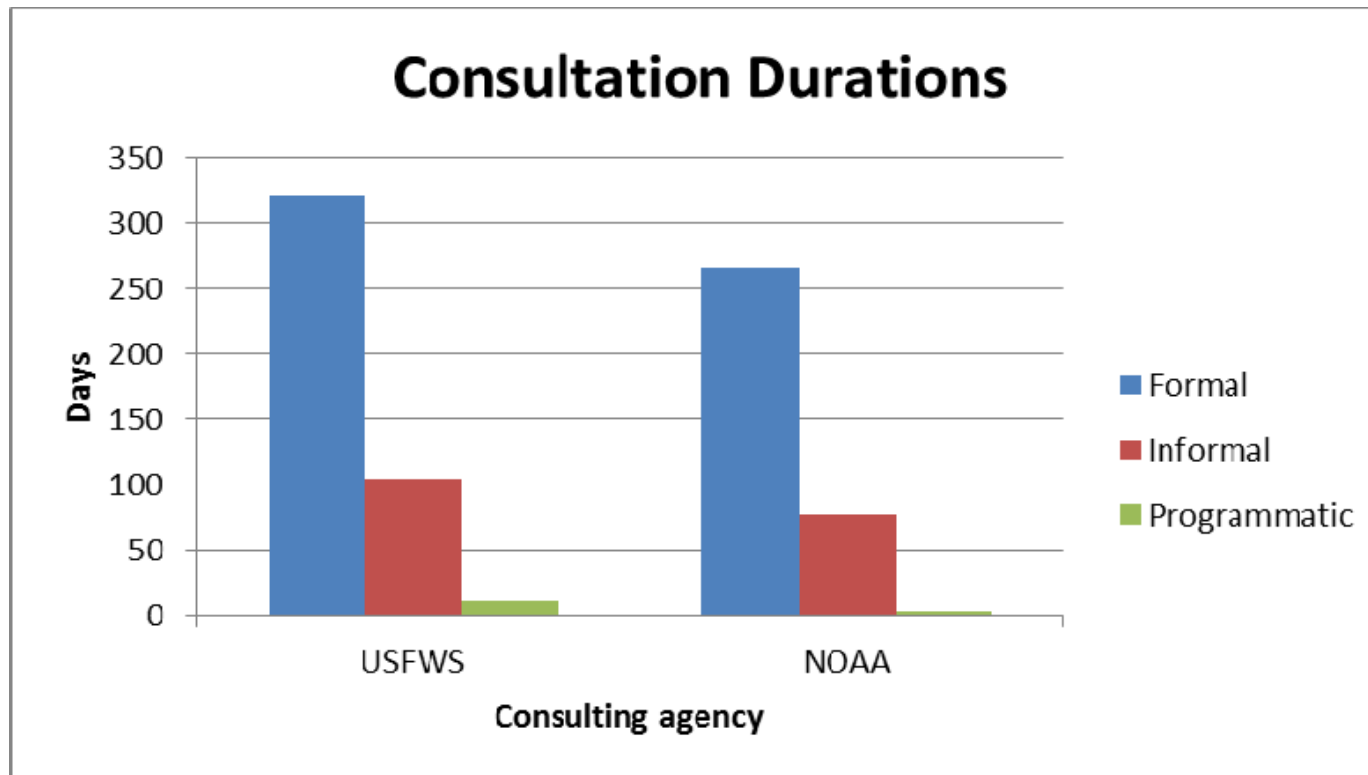


Washington has had PAs
for over 27 years

- **PAs build relationships that improve trust**
- **Allows both parties to expand beneficial aspects of our shared work:**
 - **Resources benefits**
 - **Collaboration on training**
 - **Increased trust and authority**
- **Lowers review/approval cost and time to process**

ESA Programmatic with Services

Individual and Programmatic Consultation Durations



Liaison Staffing Considerations



NOAA		
	2010- 2012	2013- 2016
Total consultations completed	61	57
Formals	24	10
Informals	37	10
Programmatics		37
Staff needed	4	1



USFWS		
	Old Programmatic	New Programmatic
Years in place	5.7	1.3
Total consultations completed	73	49
Average consultation duration	38	10



NEPA Programmatic

NEPA CE Approvals of WSDOT & Local Agency Projects: 2011-2016

	2011	2012	2013	2014	2015**	2016
total # CEs approved	202	262	345	246	237	122
Programmatic CE	131	179	238	204	219	120
CE signed by FHWA	71	83	107	42	18	2
% Programmatic CEs	64.9%	68.3%	69.0%	82.9%	92.4%	98.4%
days of FHWA review/approval time*	994	1162	1498	588	252	28
months of FHWA review/approval time*	33	39	50	20	8	1

** This analysis assumes an average of 14 days for the FHWA Area Engineer to approve a CE.*

*** New Programmatic removes constraints, allowing WSDOT to sign >99% of CEs.*

NHPA Section 106 Programmatic Agreement

So far this biennium (July 1, 2015 - Present)



362 Programmatic Consultations with Washington SHPO saved:

- 30-60 days of review; and,
- \$250 per consultation

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ROADMAP OVERVIEW

Eric Beightel, WSP | Parsons Brinckerhoff

Programmatic Agreement Toolkit

- Existing AASHTO Toolkit needed a refresh

Introduction	What is a Programmatic Agreement?	Principles of Developing a PA	Steps in Developing a PA	Writing the PA	Supporting Materials	Other Useful Stuff	Acronyms and Abbreviations	Site Map
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Introduction To Programmatic Agreement Tool Kit

Why a Tool Kit on Programmatic Agreements?

How to Use the Tool Kit



Please note that to make full use of the tool kit, you should have Adobe Acrobat installed on your computer (click [here](#) for a free download of Adobe Acrobat). Also, note that some of the external links are to very large files and may require several minutes to download if you are using a dial-up internet connection.

Programmatic Agreement Toolkit

- Did not reflect the current state of the practice
 - Heavily focused on 106 and Programmatic CE agreements
 - Did not reflect changes in MAP-21, FAST Act or the emphasis on PAs from FHWA's Every Day Counts initiative
- Missing the implementation piece




SHORTENING PROJECT DELIVERY

PROGRAMMATIC AGREEMENTS

Most environmental requirements are handled on a project-by-project basis rather than on a programmatic basis. This requires State and local Departments of Transportation (DOTs) to initiate repetitive submissions for routine actions that can considerably slow down a project's environmental reviews. Programmatic Agreements (PAs) were developed to streamline these repetitive processes, helping organizations save time and money, while maintaining appropriate consideration for the environment. Employing a PA helps organizations design projects that avoid, minimize and mitigate potential impacts, speed up environmental reviews and increase transparency between DOTs and regulatory agencies.

Programmatic Agreements are documents that establish a streamlined process for handling routine environmental requirements for commonly encountered project types. They should clearly specify roles and responsibilities between State DOTs and other resource and regulatory agencies for consultation, review and compliance with one or more federal laws concerning cultural and historic preservation, environmental review processes and natural resource protection and conservation. They usually set procedures for consultation, review and compliance with one or more federal laws.

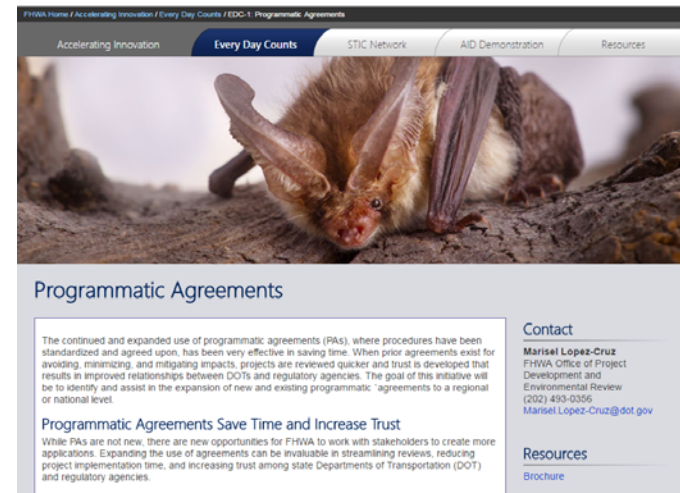
Programmatic approaches include Memoranda of Agreement (MOAs), Memoranda of Understanding (MOUs), Regional Permits, Programmatic Consultations, letters of agreement and other agreements between resource and regulatory agencies regarding environmental process reviews, data collection and regulatory compliance.

This Every Day Counts (EDC) program seeks to expand the role of PAs, focusing on agreements with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service (USFWS) and the NOAA's National Marine Fisheries Service.

BENEFITS

When procedures are standardized and agreed upon, work progresses more efficiently. Benefits include:

- Repetitive actions considered on a program basis rather than individually by project
- Projects are designed to specific standards, reducing confusion and repetitive communication between agencies
- A streamlined environmental review process, resulting in quicker project turnarounds
- Improved timeliness and quality of the environmental review process
- Minimized impacts on ecosystems, watershed scales and historic properties and bridges
- Limited staff and resources are able to focus on preservation and conservation rather than paperwork
- Consistent permit conditions, generating greater certainty
- Enhanced trust relationships among State DOTs and regulatory agency staff



Accelerating Innovation | **Every Day Counts** | STIC Network | AID Demonstration | Resources

Programmatic Agreements

The continued and expanded use of programmatic agreements (PAs), where procedures have been standardized and agreed upon, has been very effective in saving time. When prior agreements exist for avoiding, minimizing, and mitigating impacts, projects are reviewed quicker and trust is developed that results in improved relationships between DOTs and regulatory agencies. The goal of this initiative will be to identify and assist in the expansion of new and existing programmatic agreements to a regional or national level.

Programmatic Agreements Save Time and Increase Trust

While PAs are not new, there are new opportunities for FHWA to work with stakeholders to create more applications. Expanding the use of agreements can be invaluable in streamlining reviews, reducing project implementation time, and increasing trust among state Departments of Transportation (DOT) and regulatory agencies.

Contact

Marisel Lopez-Cruz
FHWA Office of Project Development and Environmental Review
(202) 493-0356
Marisel.Lopez-Cruz@dot.gov

Resources

Brochure

Update Included Input from State DOTs

- Needed to reflect more recent experience and prioritize elements most important to practitioners
- Conducted electronic and phone surveys
- Expanded areas related to implementation and lessons learned
- Made the Roadmap a reference tool for experienced and new practitioners alike



Roadmap for Developing and Implementing a PA

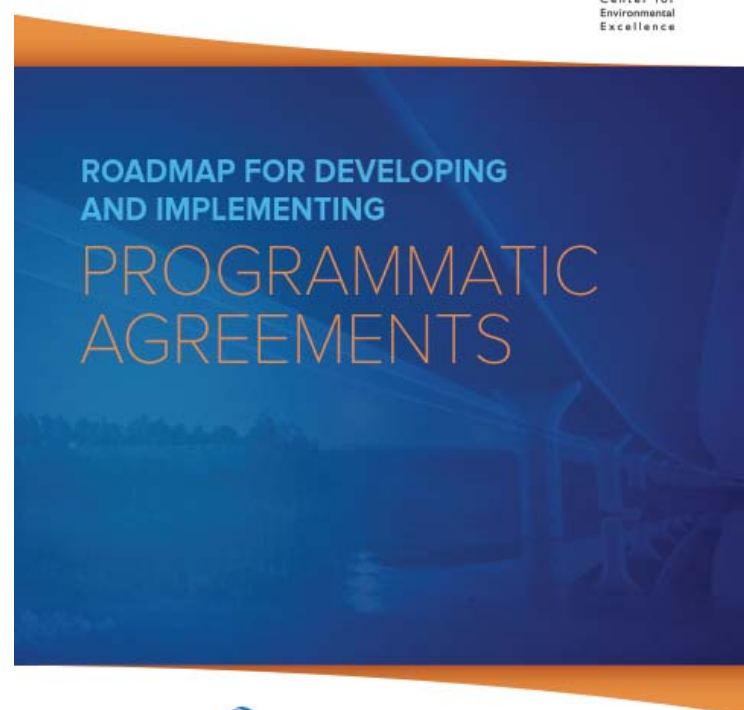
- Web-based tool that guides the user through the steps in developing a PA
 - Users can advance through the sections in sequence or click on a section to navigate directly to a topic of interest.

WHAT'S IN THE ROADMAP? The roadmap consists of six sections:



The content of the roadmap is presented in a sequential manner with each section informing the next, providing a tutorial on considering, developing and implementing a PA. However, each section can stand on its own should the reader have questions about specific topics. Just click on a section above to go directly to that content.

Roadmap for Developing and Implementing a PA





CASE STUDY: MASSDOT & MASSWILDLIFE PARTNERSHIP

Tim Dexter, MassDOT
Dave Paulson, MassWildlife

MassDOT & MassWildlife Coordination History

"The Old Days"

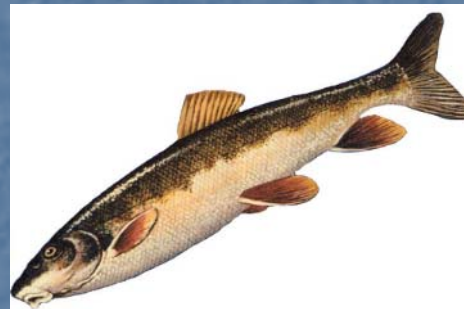
- MESA regulatory review conflicts
- Conservation vs. Transportation
- Inconsistent players
- Bad previous experiences
- Missed project advertisement dates
- No partnership on non-regulatory conservation issues



MassDOT – MassWildlife Interdepartmental Service Agreement

Solution

- Interdepartmental Service Agreement (ISA) - December 2008
 - Initial 3 Year Agreement
 - 1 dedicated position at Natural Heritage & Endangered Species Program
- Purpose
 - Streamline the regulatory review process pursuant to MESA
- Renewed in 2011 & 2014
 - Included funding for conservation projects



MassDOT – MassWildlife Interdepartmental Service Agreement

Regulatory Relationship

- Early project data coordination
- Streamline permit application reviews
 - Cut project review time from 30 days to 14 days
 - MassDOT sets review priorities
- Collaborate on avoidance/minimization techniques
- Innovative mitigation
- Develop creative solutions



Linking Landscapes for Massachusetts Wildlife

- Established 2010
- Collaboration
 - State/Federal Agencies, Universities, NGOs and the Public
- Objectives
 - Reduce wildlife-vehicle collisions and improve public safety
 - Enhance, protect, and restore habitats impacted by roads
 - Control invasive species within habitats of high conservation priority
 - Incorporate conservation priorities into transportation planning
 - Implement wildlife transportation research projects to inform transportation and conservation decision making

MassDOT & MassWildlife Partnership



LINKING LANDSCAPES FOR MASSACHUSETTS WILDLIFE

[HOME](#)

[ABOUT](#)

[DATABASE PROJECTS](#)

[CONSERVATION PROJECTS](#)

[CONTACT](#)

<http://www.linkinglandscapes.info>

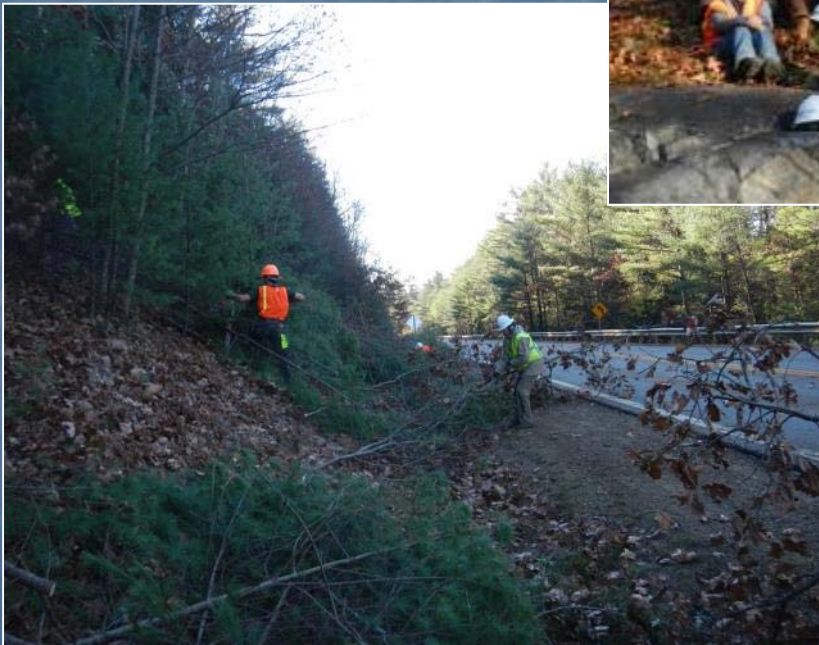
Peregrine Falcon Nesting Boxes



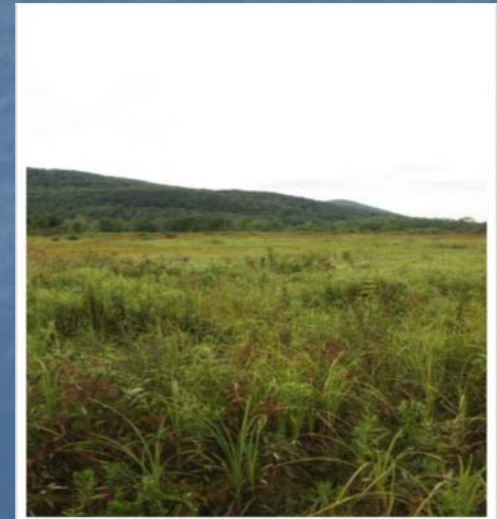
American Kestrel Nesting Boxes



Orange Sallow Moth Habitat Management



Habitat Management: Invasive Species Removal



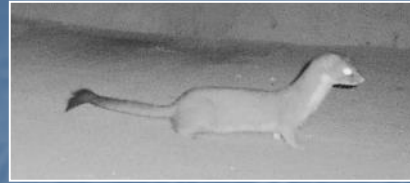
Wildlife Fencing and Signage



Moose Vehicle Collisions



Wildlife Crossing Structures



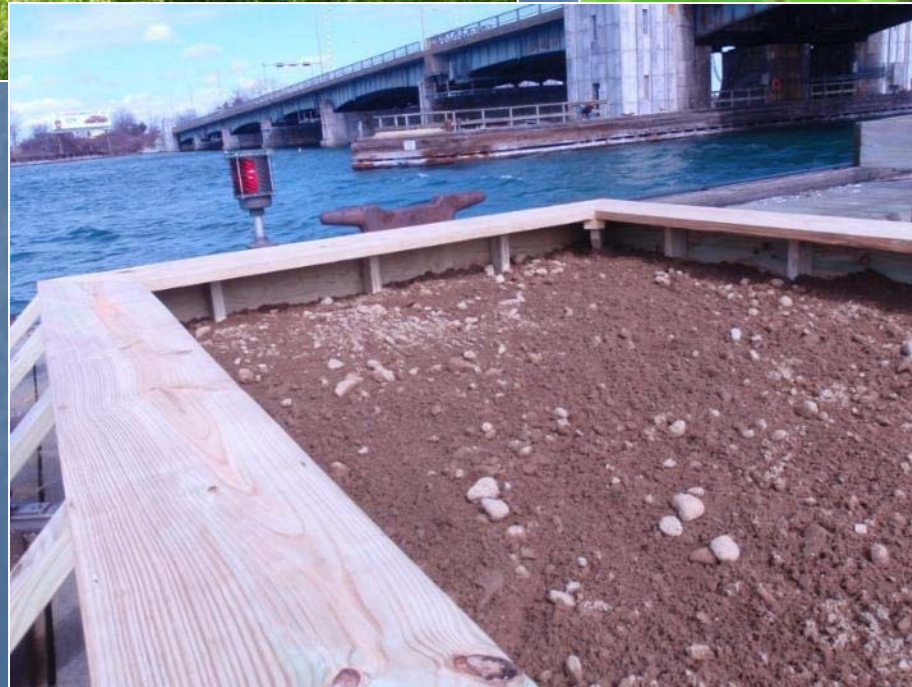
Wildlife Monitoring / Road Ecology Research



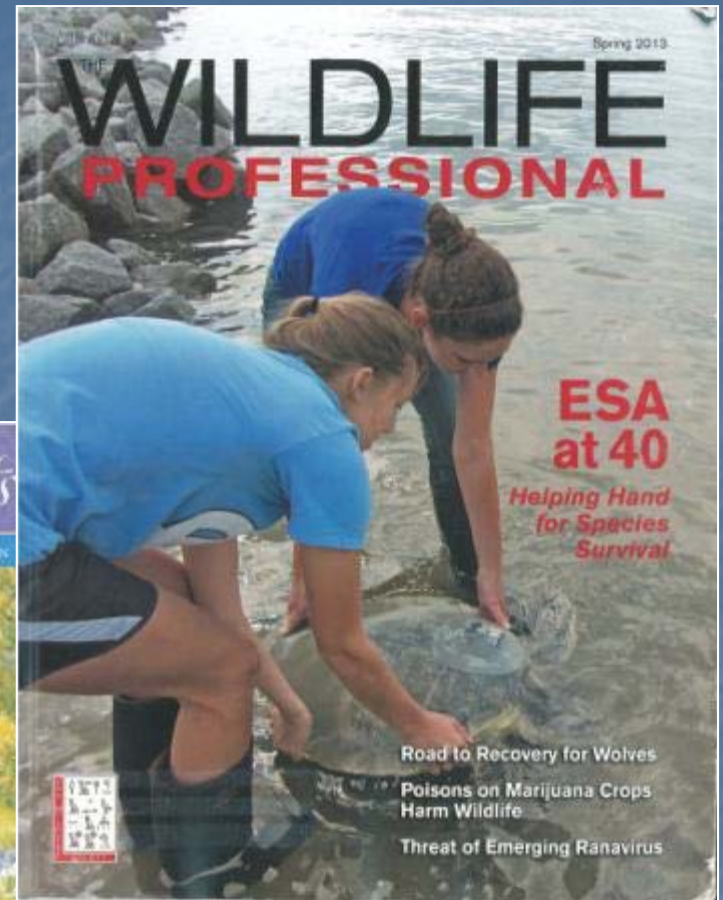
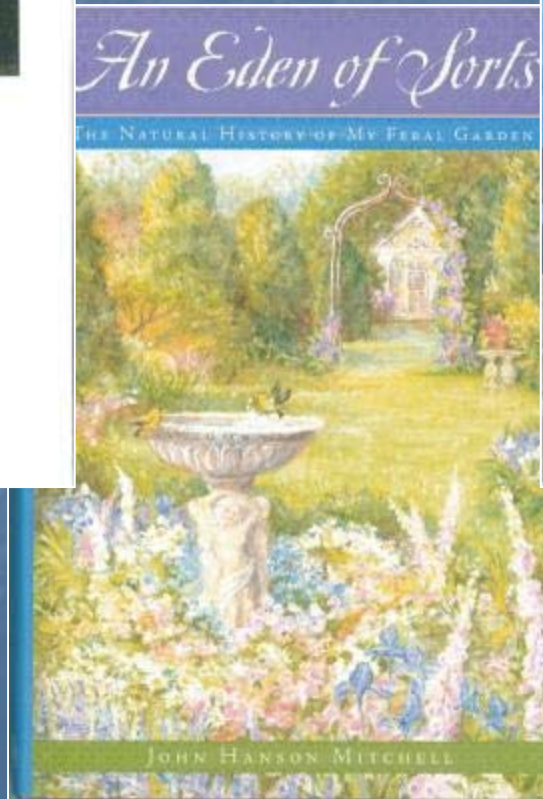
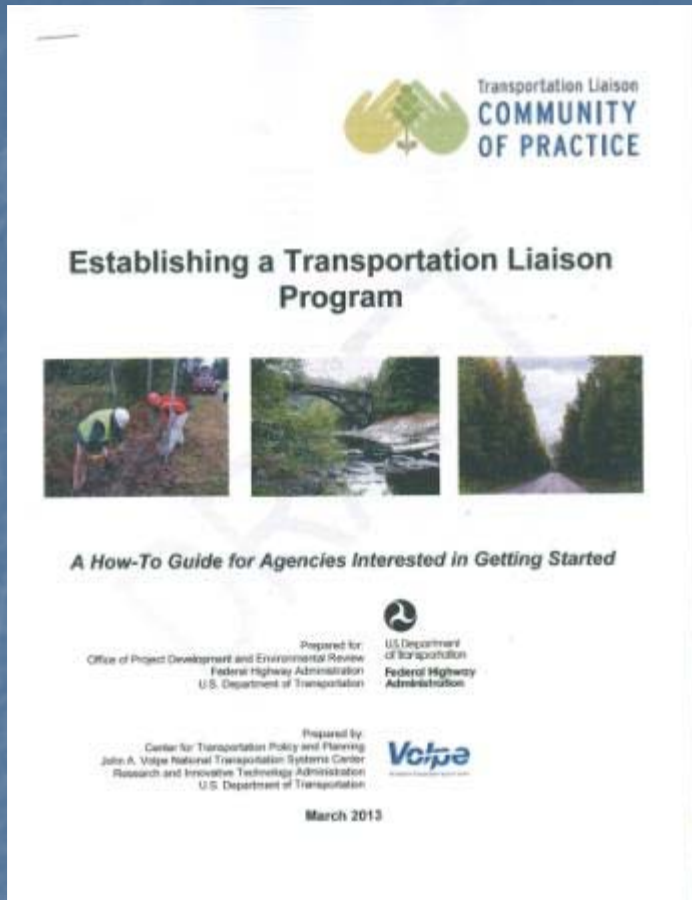
Wildlife Monitoring / Road Ecology Research



Conservation Opportunities



Model Partnership



Contact:

Tim Dexter
Wetlands & Wildlife Biologist
Environmental Services
MassDOT Highway Division
(857) 368-8794
timothy.dexter@state.ma.us

David Paulson
Senior Endangered Species Review Biologist
Natural Heritage and Endangered Species Program
Massachusetts Division of Fisheries and Wildlife
(508) 389-6366
david.paulson@state.ma.us

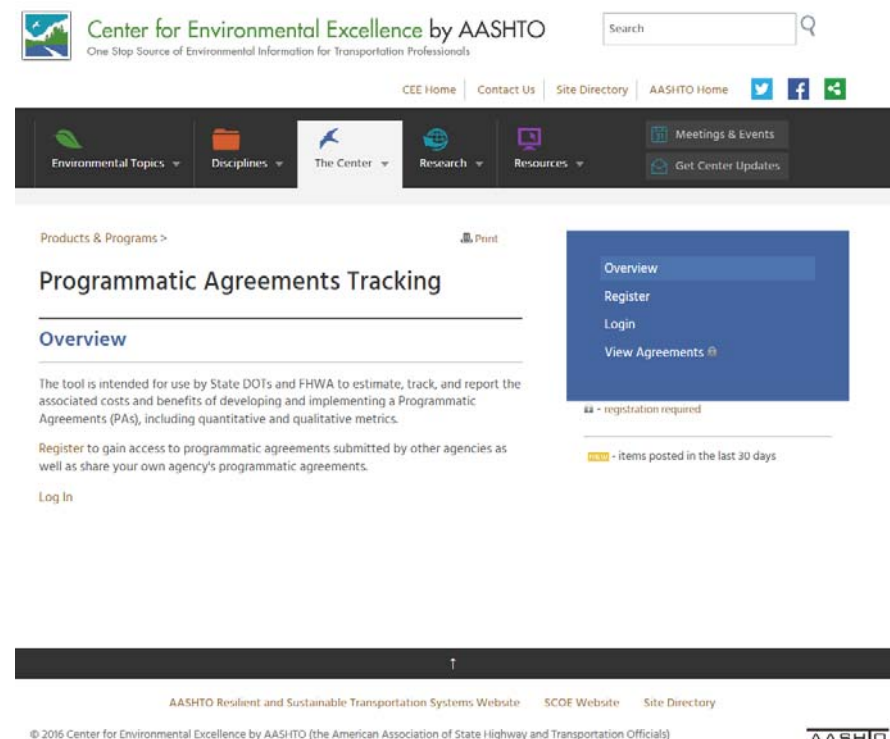
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TRACKING TOOL OVERVIEW

Tienna Kim, WSP | Parsons Brinckerhoff

Programmatic Agreements Tracking Tool

- New tool in the Center's Products & Programs
- Features
 - User Registration
 - Secure Collaboration
 - Search and Filter Programmatic Agreements (PA)
 - Upload and Share PAs
 - User Friendly, Accessible, and Organized



Programmatic Agreements Tracking Tool

- Registration
 - Limited to State DOT and FHWA members

Programmatic Agreements Tracking

Register

Access to Programmatic Agreements is limited to State DOT and FHWA staff members. Registration information will be used only for interaction with the Programmatic Agreement online tool.

Please enter your e-mail address below to verify your agency's access.

E-mail Address:

Programmatic Agreements Tracking

Register

Your email address has been validated.
Please complete the registration form below.

* - required

First Name: *	<input type="text"/>
Last Name: *	<input type="text"/>
Title: *	<input type="text"/>
Agency: *	<input type="text"/>
Phone: *	<input type="text"/>
E-mail Address: *	JamesParker@dot.state.co.us
Preferred Contact Method: *	<input checked="" type="radio"/> Email <input type="radio"/> Phone
Password: *	<p>Password must be at least 8 characters long and include at least one special character, one capital letter, and one number.</p> <input type="password"/>
Password Confirmation: *	<input type="password"/>

Programmatic Agreements Tracking Tool

- Filter and Search Agreements Posted by State DOTs and FHWA
 - Category
 - Agencies Involved
 - State/Region
 - Keyword search including PDF attachments

View Agreements

Use the drop down menus to narrow the list of agreements. Sort your list by clicking on a column title. Click on the title to view more details about the programmatic agreement.

Search Filters

Category	<input type="text"/>
Agencies Involved	<input type="text"/>
State/Region	<input type="text"/>
Keyword	<input type="text" value=" < Enter keyword >"/>
<input type="button" value="Find"/> <input type="button" value="Reset"/>	

View Agreements

Use the drop down menus to narrow the list of agreements. Sort your list by clicking on a column title. Click on the title to view more details about the programmatic agreement.

Search Filters

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Keyword	<input type="text" value=" < Enter keyword >"/>
<input type="button" value="Find"/> <input type="button" value="Reset"/>	

☐ Air Quality
☐ Endangered Species Act
☐ Interagency
☐ Land Management
☐ Navigation (USCG)
☐ NEPA
☐ Planning and Environmental Linkages
☐ Section 106
☐ Section 4(f)
☐ Wetlands
☐ Wildlife

Programmatic Agreements Tracking Tool

- View Programmatic Agreement Listing
 - Sort by Posting Date, Category, Title or State/Region

<div> <div> <div>◀</div> <div>1</div> <div>▶</div> <div>⌂</div> </div> <div>Page size: 10</div> <div>4 items in 1 pages</div> </div>				
Select	Posting Date	Category	Title	State/Region
<input type="checkbox"/>	05/12/2016	NEPA	Programmatic Agreement for the Review and Approval of NEPA Categorically Excluded Projects between the Federal Highway Texas Division and the Texas Department of Transportation	TX
<input type="checkbox"/>	04/01/2016	Land Management	Amendment #2 - Memorandum of Understanding between the Arizona Department of Transportation, FHWA and the Bureau of Land Management, Arizona	AZ
<input type="checkbox"/>	03/13/2016	Section 106	First Amended Programmatic Agreement among the FHWA, the Massachusetts State Historic Preservation Officer and the Advisory Council on Historic Preservation Regarding Implementation of Minor Highway Bridge Projects	MA
<input type="checkbox"/>	07/26/2013	Land Management	Memorandum of Understanding Related to Activities Affecting the State Transportation System National Forest Service (NFS)/Bureau of Land Management (BLM) Public Lands in the State of Colorado	KS
<div> <div> <div>◀</div> <div>1</div> <div>▶</div> <div>⌂</div> </div> <div>Page size: 10</div> <div>4 items in 1 pages</div> </div>				

Programmatic Agreements Tracking Tool

- View Programmatic Agreement Details
 - Key PA & Contact Information
 - Implementation Costs

[« Back to Agreements Listing](#)

Programmatic Agreement Details

Title

Programmatic Agreement for the Review and Approval of NEPA Categorically Excluded Projects between the Federal Highway Texas Division and the Texas Department of Transportation

Posting Date	Categories	State/Region
5/12/2016	NEPA	TX
Agencies Involved	PA Effective Date	PA Termination Date
Federal, State	5/11/2010	5/18/2020

Overview/Description

The agreement provides for expeditious processing of CE level actions by Texas Department of Transportation (TxDOT) under the guidance and with the approval of FHWA, Texas Division. CE actions which exceed Blanket and Programmatic criteria are submitted to FHWA for review and approval.

Renewal Cycle

Provisions are included for modifying the agreement.

Contact

Barbara Sokes
Senior Planner

Implementation Costs

FTE = Full Time Equivalent

	Value	Unit
Time Spent Researching PA:	100	FTE Hours
Time Spent Developing PA:	250	FTE Hours
Time Spent in Meetings/Workshops:	29	FTE Hours
Time Spent Preparing Initial Training:	30	FTE Hours
Time Spent Conducting Initial Training:	40	FTE Hours
Time Spent Preparing Ongoing Training:	24	FTE Hours
Time Spent Conducting Ongoing Training:	48	FTE Hours
Time Spent Updating/Refining PA	24	FTE Hours
Direct Costs:	15,000	Direct Costs
Total Implementation Cost:	545 (FTE Hours)	15,000 (Direct Cost)

Programmatic Agreements Tracking Tool

- View Programmatic Agreement Details - Continued
 - Quantitative Benefits
 - Qualitative Benefits

Quantitative Benefits

	Value	Unit
Streamlined/Quicker Reviews:	135,000	Construction Delay Costs Not Incurred
Avoidance of Permit Challenges:	95,000	Construction Delay Costs Not Incurred
Reduced Mitigation Costs:	45,000	Direct Costs
Reduced Formal/ Agency Consultation:	500	FTE Hours
Redirected Staff Time:	500	FTE Hours
Reduced Formal/ Agency Consultation (Agency):	120	FTE Hours
Redirected Staff Time (Agency):	360	FTE Hours
Total Construction Delay Costs Not Incurred:	219,000	Direct and FTE Costs

Custom Quantitative Benefits

Benefit	Value	Unit
Wetlands Preserved	3500	Acres
Endangered Species Habitat Preserved	1500	Acres

Qualitative Benefits

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree
Increased Predictability/ Certainty:	✓				
Increased Coordination/ Communication:		✓			
Improved Relationships:		✓			
Improved Public Opinion:		✓			
Enhanced Project Outcomes:	✓				

Programmatic Agreements Tracking Tool

- Compare Agreements
 - Select up to 3 agreements for side-by-side comparison

Compare Select up to 3 agreements to compare.

Select	Posting Date	Category	Title	State/Region
<input checked="" type="checkbox"/>	05/12/2016	NEPA	Programmatic Agreement for the Review and Approval of NEPA Categorically Excluded Projects between the Federal Highway Texas Division and the Texas Department of Transportation	TX
<input checked="" type="checkbox"/>	04/01/2016	Land Management	Amendment #2 - Memorandum of Understanding between the Arizona Department of Transportation, FHWA and the Bureau of Land Management, Arizona	AZ
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<input type="checkbox"/>	07/26/2013	Land Management	Memorandum of Understanding Related to Activities Affecting the State Transportation System National Forest Service (NFS)/Bureau of Land Management (BLM) Public Lands in the State of Colorado	KS

Programmatic Agreements Comparison

[Print](#) | [Close](#)

Date Printed: 5/13/2016

	Agreement 1	Agreement 2	Agreement 3
Title	Programmatic Agreement for the Review and Approval of NEPA Categorically Excluded Projects between the Federal Highway Texas Division and the Texas Department of Transportation	Amendment #2 - Memorandum of Understanding between the Arizona Department of Transportation, FHWA and the Bureau of Land Management, Arizona	First Amended Programmatic Agreement among the FHWA, the Massachusetts State Historic Preservation Officer and the Advisory Council on Historic Preservation Regarding Implementation of Minor Highway Bridge Projects
Posting Date	5/12/2016	4/1/2016	3/13/2016
Category	NEPA	Land Management	Section 106
State/Region	TX	AZ	MA
Agencies Involved	Federal, State	Federal, State	Federal, State
PA Effective Date	5/11/2010	3/1/2006	9/1/2004
PA Termination Date	5/10/2020		4/20/2016
Overview/Description	The agreement provides for expedited processing of CE level actions by Texas Department of Transportation (TxDOT) under the guidance and with the approval of FHWA, Texas Division CE actions which exceed BLM and Programmatic criteria are submitted to FHWA for review and approval.	The Memorandum of Understanding provides a coordinated approach to accomplish land and resource management in pursuing Bureau of Land Management (BLM), Arizona Department of Transportation (ADOT) and FHWA goals and objectives. The amendment intends to improve working relationships outlined in a BLM/FHWA July 27, 1992 Interagency Agreement. It is designed to streamline work processes and eliminate duplication of work as well as to share available resources. The streamlining feature of this agreement involves detailed coordination provisions and a framework for establishing mutual understanding of respective goals and missions. The agreement addresses the need for timely disposition of issues involving planning, scoping, environmental studies, design and construction of public roads on BLM managed lands.	The programmatic agreement establishes the process for compliance with Section 106 for minor highway projects and identifies those which do not require SHPO review. The nine page document supersedes a 1992 version.
Renewal Cycle	Provisions are included for modifying the agreement.	Renewal provisions are not included.	A renewal process is not included.

Programmatic Agreements Tracking Tool


- Post and Share your Agency's Programmatic Agreements
 - Create records in 'draft' status until ready to share with other users and agencies
 - Upload file attachments

Programmatic Agreement Details

* - required

PA Information

① Status: ☒ Draft ☐ Published

① Posting Date: 

Title: *


Overview/Description: *


① Category: *


- ☐ Air Quality ①
- ☐ Endangered Species Act
- ☐ Interagency
- ☐ Land Management
- ☐ Navigation (USCG)
- ☐ NEPA
- ☐ Planning and Environmental Linkages
- ☐ Section 106
- ☐ Section 4(f)
- ☐ Wetlands
- ☐ Wildlife


Agencies Involved: *


State/Region: *


① PA Effective Date: 


① PA Termination Date: 

Avoidance of Permit Challenges:  Construction Delay Costs Not Incurred


Reduced Mitigation Costs:  Direct Costs

Reduced Formal/ Agency Consultation:  FTE Hours

Redirected Staff Time:  FTE Hours

Reduced Formal/ Agency Consultation (Agency):  FTE Hours

Redirected Staff Time (Agency):  FTE Hours

Total Construction Delay Costs Not Incurred:  Direct and FTE Costs

Custom Quantitative Benefits

Benefit	Value	Unit
1 <input type="text"/>	<input type="text"/>	<input type="text"/>
2 <input type="text"/>	<input type="text"/>	<input type="text"/>
3 <input type="text"/>	<input type="text"/>	<input type="text"/>

Qualitative Benefits

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Reset
Increased Predictability/ Certainty:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Reset
Increased Coordination/ Communication:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Reset
Improved Relationships:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Reset
Improved Public Opinion:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Reset
Enhanced Project Outcomes:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Reset

Contact Information



Programmatic Agreements Tracking Tool

We look forward to your participation!

<http://environment.transportation.org/PATracking/>

The background of the slide features a scenic landscape of a calm lake reflecting a dense forest. A bridge is visible in the distance. A solid blue horizontal band is positioned across the middle of the image, serving as a backdrop for the text.

QUESTIONS?

THANK YOU FOR ATTENDING THE WEBINAR

Programmatic Agreement Toolkit

http://environment.transportation.org/center/products_programs/programmatic_agreement.aspx

