

# Linking Conservation and Transportation Planning Arkansas Workshop

Shari Schaftlein

FHWA Office of Project Development & Environmental Review

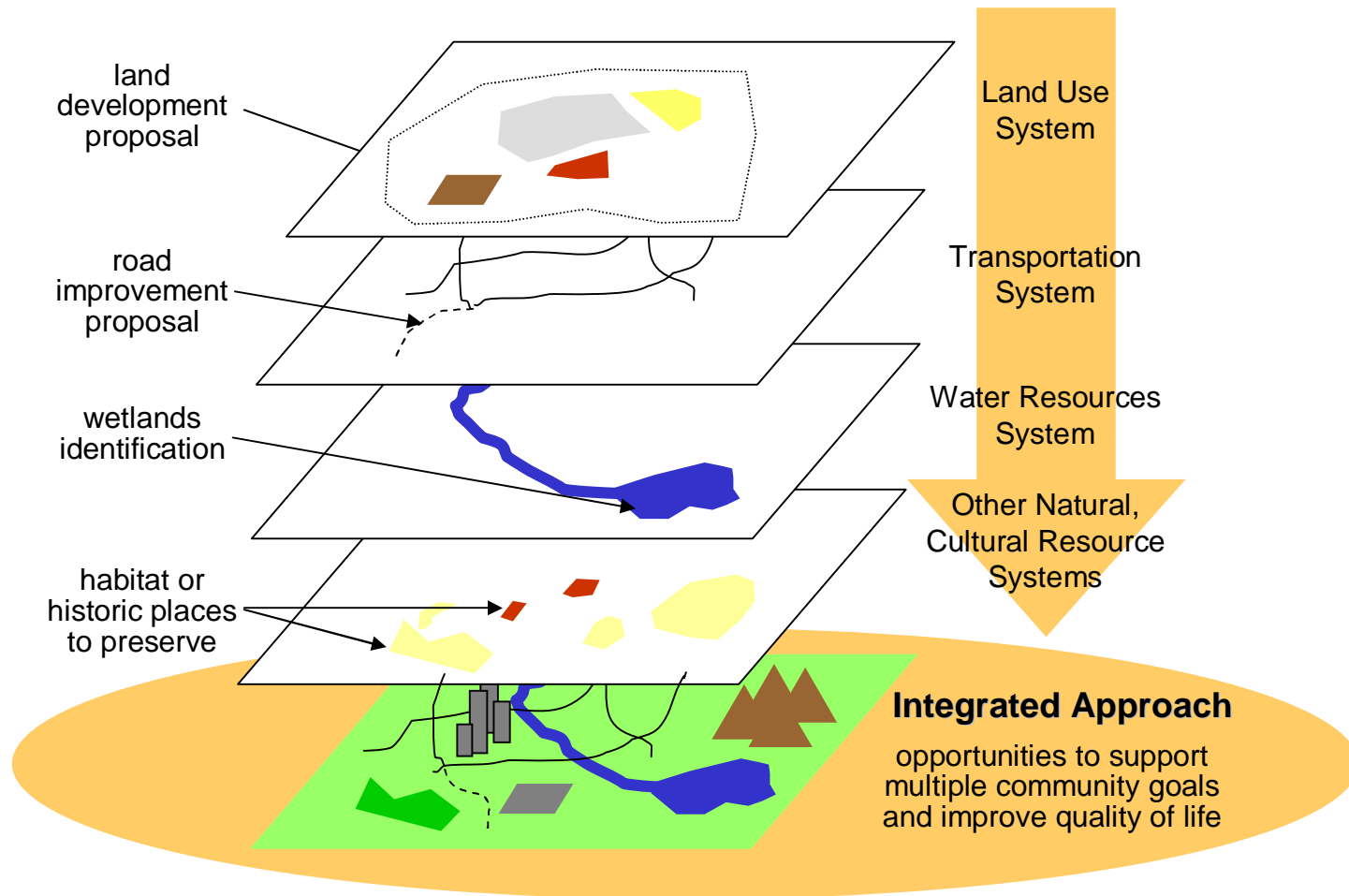
[sschaftlein@dot.gov](mailto:sschaftlein@dot.gov)

202-366-5570

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# Integrated Planning: A Systems Perspective



# Evolving the State of Practice

Integrated planning is not new; there are related previous and ongoing efforts



# How do you do it?

- FHWA Initiatives
- Research Efforts
- Partner Activities
- SAFETEA-LU

## FHWA – Drivers & Trends

- Wetland Mitigation Peer Exchange
- Exemplary Ecosystem VFG
- Streamlining E.O. – Integrated Planning
- Linking Planning & NEPA Guidance
- Scenario Planning
- PPP – Certainty
- Eco-Logical
- NEPA Indirect & Cumulative Impacts
- GIS Competency
- Context Sensitive Solutions
- Programmatic/Tiering
- Collaboration

## **Partner Activities – Drivers & Trends**

- Watershed Plans – New ACOE Regs
- State Wildlife Action Plans
- Green Infrastructure Planning
- Defense-Base Realignment, Agriculture, Energy-  
Pipeline Safety, Homeland Security
- Green Highways Partnership – Mid Atlantic
- EO Cooperative Conservation

## Research – Drivers and Trends

- NCHRP – Policy, Legal, Technical, Case Studies
- TRB Committees – Summer and Annual Meetings
- Vendor Presentations
- Business Case – transaction costs, project and ecological benefit



# Related SAFETEA-LU Provisions

## Sect. 6001

- Environmental Mitigation
- Consultation w/Resource Agencies
- Consideration of Resource Maps and Inventories
- Visualization of Plans

Sect. 6002 – Environmental Process

Sect. 1119 – Wildlife Vehicle Collisions

Sect. 6008 – Context Sensitive Solutions

## Read the *Baseline Report* at

<http://www.fhwa.dot.gov/stewardshipeco/index.htm>

- Defines elements, objectives and outcomes of integrated planning
- Identifies challenges, opportunities, and strategies for moving toward outcomes
- Highlights innovative practice
- Defines potential government roles

Executive Order 13274  
Integrated Planning Work Group

Baseline Report  
and Preliminary Gap Analysis

Deliberative Draft

March 15, 2005

ICF Consulting conducted the research and prepared this draft report. The report was reviewed by the Integrated Planning Work Group and incorporates its comments and recommendations to the Task Force.

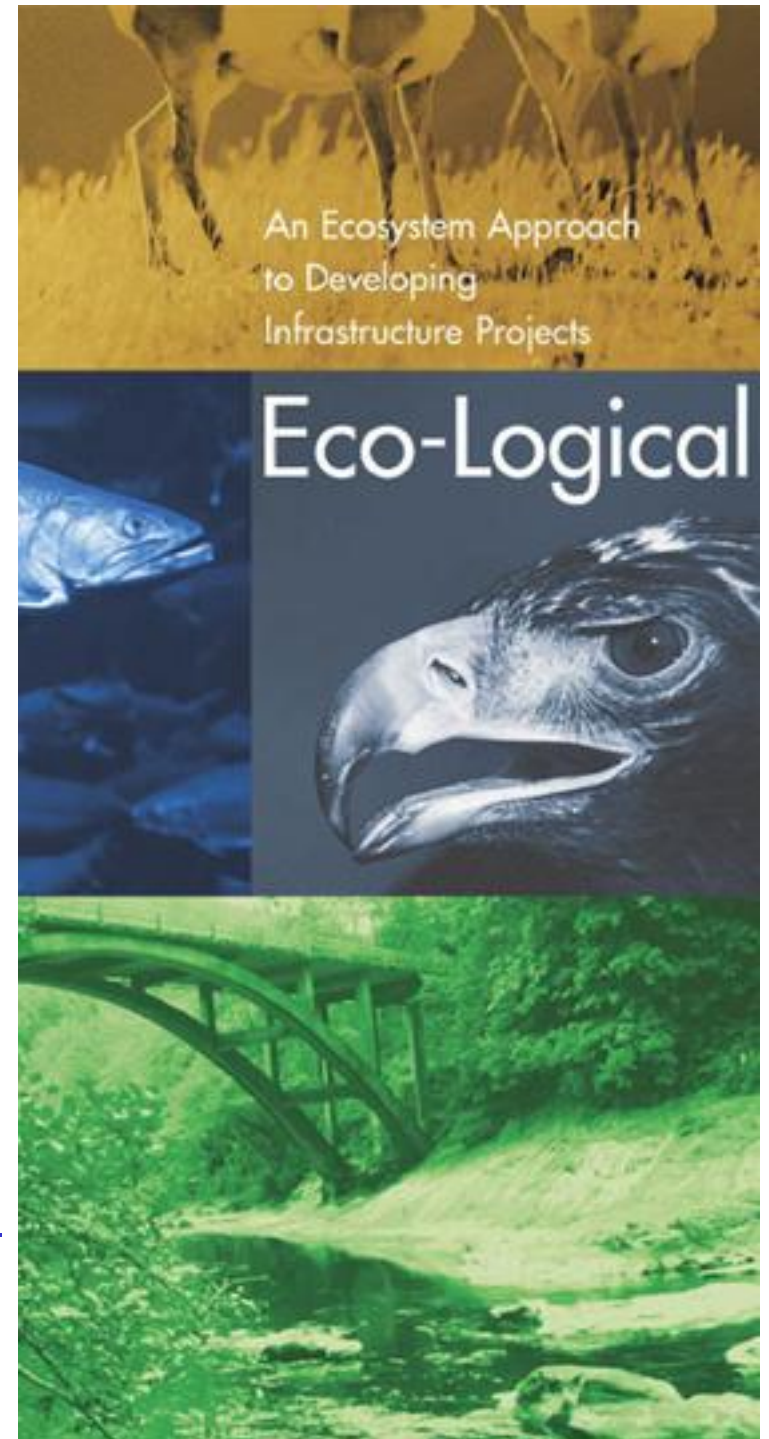
# Linking Planning-Level Evaluation to NEPA

- n Use planning process to refine purpose and need.
- n Document the planning-level evaluation.
- n Summarize and reference it in the NEPA document:
  - n *Purpose and Need* chapter
  - n *Alternatives Considered* chapter
  - n *Evaluation* chapter
- n Show that planning satisfied NEPA principles.
- n Early involvement of resource agencies.

# Benefits: Enhanced Community Outcomes

- n Transportation priorities support broad visions for how we want our neighborhoods, towns, and regions to prosper
- n Agencies work collaboratively to ensure early consideration given to equity, safety, mobility, accessibility, environmental, economic, fiscal, community, and land use goals





[http://www.environment.fhwa.dot.gov/ecological/eco\\_index.asp](http://www.environment.fhwa.dot.gov/ecological/eco_index.asp)

# Benefits of Green Infrastructure Approach

- Not a new concept in the Mid-Atlantic – has buy-in and credibility at all scales.
- Consistent with Eco-Logical approach.
- Provides information to support a decision making framework that allows for:
  - regulatory streamlining and flexibility (e.g. alternative/advance mitigation)
  - greater certainty for agencies and the public
  - increased effectiveness of management actions
  - regional to local linkages; scientifically defensible



# Green Highways and Geo-spatial Support

Support is needed the three focus areas

- Ultimately develop DSS/expert system to aid project planning, design and implementation
- Take “systems” approach – multi-scale, multi-objective, scientifically defensible
- Stormwater management and ecosystem conservation are ripe for “pilots”:
  - SW: strategically identify location and type of SW management practices necessary to safeguard high quality resources, protect property and infrastructure, and restore degraded areas.
  - EC: protect and enhance terrestrial and aquatic ecosystem functions through a GI-like approach



# Consultation w/Resource Agencies

Why State and Local?

Ask or Tell?

Flow chart exchange –who, when, how

- Land Use
- Natural Resources
- Environmental Protection
- Conservation
- Historic Preservation
- Tribes



## Models:

- Shuttle Negotiation
- Group by Topic
- Group by Physical Boundaries
- Group by Level of Government
- Opportunistic (State GIS Council)
- Live vs. Virtual
- Government vs. Non-government convenors

# Consideration of Resource Maps and Inventories

## Context:

- Data Rich vs. Poor
- Maps vs. Inventories
- Public vs. Private lands
- Public knowledge vs. Confidential
- Best Available Science vs. Precautionary Principal
- Project Regulator vs. Strategic Planning
- Fill Data Gaps vs. Follow the Mapping

# Context Sensitive Solutions

- CSS VFG
- [CSS in Planning Q & As, White Paper](#)
- University Curriculum
- CSS Training – Classroom and Web based
- Update existing NHI training courses
- Construction White Paper
- Urban Thoroughfares Guidelines
- CSS Primer
- AASHTO-CEE Conference/Peer Exchanges
- [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org)
- Clearinghouse & National Dialogue

# 6002 Environmental Review Process

## Key Elements

- Lead vs. Participating Agency
- Issue Identification and Resolution
- Purpose and Need
- Alternatives
- Coordination Plan
- Deadlines
- Assistance to Other Agencies
- Statue of Limitations

# Linking Environmental Resource and Transportation (NCHRP 25-25 Project)

- SCOE/FHWA joint project
- National Scan of Federal, State, regional, local agency activity
- Determine extent environmental data/plans are used in transportation planning and vice-versa
- Highlight good examples