Implementing Eco-Logical Panel

Funding Opportunities for the Eco-Logical Approach

Panelists
Gary Jensen, FHWA
Michael Lamprecht, FHWA
Marlys Osterhues, FHWA
Mike Ruth, FHWA
Shari Schaftlein, FHWA
Spencer Stevens, FHWA
Jody Mccullough, FHWA

Shannon Eggleston, AASHTO
Kate Kurgen, AASHTO
Dianna Noble, AASHTO
Greg Akers, West Virginia Department of Transportation
Katie Benouar, California Department of Transportation
Stephen Williams, Thomas Jefferson Planning District Commission

Moderator: Haley Peckett, Volpe Center
Implementing Eco-Logical – Background

- Builds on FHWA’s *Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects* (2006)

- Fills a gap by addressing challenges in planning for ecosystems and infrastructure
  - Duplication of efforts
  - Uncertainty and lack of predictability
  - Results: piecemeal mitigation
Eco-Logical Overview

• 9-step process to identify ecological priorities in a region

• Includes tools for:
  – Cumulative effects and alternatives analysis
  – Regulatory assurances
  – Ecosystems crediting
Implementing Eco-Logical – Financial Assistance

<table>
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<tr>
<th>First Round Products February 2013</th>
<th>Proof of Concept Pilot</th>
<th>Lead Adopter Incentive</th>
<th>User Incentive</th>
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<tr>
<td>C06 – Eco-Logical</td>
<td>0</td>
<td>6</td>
<td>20</td>
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- No proof of concept pilots
  - 15 previous Eco-Logical grant projects and 4 SHRP2 pilots
- Up to 6 Lead Adopter Incentives $200,000 - $250,000 each
- Up to 20 User Incentives ~ $25,000 each
- State DOTs and MPOs eligible
Implementation Assistance

www.fhwa.dot.gov/goshrp2/
Application

Contact Information

State: Alaska

Point of Contact

Business Email

Business Phone

Organization

Title

For Lead Adopter Incentive Only ($200,000 - $250,000 each)

(The following questions are for Lead Adopter only; to apply for User Incentive, see application questions below.)

1. Briefly describe demonstrated agency leadership support for the regional ecosystem framework REF or Eco-Logical principles and participation in this program.

2. Describe your existing REF, agreement or similar methodology, including a list of integrated plans or data already vetted by interagency partners.

3. Please describe mitigation and avoidance strategies including conservation areas and

4. Briefly describe existing partnerships and the partnership commitments to Eco-Logical...
# Application Do’s and Don’t’s

<table>
<thead>
<tr>
<th>Do</th>
<th>Don’t</th>
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<tbody>
<tr>
<td>Make your application clear and concise</td>
<td>Apply if you do not represent a State DOT or MPO</td>
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<tr>
<td>Have your project relate to transportation</td>
<td>Rely on your attachments; narrative should be complete</td>
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<tr>
<td>Describe specifically what the funds will be spent on</td>
<td>Apply for geospatial tools that are similar to ongoing research</td>
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<tr>
<td>Describe the outcomes and deliverables you expect to achieve</td>
<td>Forget that implementation assistance is to advance Implementing Eco-Logical</td>
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<tr>
<td>Expect to share the results of your project</td>
<td>Be late; applications are due on March 22</td>
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Implementation Timeline

• Solicitation closes: March 22
• First awards: Mid-April
Questions?

Email: goSHRP2@dot.gov

Application: http://www.fhwa.dot.gov/goshrp2/

Eco-Logical: www.environment.fhwa.dot.gov/ecological/eco_entry.asp

Gary Jensen
Office of Human Environment
202-366-2048
gary.jensen@dot.gov
Raster Coverage Shows Relative Ecosystem Value
Project Purposes

Use FHWA Eco-Logical Model to develop reproducible model for small MPOs/regional governments to:

- Develop simple, transparent, collaborative approach to analyzing ecosystem value
- Integrate ecosystem value into MPO transportation project prioritization
- Use ecosystem value to identify lowest ecosystem impact road alignment
- Use Regional Ecosystem Framework and collaborative partnerships to prioritize mitigation
Other Opportunities for Integrated Planning

- **Integrate REF into local Comprehensive Plans**
  - Let REF inform land use decisions, conservation planning
- **Meeting Chesapeake Bay Total Maximum Daily Load requirements**
  - Restoration focuses on impaired streams
  - Take credit for transportation mitigation projects at no cost to the locality
- **Nutrient Trading** — identify potential stormwater impact mitigation sites
California Pilot Test of the Ecological Approaches to Environmental Protection Developed in Capacity Research Projects C06A and C06B

State Route 37 Stewardship Study: Integrating Environment and Community in Transportation Planning

Presented by
Katie Benouar
Division of Transportation Planning
Caltrans
The Team:

Road Ecology Center, University of California, Davis
Fraser Shilling, Project Lead

Caltrans

Sonoma Ecology Center

Sonoma Land Trust

Napa County Resource Conservation District

Southern Sonoma County Resource Conservation District

Ecole Nationale des Travaux Publics de l’Etat, Lyon, France

More Information:

http://hwy37.ucdavis.edu
Highway 37 Corridor

North Bay Wetlands and Agriculture

Data for this map came from the California Spatial Information Library (CASIL), Bay Area Open Space Council, US Fish and Wildlife Service, Caltrans, and the Sonoma Ecology Center. The map was assembled by the Road Ecology Center.
SHRP2 C21 Pilot Project:
WVDOT and West Virginia University Research Collaborative – Testing the Eco-Logical Approach on Coalfields Expressway and King Coal Highway