

# Eco-Logical Webinar Series



## Implement Agreements and Deliver Projects

*Step 8 of the Integrated Eco-Logical Framework*

### Presenters

**Brian Hasselbach**, FHWA - Montana

**Deborah Wambach**, Montana DOT

**Keith Greer**, San Diego Association of  
Governments (SANDAG)

### Panelists

**Elizabeth O'Donoghue**, The Nature  
Conservancy / Regional Advance Mitigation  
Planning in California

# Integrated Eco-Logical Framework (IEF)

- Process to guide transportation and resource specialists in the integration of transportation and ecological decisionmaking.
- Helps identify potential impacts to environmental resources very early in the planning process.

# Steps of the IEF (and the Eco-Logical approach)

1. Build and strengthen collaborative partnerships
2. Integrate natural environment plans
3. Create a Regional Ecosystem Framework (REF)
4. Assess effects on conservation objectives
5. Establish and prioritize ecological actions
6. Develop crediting strategy
7. Develop programmatic consultation, biological opinion, or permit
- 8. Implement agreements, adaptive management, and deliver projects**
9. Update REF

Partner  
Share Data  
Analyze Effects

Identify key sites  
and actions

Document  
Implement  
Evaluate

# IEF Step 8: Implementation and Project Delivery

- Regional Ecosystem Framework
- Identified Planning and Environmental Priorities
- Crediting Strategy
- Programmatic Agreements and Consultations



- Design and Deliver Transportation Projects
- Implement Advance Mitigation
- Adaptive Management and Revision of Processes and Standards

# IEF Step 8: Implementation and Project Delivery

## This Webinar:

- Examples of transportation actions that have benefitted from an Eco-Logical approach
- Insights on implementing an Eco-Logical approach on the regional and statewide scales
- **Presentation:** San Diego Association of Governments TransNet Program
- **Presentation:** Interagency Team for Ecological Enhancements for Montana (ITEEM)
- **Discussion:** Featuring presenters and Regional Advance Mitigation Planning in California (RAMP)

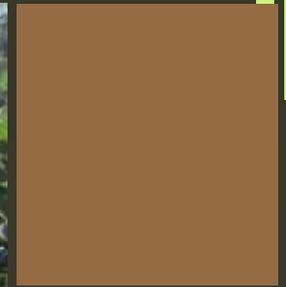
# Eco-Logical Webinar Series



## Implement Agreements and Deliver Projects

### *Step 8 of the Integrated Eco-Logical Framework*

- **Brian Hasselbach**, FHWA – Montana ([bhasselbach@dot.gov](mailto:bhasselbach@dot.gov))
- **Deborah Wambach**, Montana DOT ([dwambach@mt.gov](mailto:dwambach@mt.gov))
- **Keith Greer**, San Diego Association of Governments ([keith.greer@sandag.org](mailto:keith.greer@sandag.org))
- **Elizabeth O'Donoghue**, The Nature Conservancy / Regional Advance Mitigation Planning in California ([eodonoghue@tnc.org](mailto:eodonoghue@tnc.org))
  
- **Mike Ruth**, Federal Highway Administration ([Mike.Ruth@dot.gov](mailto:Mike.Ruth@dot.gov))
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***TransNet***

# ENVIRONMENTAL MITIGATION PROGRAM

March 2014



# Background

- San Diego County's endangered species "problem"
- Perception that environmental mitigation delaying infrastructure development
- Securing biological mitigation sites case-by-case basis – costly and ineffective.
- San Diego long history of HCP planning

Case Study – State Route 76



# State Route 76





SR 76

Imagery Date: Aug 24, 2010 33°15'26.61" N 117°15'38.84" W elev 35 m Eye





**Large Scale Acquisition  
and Management**



**Reduced Cost  
Accelerated Delivery  
Implement Habitat Plans  
↓ Listing of spp**

## *TransNet* Extension EMP

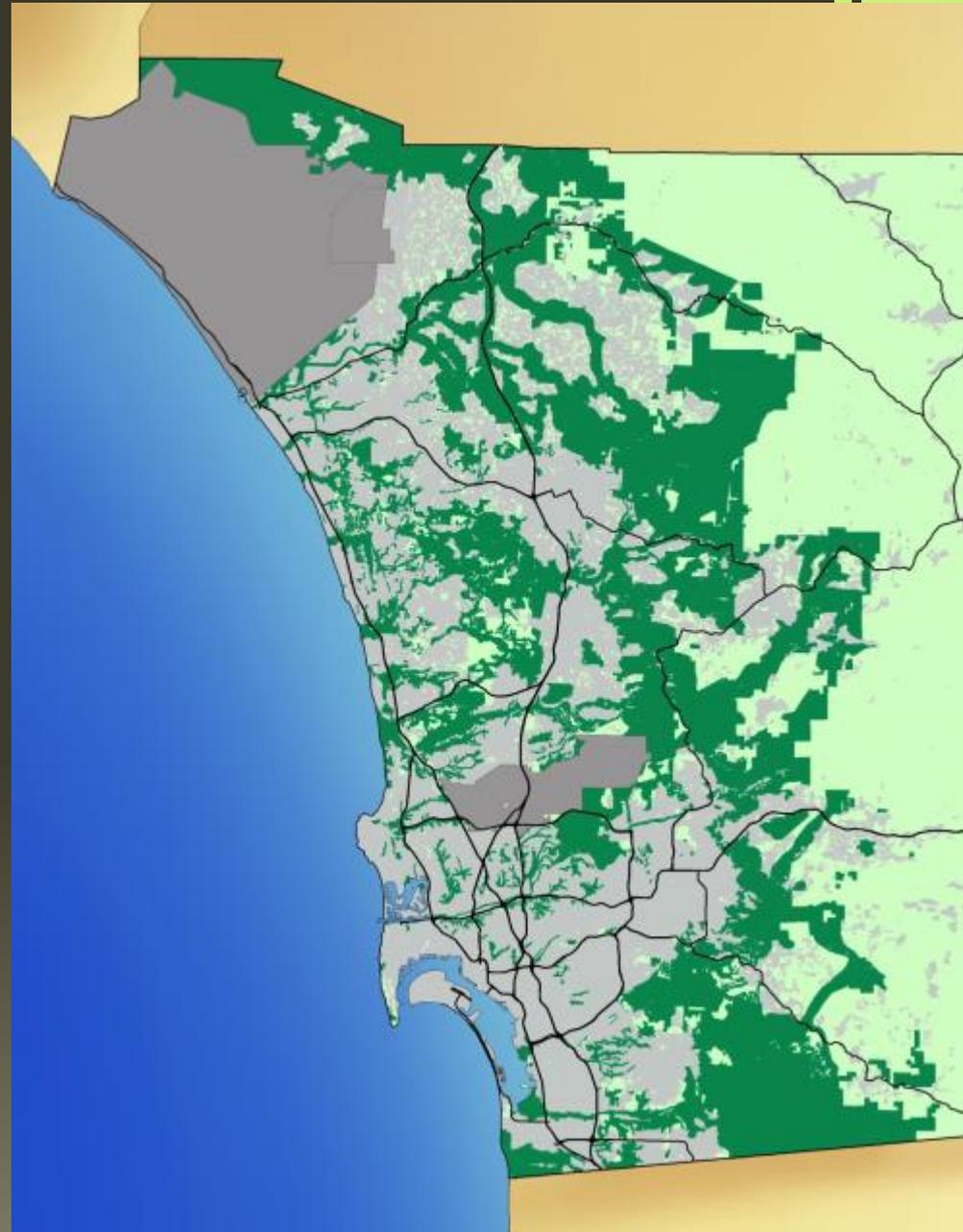
“The intent is to establish a program to provide for large-scale acquisition and management of critical habitat areas and to create a reliable approach for funding required mitigation for future transportation improvements thereby reducing future costs and accelerating project delivery. This approach would be implemented by obtaining coverage for transportation projects through existing and proposed multiple species conservation plans. (Section D)”

# Natural Communities Conservation Planning Act (1991)

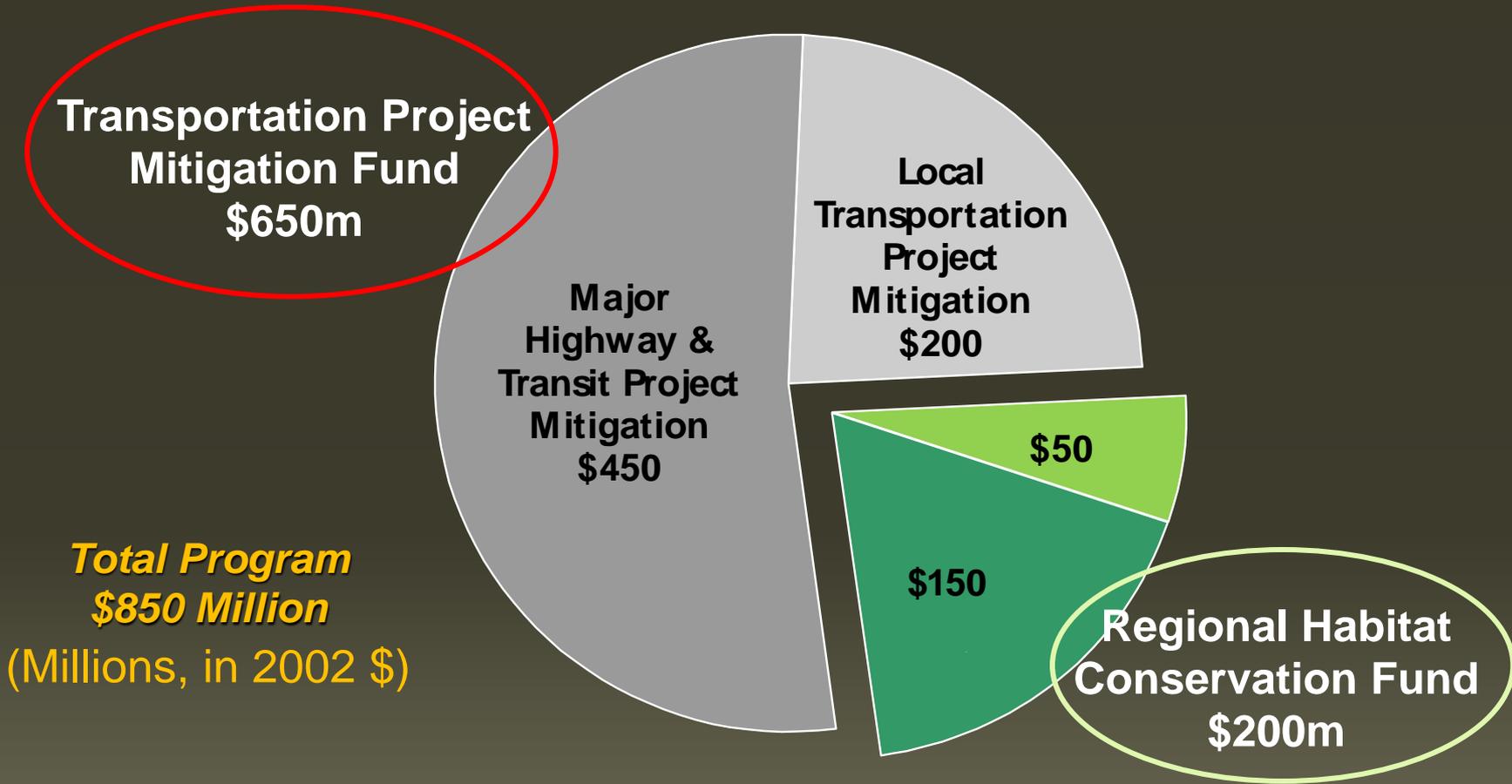


# Regional Habitat Preserve Planning Area

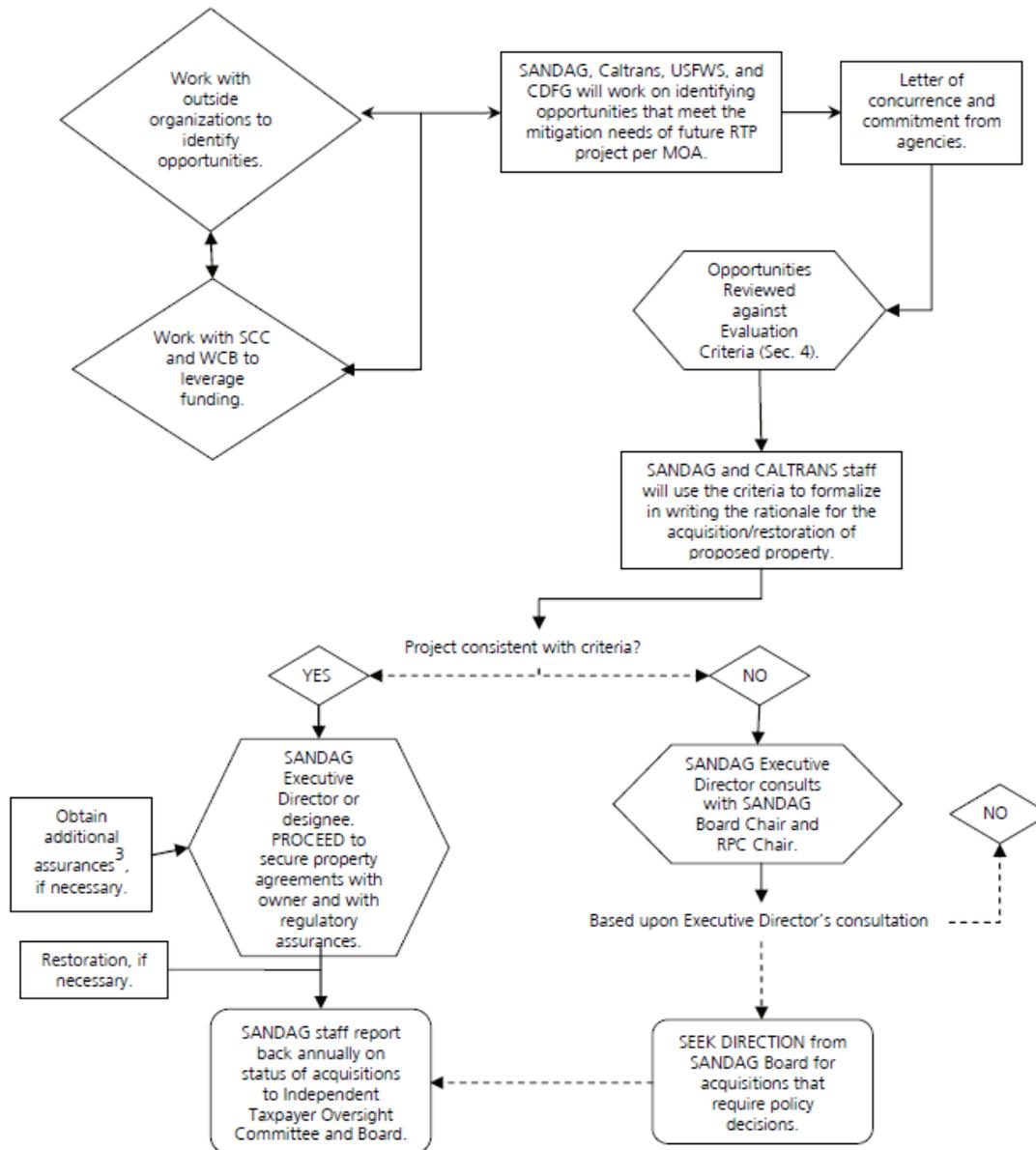
-  Habitat Preserve Planning Area
-  Natural Habitats
-  Developed, Disturbed, and Agricultural Land
-  Military



# Environmental Mitigation Program Costs



To be used for acquisition/restoration of properties for advanced mitigation.



<sup>3</sup> Additional assurances are described in Section 7 of the *TransNet* EMP MOA and include but are not limited to advance mitigation agreements, mitigation banks, and programmatic consultations.

# Memorandum of Agreement: Land Acquisition Evaluation Process

Executed: 2008

Signatories: SANDAG, CALTRANS, USFWS, CDFW

# BIOLOGICAL MITIGATION FUND

- 25 properties
- 3,334 acres
- Restoration  
157 acres
- \$100 million  
*TransNet* funds
- \$17.4 million  
matching funds



# Habitat Conservation Fund

*Regional Monitoring and Land Management*



2007 Poomacha fire

# Wildfire Recovery



# REGIONAL HABITAT CONSERVATION FUND

- Endangered species recovery
- Wildlife movement studies
- 70 grants
- \$11.5 million
- \$7.2 million matching funds



Mountain Lion Movement Study



# Keep San Diego Moving

**TransNet**

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## ***TransNet* – Your Tax Dollars at Work!**

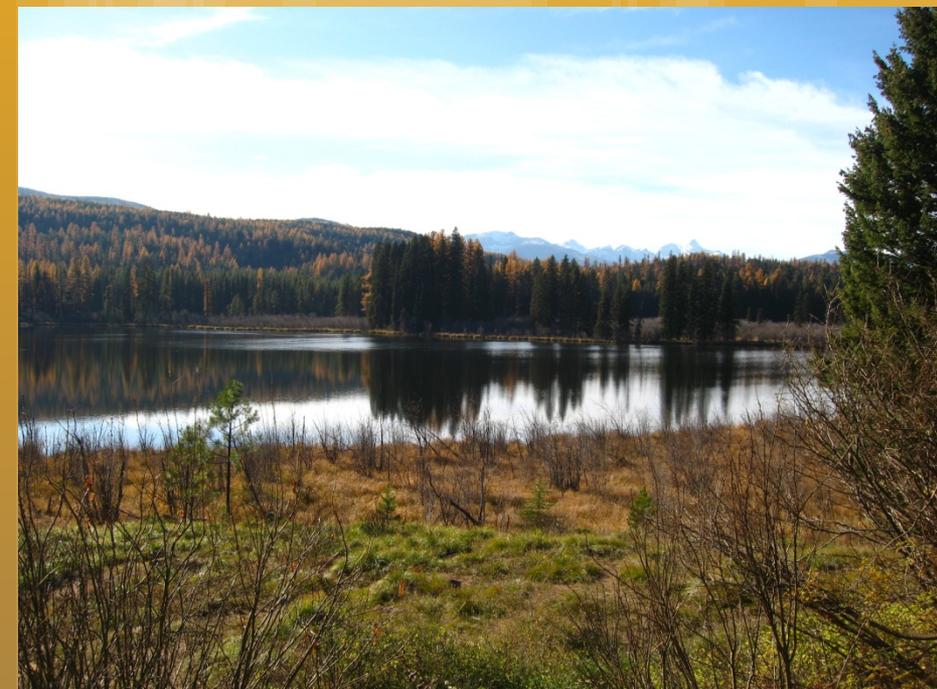
*TransNet* is the voter approved half-cent sales tax for San Diego region transportation projects. During the 60 year life of the program, more than \$17 billion will be generated and distributed among highway, transit, and local road projects in approximately equal thirds.



## **Conservation. Research. Stewardship.**

The innovative *TransNet* Environmental Mitigation Program protects, preserves, and restores native habitats by buying large parcels of land early and at lower prices to satisfy mitigation requirements for current and future projects.

**LEARN MORE**



## Interagency Team for Ecological Enhancements for Montana (ITEEM)

# Background

- Two levels of coordination:
  - Inter-agency Review Team (IRT) – comprised of Director level representation from Corps, EPA, USFWS, Forest Service, FHWA, BLM, state Departments of Fish, Wildlife & Parks; Natural Resources & Conservation; Environmental Quality; and Transportation.
  - ITEEM – comprised of staff level representation from IRT participating agencies.
- Developed a step-by-step approach for interagency coordination and development of regionally based conservation opportunities within a defined geographic area or corridor.

# Pilot Study

- Implemented and documented each step of the ITEEM application, utilizing the Highway 83 corridor as a case study.
- Intent of application:
  - Enhance coordination among agencies.
  - Streamline project environmental reviews by including mitigation and inter-agency considerations early in the planning process.
  - Cooperatively consider and prioritize opportunities for conservation on an ecosystem scale.

# Successes

- Successes identified from pilot study:
  - Pooled information – collation of over 300 GIS data layers specific to the region;
  - Strengthened agency trust & relationships by promoting an improved understanding of individual agency's mission and constraints;
  - Identified regionally significant ecosystem-based conservation opportunities from a long-term, broader perspective.
  - Improved sharing of each agency's present and future opportunities for partnering and collaboration.

# Opportunities

- Pilot study identified a number of opportunities to enhance future applications:
  - Mitigation opportunities were conceptual in nature instead of a tangible list of prioritized projects.
  - Issues of scale and timing of process relative to programming of project/effort, funding availability, and interest.
  - Varying levels of commitment and process structure to ensure free-flowing communication within each representative's respective agency.

# For more information

- For more information on the ITEEM application process and the Pilot Study, please see our web-site at:  
<http://www.mdt.mt.gov/pubinvolve/iteem/hwy83.shtml>
- The web-site includes links to copies of the Final Outcomes Report and Process Summary Report

# What does the future hold for ITEEM?

- ITEEM is evolving in to a two tiered structure
  - The first tier is comprised of an oversight work group that is responsible for addressing program related issues and identifying & monitoring the implementation of individual applications.
  - The second tier is comprised of the appropriate representatives for the individual applications – this membership will vary and depend on the nature of the application and location of the effort.

# We still have a lot of work ahead of us....

- Pilot study identified a number of “programmatic” issues to address:
  - Need to establish criteria for considering the selection of future ITEEM applications.
  - Establish success criteria early in the application.
  - Establish mechanism for credit and commitment tracking.
  - Identify viable funding opportunities.
  - Maintain an oversight/working group with the opportunity of sub-groups for individual applications.

## Next Steps.....

- Establish new structure of ITEEM working group, based on lessons learned from the pilot study.
- Address structural changes to ITEEM working group.
- Identify new applications and initiate efforts.
- Maximize value of ITEEM working group – utilize for other efforts such as development of regional PBA, address new regulatory changes, planning corridor studies, etc.