



SHRP2 SOLUTIONS
STRATEGIC HIGHWAY RESEARCH PROGRAM

Accelerating Project Delivery: The Next Generation of Environmental Streamlining

October 20, 2013

Matthew Garrett
Director, Oregon DOT

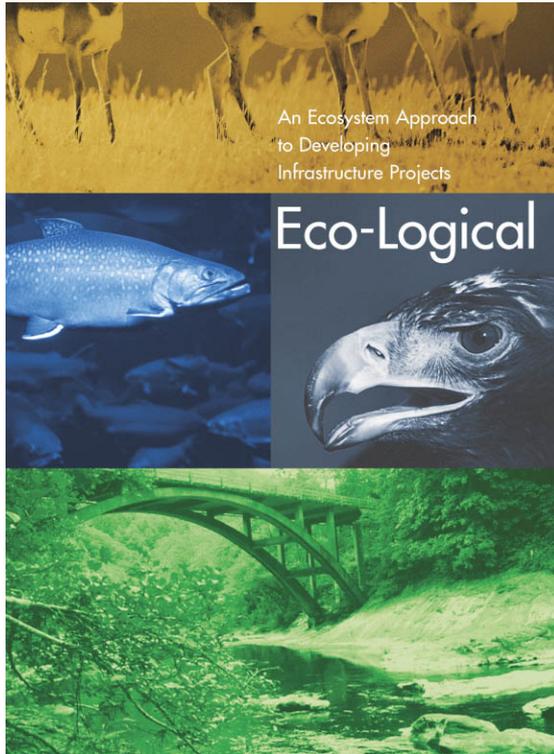


Demands On DOT's in Project Development

How can Eco-Logical meet these demands?

- | | |
|------------------|---|
| Risk Management: | Having a clear approach to the project while building proactive relationship with resource agencies |
| Performance: | Balanced outcome for transportation and environment |
| Investment: | Avoidance and mitigation costs justified |
| Schedule: | Increases predictability of environmental actions (permitting) |
| Governance: | Shared effort in collaborating with approving agencies and stakeholders |

Ecosystem Approach to Developing Infrastructure Projects



Prepared by the Steering Team
April 2006

Signed by the Steering Team Partners' Leadership

Dale Bosworth, Chief of Forest Service
Forest Service
U.S. Department of Agriculture

J. Richard Capka, Acting Administrator
Federal Highway Administration
U.S. Department of Transportation

Kathleen Clarke, Director
Bureau of Land Management
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George S. Dunlop, Principal Deputy
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H. Dale Hall, Director
U.S. Fish and Wildlife Service
U.S. Department of the Interior

Fran Mainella, Director
National Park Service
U.S. Department of the Interior

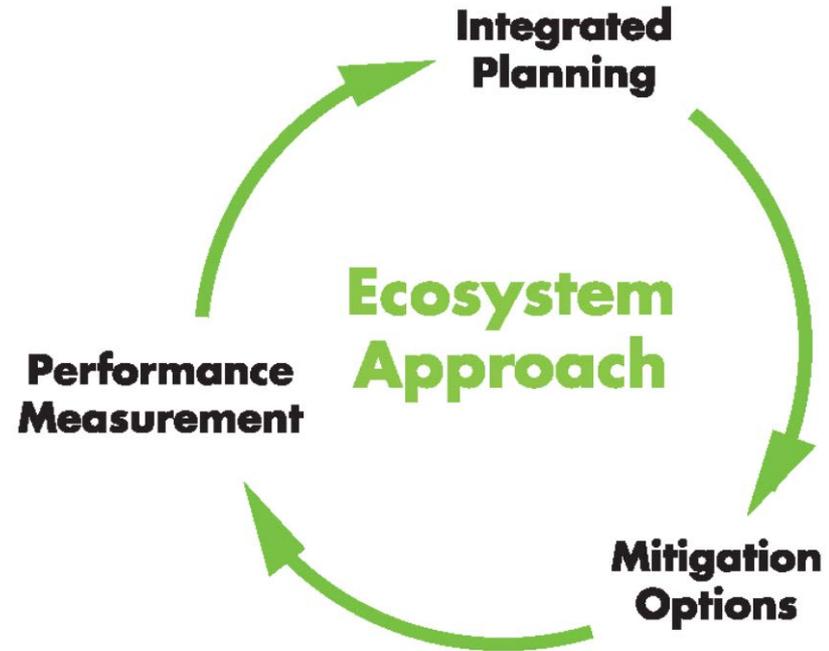
Anne Miller, Director
Office of Federal Activities
U.S. Environmental Protection Agency

Diane Regas, Director
Office of Wetlands, Oceans, and Watersheds
U.S. Environmental Protection Agency

James R. Walpole, General Counsel
National Marine Fisheries Service
National Oceanic and Atmospheric Administration

What is the Eco-Logical Approach?

- Predictability
- Connectivity
- Conservation
- Transparency



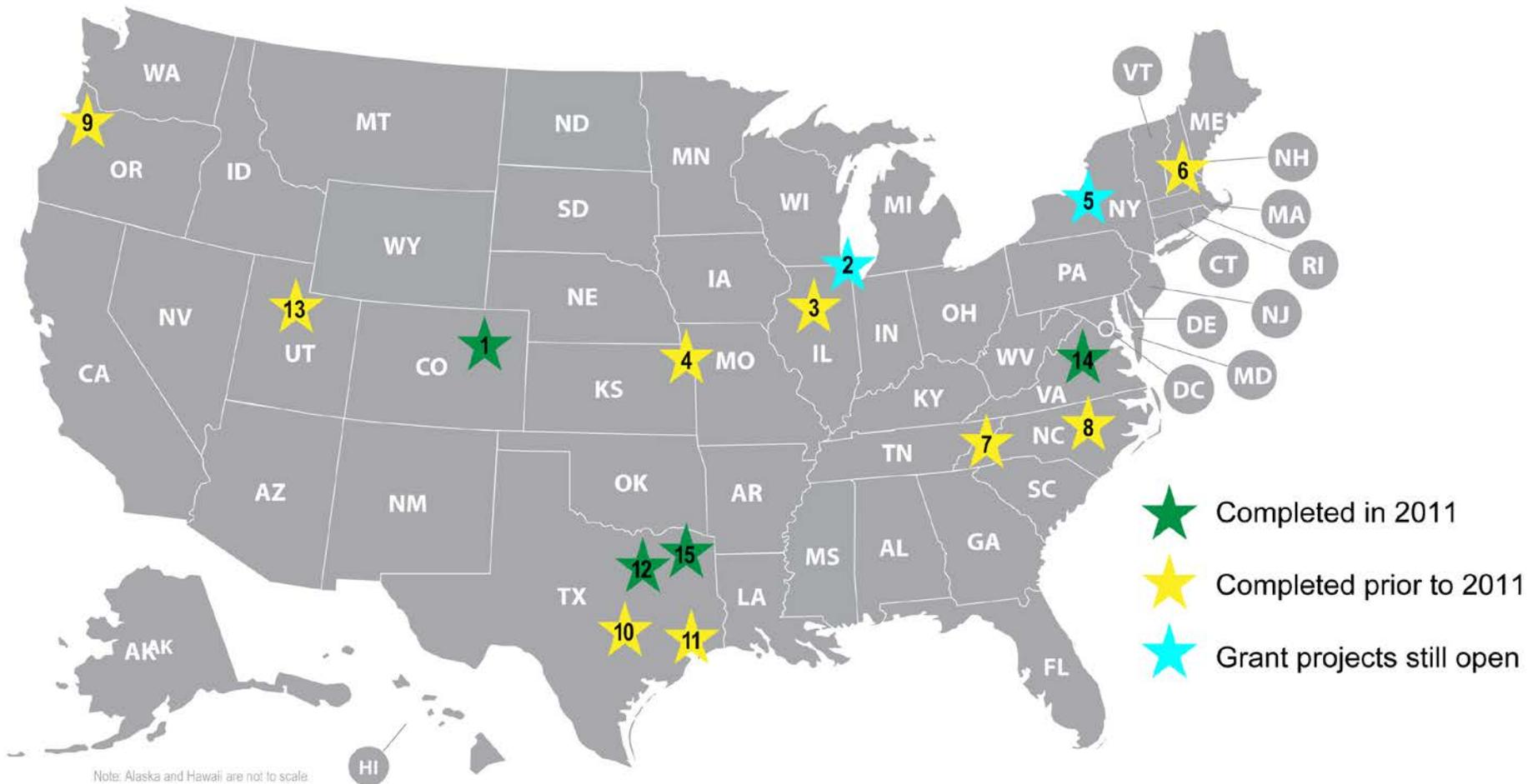


SHRP2 Research Products

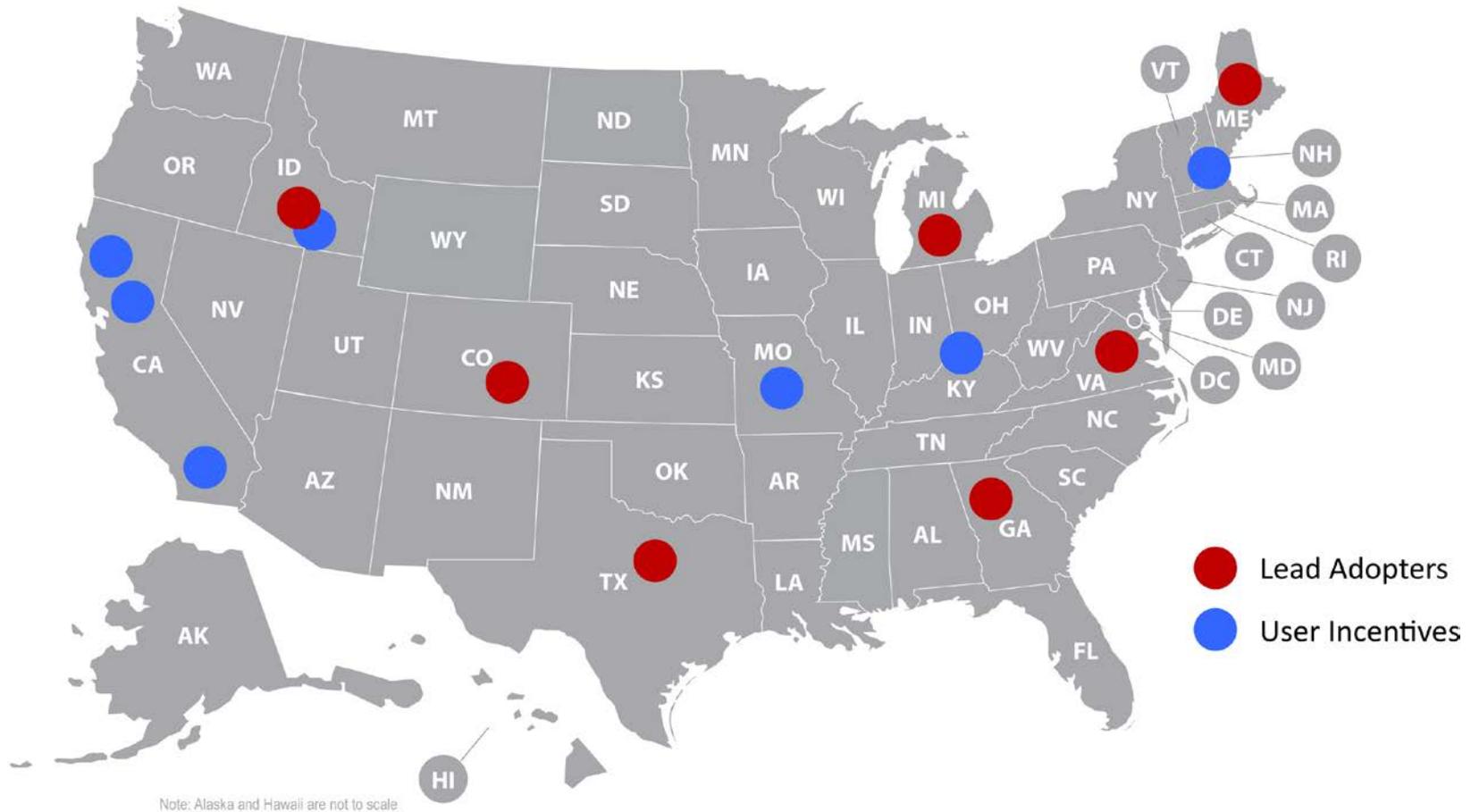


- Integrated Eco-Logical Conservation and Transportation Planning Framework (IEF)
 - Structured process to avoid or minimize environmental impacts through the prioritization of natural resources in early infrastructure planning.
- Scientific and technical processes and tools needed to support the IEF.
- Pilot projects explored implementation of the IEF steps in California, Colorado, Oregon, and West Virginia.

FHWA Eco-Logical Implementation Program



Implementation Assistance Program



- Currently funds 14 assistance projects— seven Lead Adopter Incentive recipients (\$200,000-250,000 each) and seven User Incentive recipients (\$25,000 each).

Resources for Practitioners – Coming Soon

- Survey
- Practitioner's Handbook
- Starter Kit
- Case studies
- Workshops
- Peer exchanges
- On-call technical assistance



Today's Agenda: Benefits of an Eco-Logical Approach

- **Laura Mester**, Chief Administrative Officer, Michigan Department of Transportation.
Improving the Health of the Western Lake Erie Coastal Zone
- **Karla Sutliff**, Project Delivery Deputy Director and Chief Engineer, California Department of Transportation.
Success in Partnership and Planning Along Three Highway Corridors in California
- **Douglas Simmons**, Deputy Administrator Planning, Engineering, Real Estate and Environment, Maryland State Highway Administration
Streamlining Project Development through the Watershed Resources Registry

Contact Information

Eco-Logical Website:

http://www.environment.fhwa.dot.gov/ecological/eco_entry.asp



Contacts:

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We Want to Hear What You Think About Eco-Logical!

- Directly after this session, we are offering an open microphone/videographer to capture what you think about Eco-Logical
- We would like to know....
 - Are you considering *Implementing Eco-Logical* in your state? Why?
 - If you are already *Implementing Eco-Logical*, what benefits are you experiencing?
 - How has *Implementing Eco-Logical* improved your schedules, budgets, or relationships?
 - How can AASHTO and FHWA help you to advance your program to *Implement Eco-Logical* in your state?

Open House Interview Logistics



- Room: Governors 12
- Time: 3 to 5pm
- Sign up sheet available
- Plan for about 10 to 15 minutes of your time

Thank you!