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Environmental impacts: 'Landscapescale' mitigation is a breakthrough

By David J. Hayes

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An important development in the conservation world has gone largely unnoticed. It shouldn't have. Secretary of the Interior Sally Jewell issued a directive that embraced a "landscape-scale" approach to mitigating the environmental impacts of major highway, water, energy and other infrastructure development projects. This is a big idea that deserves notice, and the support of developers and the environmental community alike.

The idea is simple but powerful. Currently, developers and regulators take a small-frame view of how to compensate for environmental injuries caused by new highway or energy projects. They slice and dice, responding to environmental injuries by generating small, fragmented mitigation projects that shortchange the environment.

Under the approach being developed by Jewell, and backed by the White House, the first priority is to avoid or limit environmental damage from new projects. For those environmental harms that cannot be avoided, however, developers' mitigation dollars would flow into larger, threatened landscapes, where they can have a big impact.

The first step is to work with communities and environm perts and identify regional, 1 landscape-scale conservation needs that can benefit from ion funding. In some areas, prime open space and wildlife habitat will be the focus. Other communities may prioritize protecting vulnerable watersheds that supply clean drinking water.

Once significant environmental needs have been identified, the permitting of infrastructure projects can proceed more efficiently -- and with much better environmental results. Agencies will simply determine the level of mitigation required for a specific project and then issue a permit that directs mitigation dollars into an already-identified and environmentally significant regional conservation opportunity.

A similar concept has generated great results when applied to housing and real estate development projects in San Diego County and in several other California jurisdictions. In the 1990s, when an expanding real estate market was bumping up against important endangered species habitat, private developers and state and federal officials worked together to identify strongholds for the species. A landscape-level plan was developed and put in place, focused around the goal of creating a large, interconnected preserve for key species. Dollars were then directed toward filling out the landscape-level plan, allowing previously-stymied development projects to move forward.

The challenge now is to get the many federal and state agencies that are permitting major infrastructure projects working together to develop broad-based advanced mitigation plans that will cut across the myriad federal and state regulatory schemes. They will need to pull in scientific expertise from all corners, consult with local communities, and identify significant landscapes that will benefit from mitigation investments.

California is well-positioned to partner with the federal government on this initiative. The state already has a "Regional Advanced Mitigation Program" on its books. California's RAMP program articulates the same vision of thinking big and applying compensatory mitigation on a regional, large-scale basis, where it can bolster important, but threatened, landscapes. There will be no shortage of opportunities, with huge new infrastructure investments looming for high-speed rail and water conveyance, together with the continued growth expected in renewable energy projects and related transmission facilities.

The trick now is to make it work. Secretary Jewell and the White House will be putting meat on the bones of this approach in the coming main and a company and a company

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David J. Hayes, former Deputy Secretary of the U.S. Department of the Interior, teaches at Stanford Law School and is a Senior Fellow at the Hewlett Foundation. He wrote this for this newspaper.

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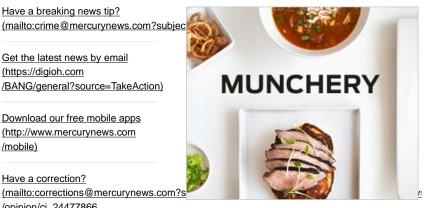
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