

# What's the best practice?

The best practice strategically links:

- **Scoping** (*what resource attributes are important and should be analyzed?*);
- **Analysis** (*how do we determine the consequences of the project on specific resource attributes?*); and
- **Documentation** (*how do I explain the analysis in a manner that is useful and relevant for the decision-at-hand, and what the strengths and weaknesses of the analysis?*)

This enables timely, cost effective, & defensible decisions



U.S. Department of Transportation  
Federal Highway Administration



# What are the scoping parts?

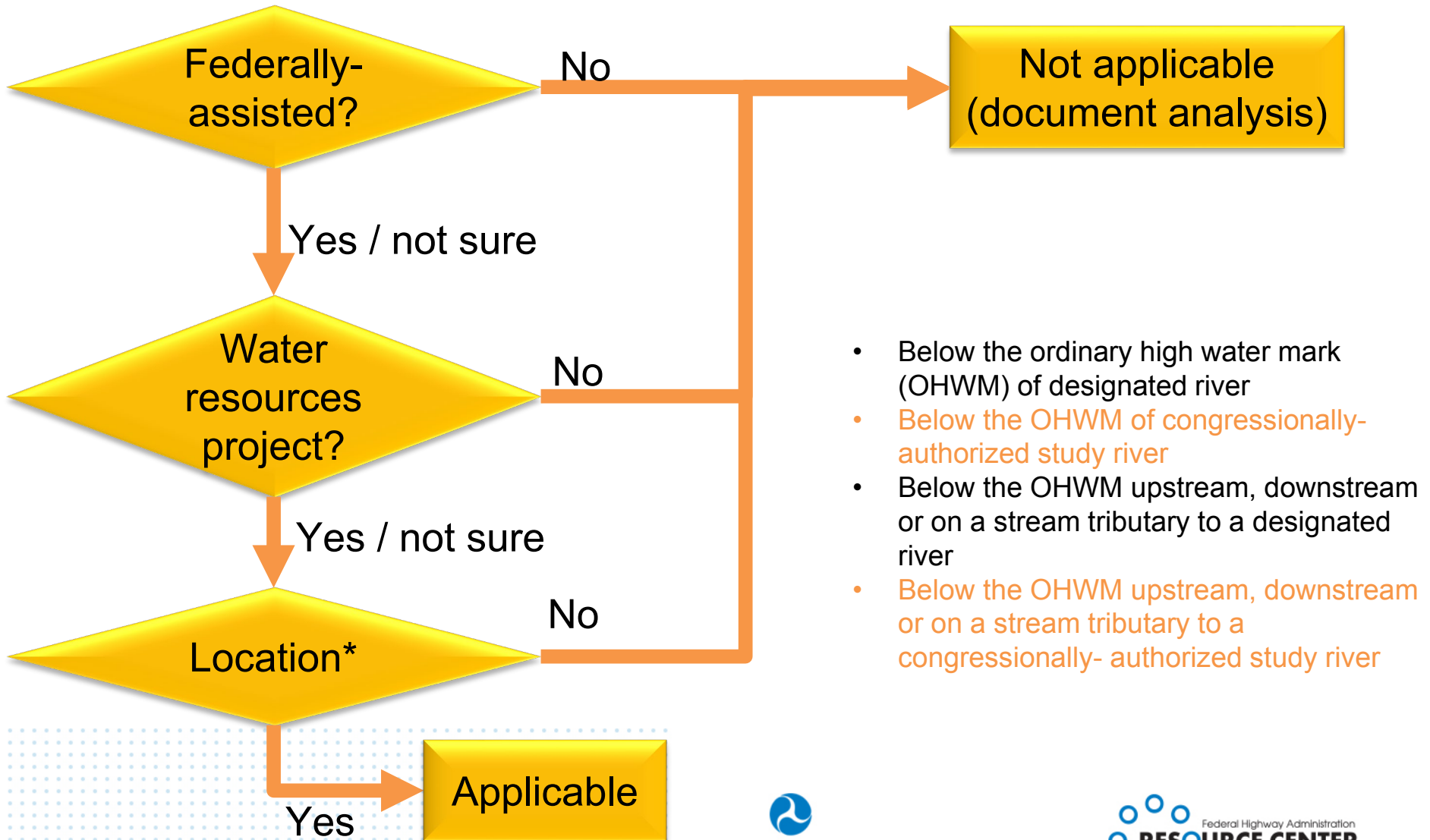
- **Determine applicability**
- **Identify river decision-makers**
- **Deconstruct action & resource**



U.S. Department of Transportation  
**Federal Highway Administration**



# Is the WSRA applicable?



- Below the ordinary high water mark (OHWM) of designated river
- Below the OHWM of congressionally-authorized study river
- Below the OHWM upstream, downstream or on a stream tributary to a designated river
- Below the OHWM upstream, downstream or on a stream tributary to a congressionally- authorized study river



# Who's the germane decision-maker?

## The river-administering agency

- Name and location of affected river
- Location of the project
- Nature of the permit/authorization
- A description (**deconstruction**) of the proposed activity
- Relevant information (e.g. plans, maps, environmental studies)



U.S. Department of Transportation  
Federal Highway Administration



# How do we deconstruct?

## The action:

- **Preconstruction**
- **Construction**
- **Operation and maintenance**

## The resource:

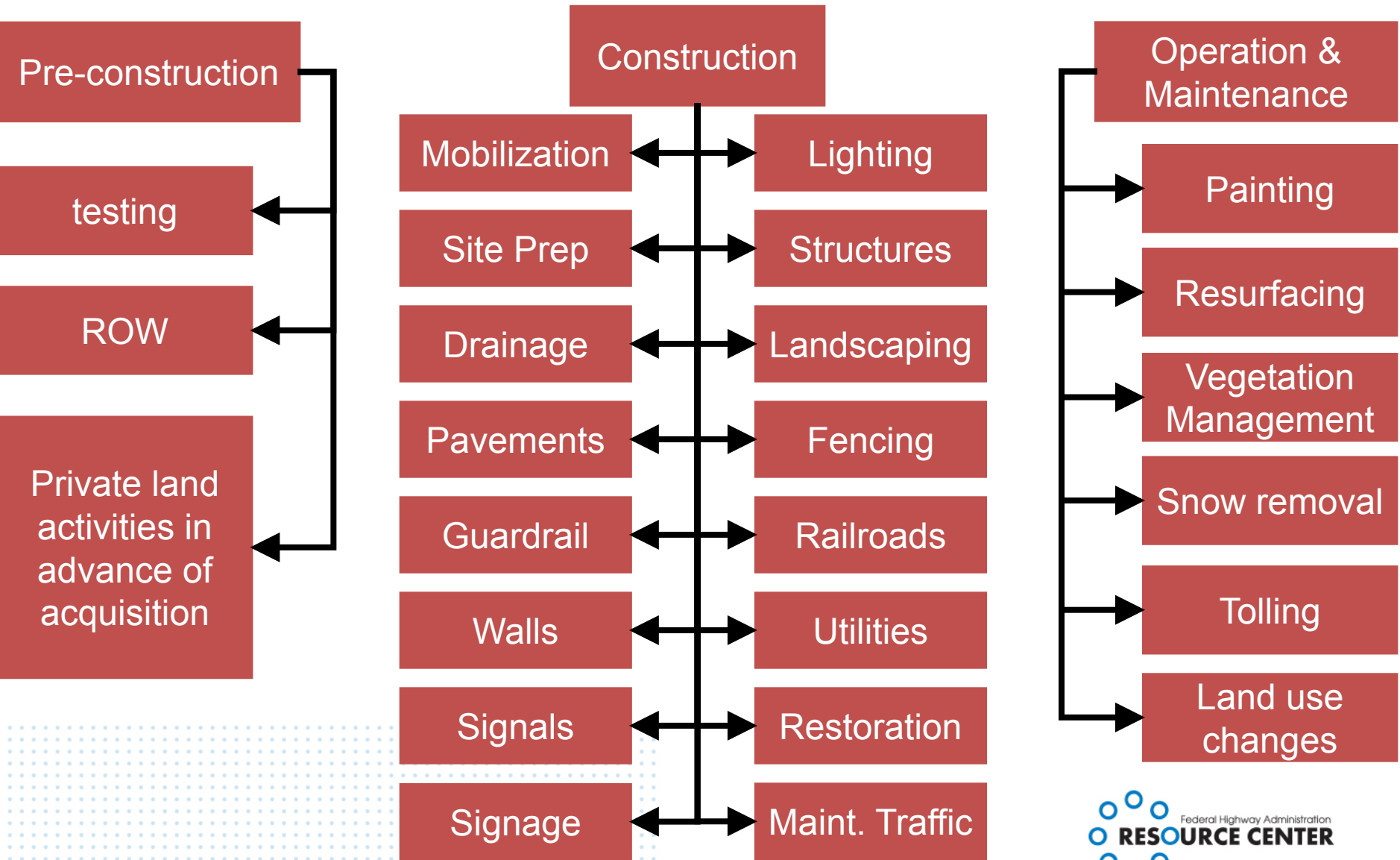
- **Outstandingly Remarkable Values**



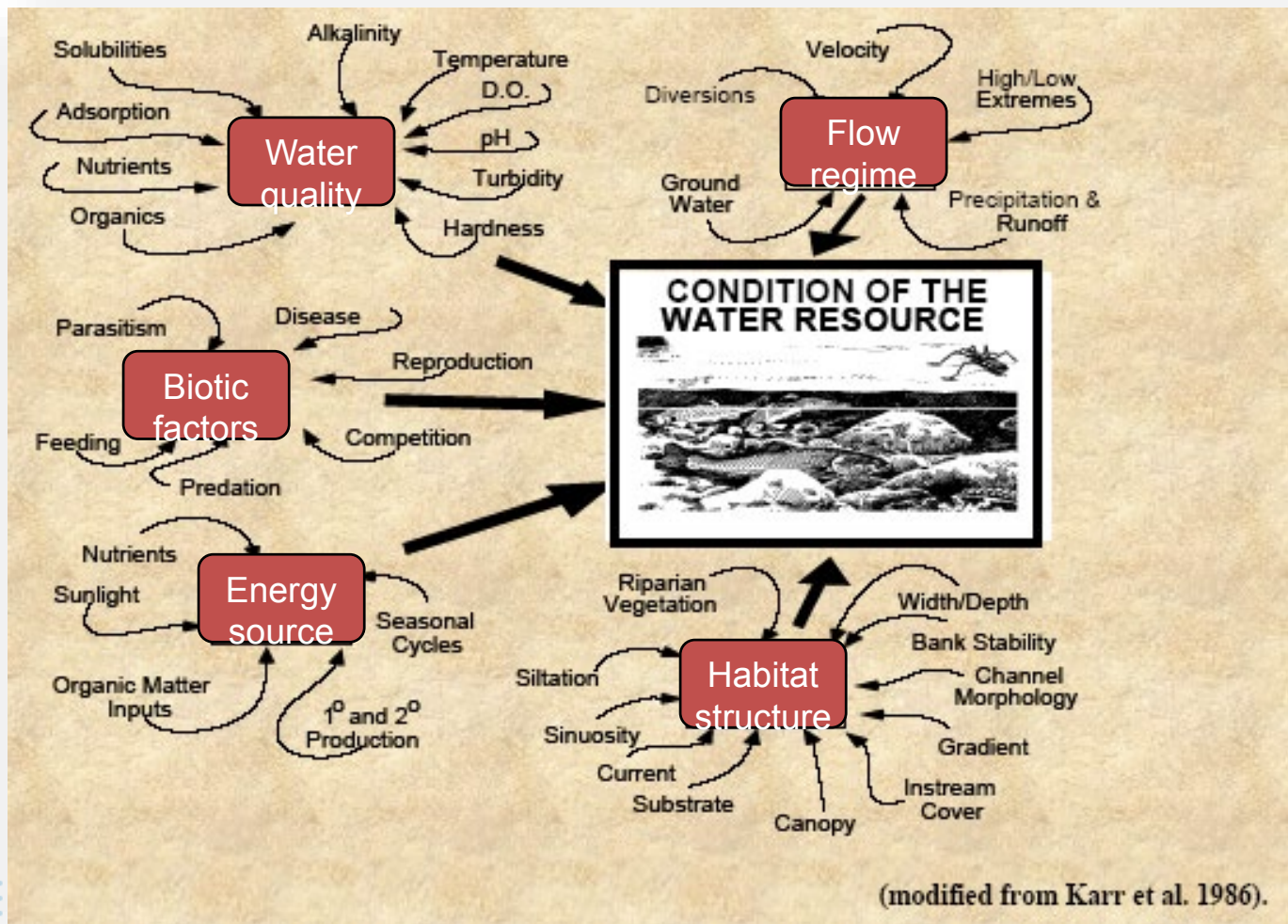
U.S. Department of Transportation  
Federal Highway Administration



# Deconstructing your action



# Deconstructing the ORV



# What are the analysis parts?

An environmental analysis (conducted independently for each resource) contains:

- an action-focused part
- a resource-focused part

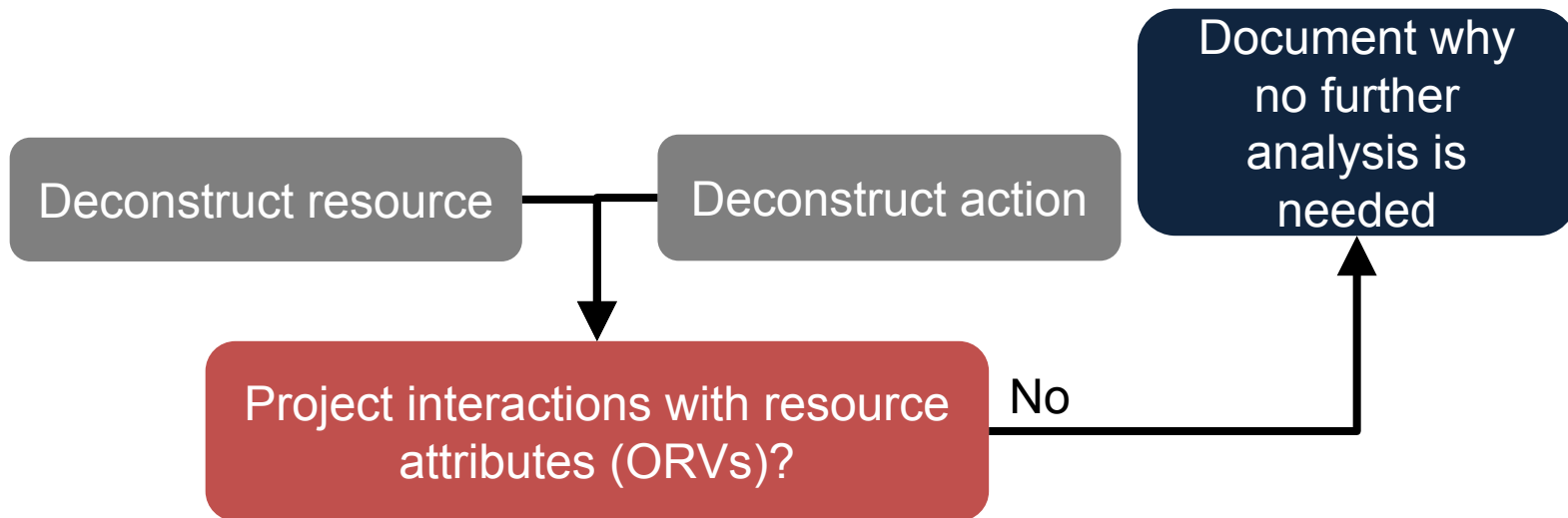


U.S. Department of Transportation  
Federal Highway Administration





# What's the action-focused part?



# What are types of interactions?

- Encroachment/alteration
- Downstream effects from induced growth

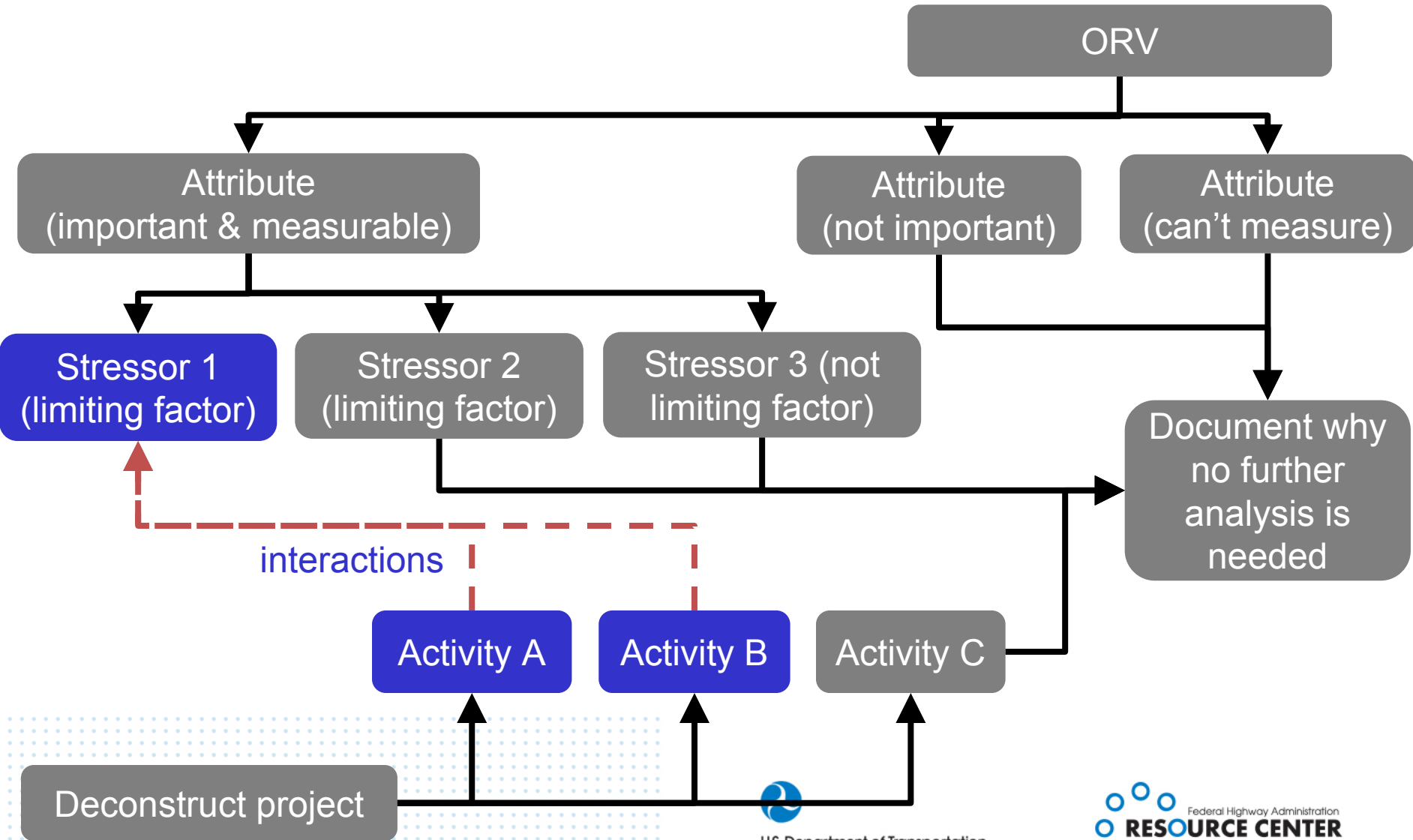
What are some examples of cause & effect pathways?



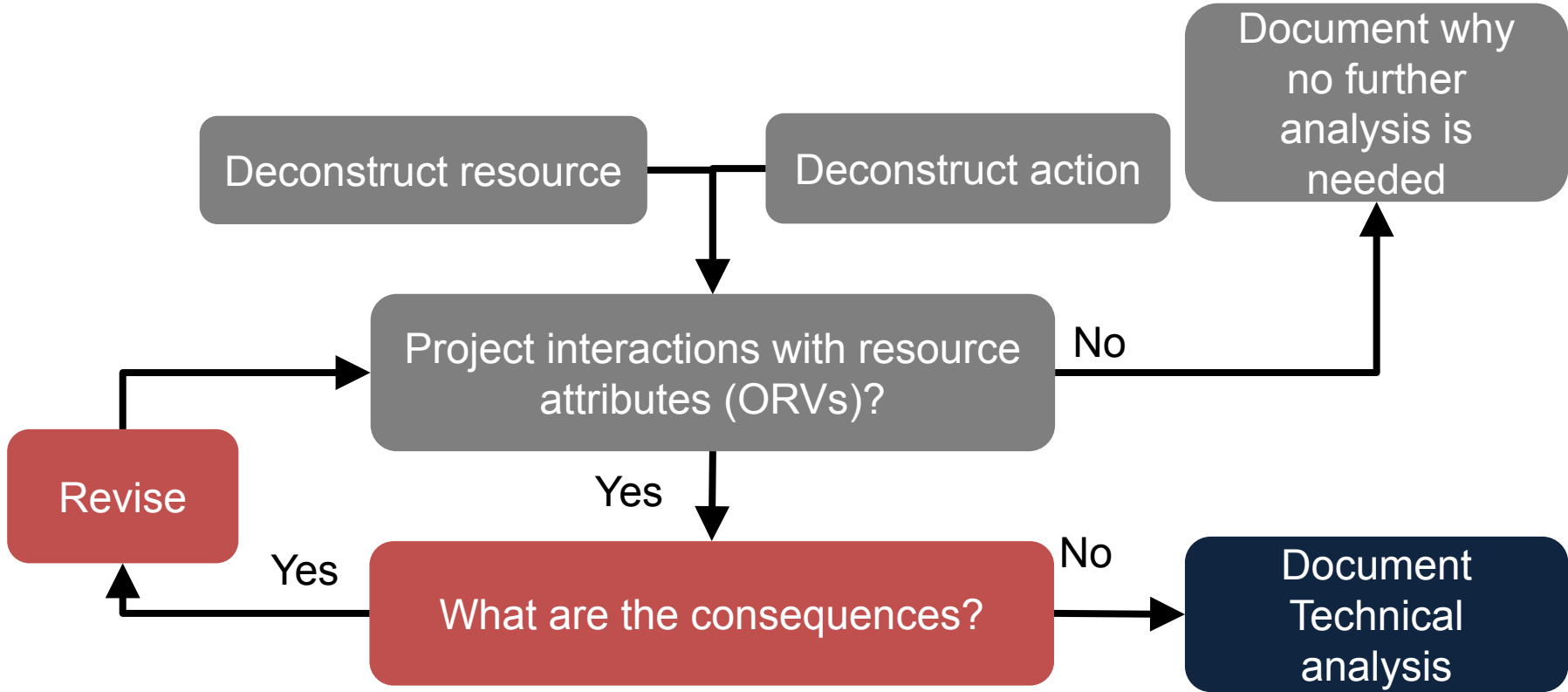
U.S. Department of Transportation  
Federal Highway Administration



# How is this efficient?



# What's the resource-focused part?



# What does “consequences” mean?

Location	Can't ...
Below the OHWM of a designated or congressionally-authorized study river corridor	Have “ <i>direct and adverse effects</i> ” to the values
Below the OHWM upstream, downstream or on a stream tributary to a designated river corridor	“ <i>invade the area or unreasonably diminish the scenic, recreational, and fish and wildlife values present in the area</i> ”
Below the OHWM upstream, downstream or on a stream tributary to a congressionally-authorized study river corridor	“ <i>invade the area or diminish the scenic, recreational, and fish and wildlife values present in the area</i> ”

If the river-administering agency makes one of these determinations, federal assistance cannot be granted

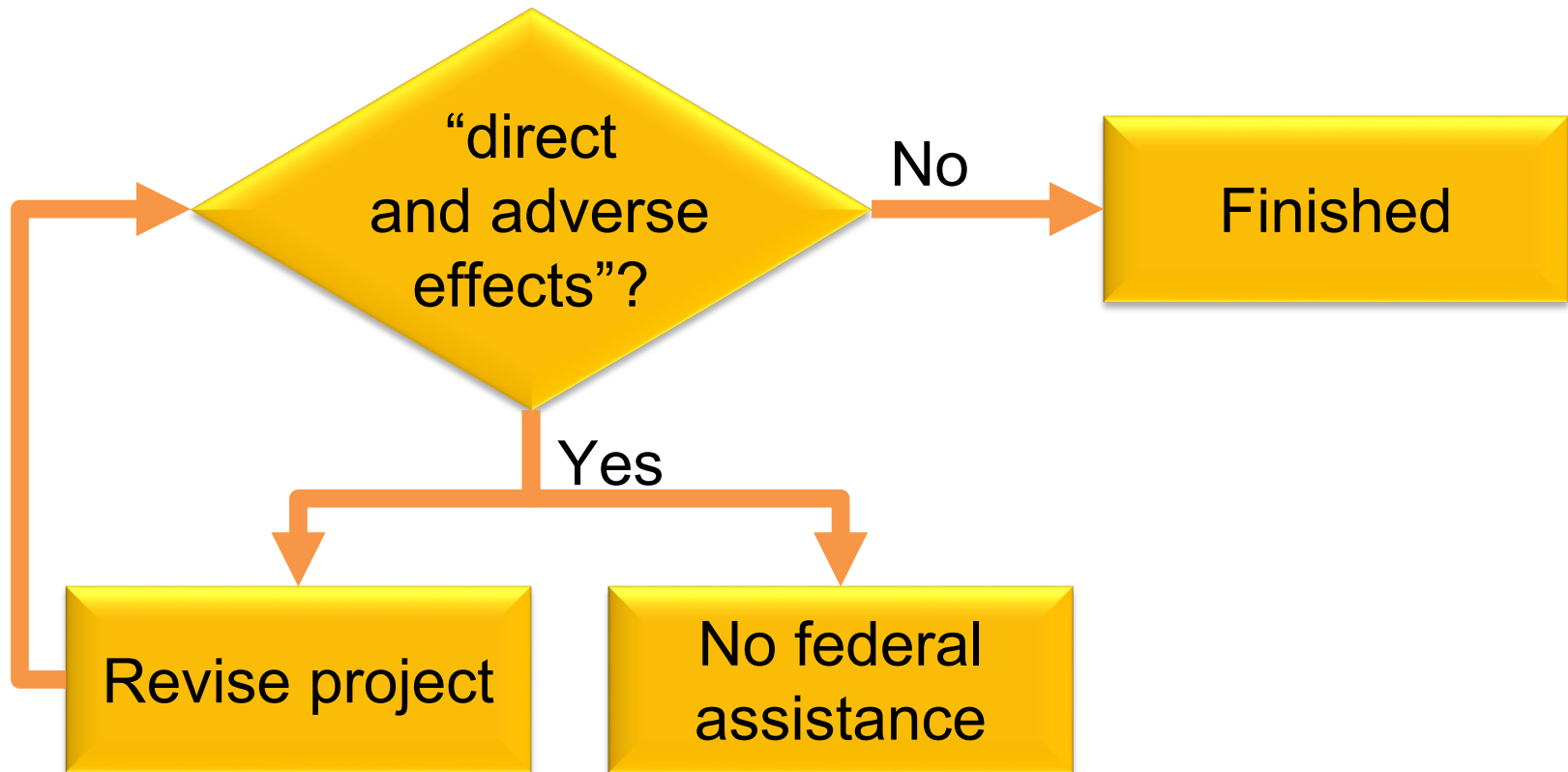


U.S. Department of Transportation  
Federal Highway Administration



# In other words...

For projects within the bed/banks of a designated river corridor or a congressionally-authorized study river corridor

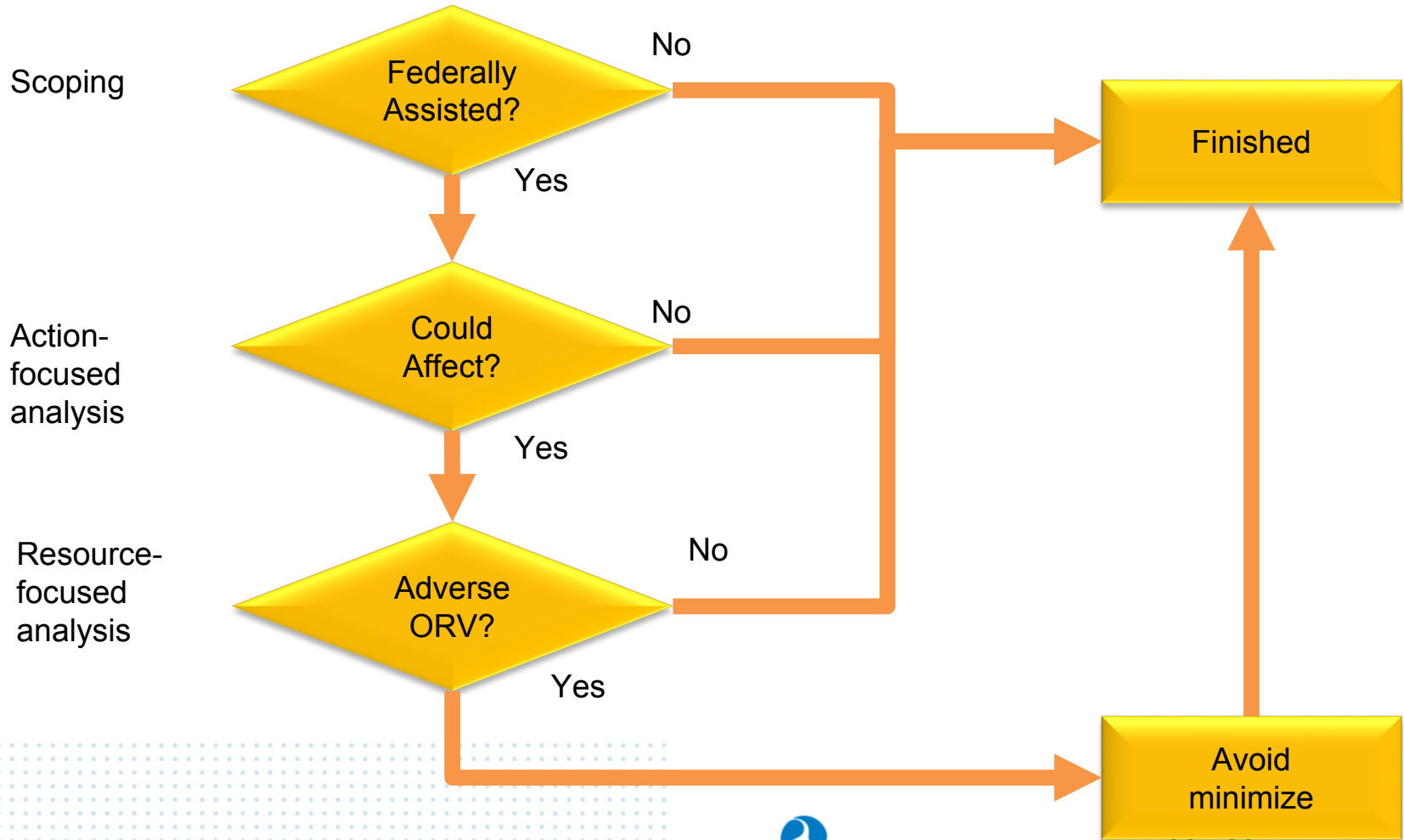


U.S. Department of Transportation  
Federal Highway Administration



# How does PD/NRI compliance flow?

[nps.gov/ncrc/programs/rtca/nri/consult.html](https://nps.gov/ncrc/programs/rtca/nri/consult.html)



U.S. Department of Transportation  
Federal Highway Administration



# Questions?

*“...I recognized the important natural, historic, and recreational values of our Nation's river corridors. It is important for the federal agencies to set an example of sound management for state, local, and private landowners by taking an aggressive role in protecting Wild and Scenic Rivers which flow through public lands...”*

**--President Jimmy Carter upon issuing the  
Presidential Directive**