

Transportation Planning

- How long to plan, design, and construct a typical highway in NC assuming funding is available?
 - Average is 12 years, although often longer depending on funding



Environmental Laws & Regulations

- NEPA | SEPA National Environmental Policy Act
- FPPA Farmland Protection Policy Act (7 USC 4201)
 - Prime, unique, local & statewide important soils
 - Farm & farm support operations
 - High scores require consideration of impacts in decision process
 - Does not apply to urbanized areas



NEPA | SEPA is a Delicate Balance of all the impacts Nobility Prosperity Preservation Quality of Life

NEPA | SEPA is a Delicate Balance of <u>all</u> the <u>interests</u>

- Not just NCDOT; often includes FHWA
- Plus
 - USACE
 - EPA
 - USFWS
 - NC DWQ
 - NC WRC
 - State Historic Preservation
 - US Forest Service
 - Local governments, & local & regional trans planning organizations
 - ALL have to agree



Laws & Regs

- State of NC <u>Executive Order 96</u>
 (Jim Hunt) Conservation of Prime Agricultural and Forest Lands
 - Requires identification & disclosure of Prime Soils impacts
- Local VAD | EVAD ordinances
 - <u>Sometimes</u> requires NCDOT to request Public Hearing – only if specified within local ordinance

Other Laws & Regs

- Local farmland preservation ordinances or policies
- Order of strength weakest to strongest – in CIA / NEPA / SEPA
 - 1. VAD
 - 2. EVAD
 - 3. Local Farmland Protection Ordinance
 - 4. VAD / EVAD & Local Ordinance



I-85 Project – Pitts School Road & Barbee Farm (VAD)

- Discovered we had a VAD
- Preferred Alternative impacted the VAD
- Discussed impacts at our Public Hearing
- Requested local Ag Board VAD Public Hearing



I-85 Project – Pitts School Road & Barbee Farm

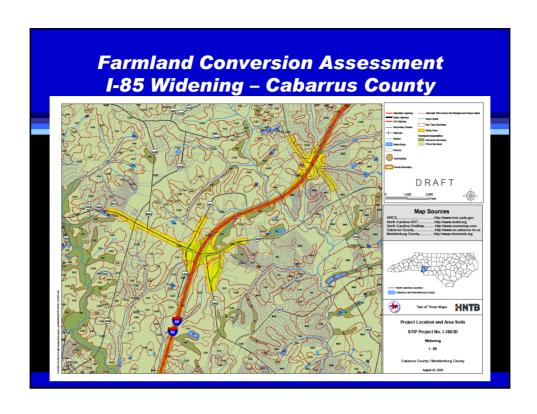
But ...

- Not before a whole bunch of people got upset!
- We attended, presented & listened
- Based on VAD presence & public concern about the impacts, NCDOT chose a different alternative alignment
 - that alignment will have a quite sharp, almost 90 degree curve
 - a balance of impacts, benefits, design compromises ultimately a more context sensitive design



Farmland
 Conversion
 Assessment
 I-85
 Widening –
 Cabarrus
 County

U.S. DEPARTMENT OF AGRICULTURE								N	RCS-CPA-106	
Natural Resources Conservation Se	andos			I IMPACT RAT					(Rev. 1-91)	
			R TYP	E PROJECTS						
PART I (To be completed by Fe	deral Agency)		Date of Land Evaluation Request				- 1	Sheet 1 of		
1. Name of Project			5. Federal Agency Involved				_			
2. Type of Project			6. Cour	ity and State						
PART II (To be completed by NRCS)			Date Request Received by NRC6			2. Perso	2. Person Completing Form			
3. Does the comdor contain prime, un	vique statewide or local in	rportant farmland			_	4. Acres	Irrigate	ed Average	Farm Size	
(If no, the FPPA does not apply - D	o not complete additions		n).	YES NO [1		
S. Major Crop(s)		6. Farmable Lan	d in Gover	nment Jurisdiction				rmland As D	efined in FPPA	
Name Of Land Evaluation System Used 9.		9. Name of Loca	i Site Asse	% resment System		Acres: % 10. Date Land Evaluation Returned by NRCS			nturned by NRCS	
PART III (To be completed by Federal Agency)							dor For Segment			
A. Total Acres To Be Converted Directly				Corridor A Corridor B			Corridor C Corridor D			
B. Total Acres To Be Converted Inc		Services					+			
C. Total Acres in Corridor	,,									
PART IV (To be completed by I	NRCS) Land Evaluat	ion information	,							
A. Total Acres Prime And Unique I										
B. Total Acres Statewide And Loca										
 C. Percentage Of Farmland in Cou D. Percentage Of Farmland in Govt 	unty Or Local Govt. Uni	t To Be Converte	d too Melon							
PART V (To be completed by NRC							-			
value of Farmland to Be Serviced	or Converted (Scale o	of 0 - 100 Points)	NUCENO							
PART VI (To be completed by Fe	deral Agencyl Corride	y I	Maximum							
Assessment Criticria (These critic	rla are explained in 7	CFR GS8.5(c))	Points							
Area in Nonurban Use			15							
Perimeter in Nonurban Use Percent Of Corridor Being Farmed							-			
3 Percent Of Corridor Bainn F:	armed		10							
 Percent Of Corridor Being Fa Protection Provided By State 			10							
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Public Involvement

- Several opportunities for PI
 - Community Information Workshops (1st or 2nd)
 - Public Hearings (1st or 2nd)

These are <u>your</u> opportunities to be heard!

- Read the ads & notices, go to the meetings!
 - VAD owner
 - Ag Board members
 - SCS reps
 - Local planners



VADS & EVADs & Public Hearings

- Local Ordinance may require a Public Hearing (by local ag board) <u>immediately before</u> condemnation –
 - That's too late!!
 - For you and for NCDOT!
 - Get involved; & stay involved
- NCDOT will request PH (if required) during environmental analysis phase
 - Will not request one if not required by local ordinance
 - Will identity and disclose VADs & EVADs on our own CIW & PH maps and figures

New VADs after the Alignment Decision

- New VADs after Project Development
 - NCDOT will comply with state law for PH's
- Highly unlikely that a <u>new</u> VAD or EVAD will affect an alternative decision that has already been made
 - Some owners adopted VAD's in an effort to stop a project. Years, and millions of \$\$ have gone into planning and design
 - numerous opportunities for input
 - Cost is millions
 - Requires reopening the environmental documents
 - Time to do so is years



Takeaway Points

- Attend NCDOT & local long range planning meetings in your community (20 years prior to projects)
- Attend CIWs for projects in your area (3-5 years before construction)
- Read letters to you from NCDOT
- Respond & communicate





Contact Info



NCDOT- Project Development and Environmental Analysis (PDEA) Human Environment Unit

Tris Ford, Community Planner

tbford@ncdot.gov 919-707-6066

Stephen Gurganus, Community Studies Team Leader

sjgurganus@ncdot.gov 919-707-6070



Public Involvement Community Studies