



TRANSPORTATION SYMPOSIUM

2019

Intro to PD&E (including NEPA Assignment)

Jason Watts and Marjorie Kirby

A background image of a forest with tall trees and sunlight filtering through the canopy, creating a serene and natural atmosphere.

NEPA Historical Context (Pre-PD&E)

A decorative graphic consisting of a grid of blue dots of varying sizes, arranged in a pattern that tapers to the right.

Presenter: **Marjorie Kirby**

State Environmental Programs Administrator, Office of Environmental Management

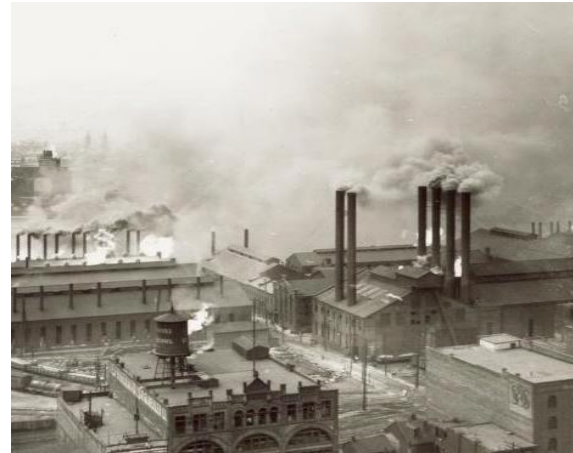
The environmental review, consultation, and other actions required by applicable federal environmental laws described in this training are carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, executed by FHWA and FDOT.

A horizontal timeline with an orange background. It features two vertical tick marks labeled '1900' and '2000'. A bracket is positioned above the timeline, spanning from the 1900 mark to a point further to the right, indicating the time period covered by the study.

2000



Smog



PITTSBURGH: 1906, 1950, CURRENT

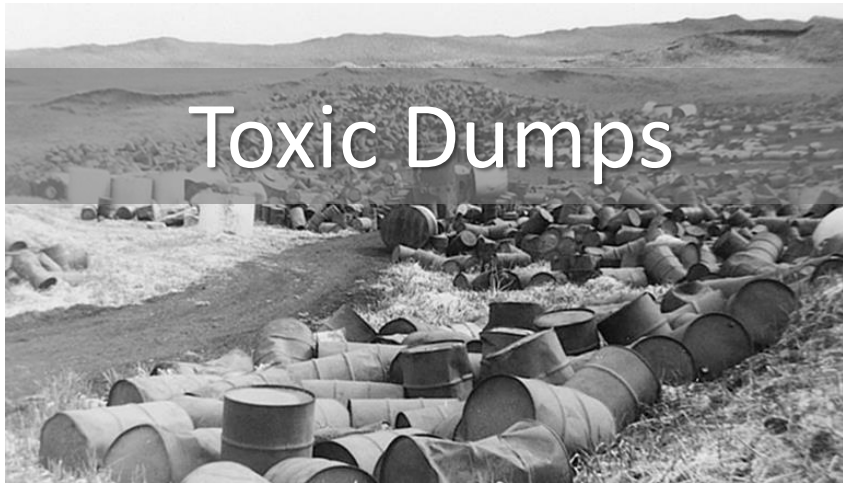


Environmental Realities leading up to the 1960's

1900

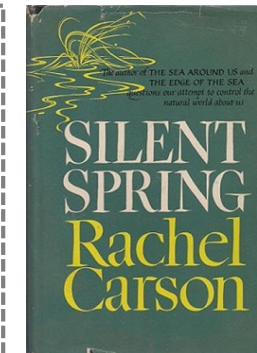
2000

WIDESPREAD POLLUTION OF LAND AND WATERWAYS



SILENT SPRING 1962

- Examined pesticide (biocide) effect on birds, etc. Chemical: DDT
- Book title evoked image of a "silent springtime" when no song birds would be heard
- Powerful impact on the environmental movement
- *Silent Spring*, 1962, became a rallying point for a new social movement



Environmental Realities in the 1960's

1900

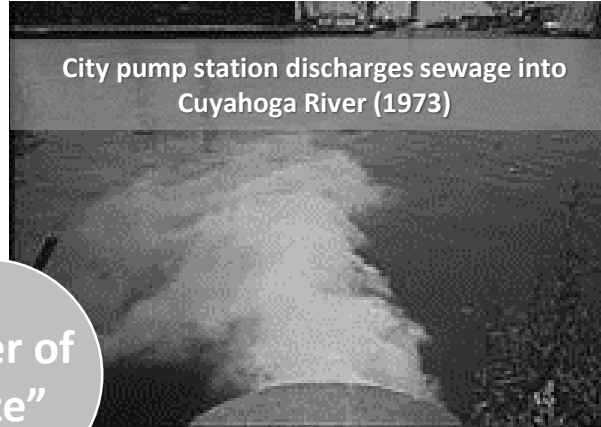
2000

CUYAHOGA RIVER FIRE (CLEVELAND, OHIO) 1969



“River of
Ooze”

City pump station discharges sewage into
Cuyahoga River (1973)



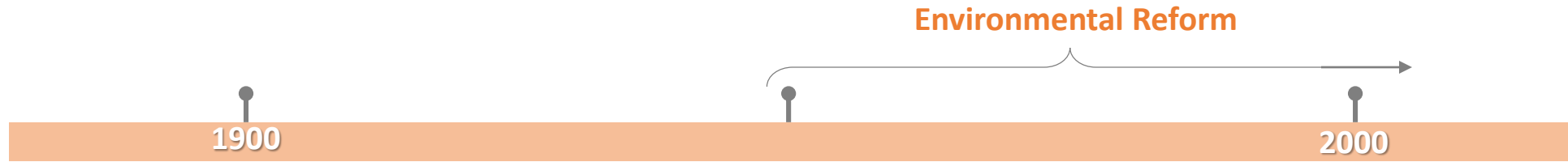
Remembrance Poster



River fire caused by spark from a
passing train on bridge over river

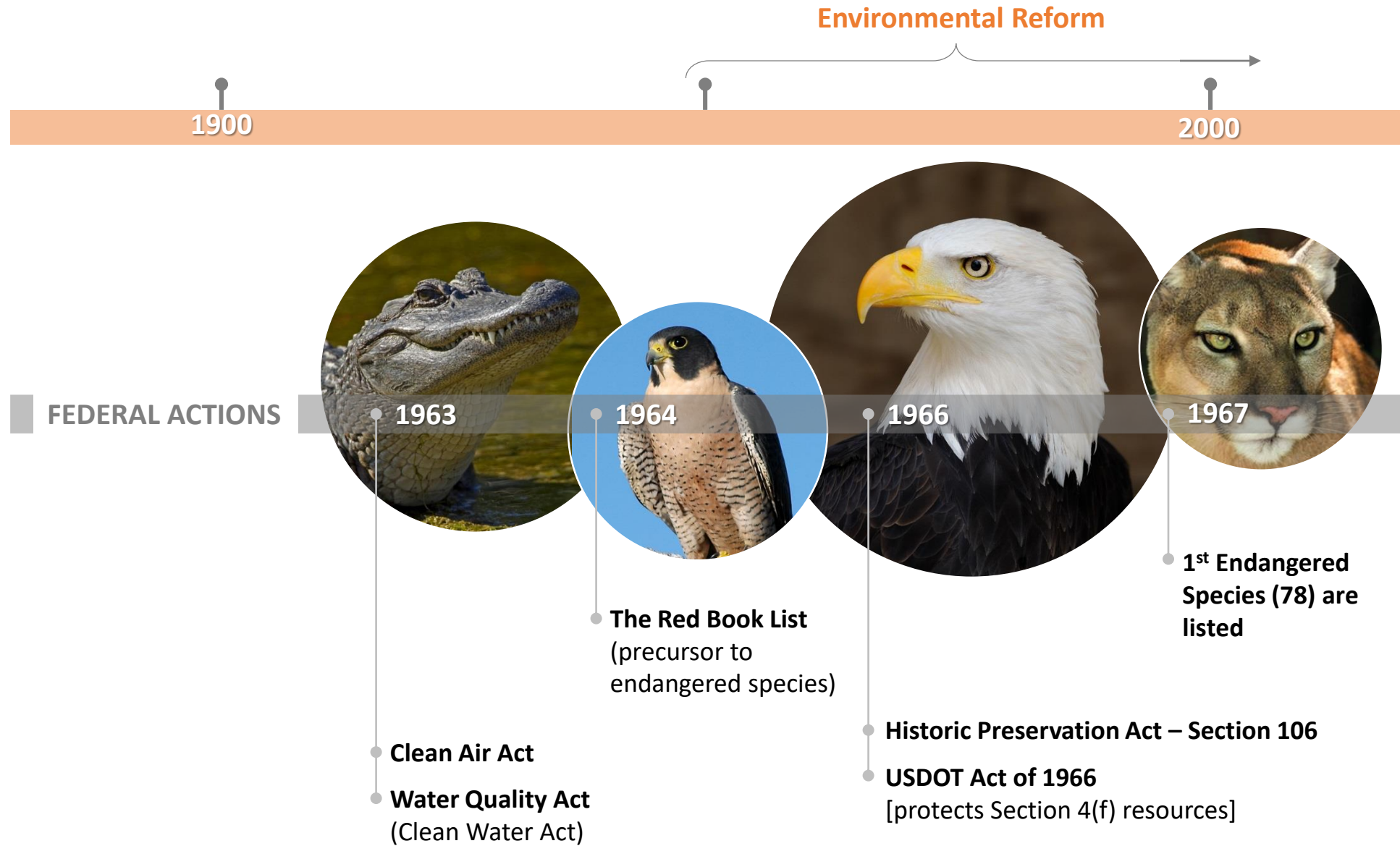
Santa Barbara oil spill and fire (Santa Barbara, California) 1969



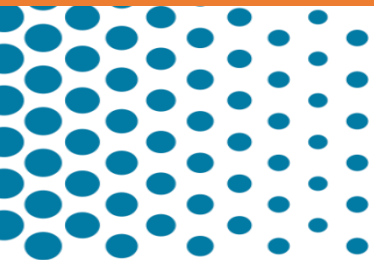


- **A wave of Federal Actions result: from early 1960s through 1980s and beyond**
 - In 1969, the National Environmental Policy Act was passed
 - In 1970, two federal agencies were created
 - Environmental Protection Agency (EPA)
 - National Oceanographic and Atmospheric Administration (NOAA)
- **Presidential Executive Orders**
- **States join the movement with their own laws**





National Environmental Policy Act – 1969



NEPA Components

NEPA contains three (3) major components

- Outlines national environmental policy and goals;
- Establishes the **Council on Environmental Quality** in the Executive Office of the President; and
- Establishes provisions for federal agencies to enforce such policies and goals.



NEPA Preamble – sets a new national value

- **To declare a national policy which will:**
 - Encourage productive and enjoyable harmony between man and his environment;
 - Promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man;
 - Enrich the understanding of the ecological systems and resources
- **Stop, Look, Listen**
- **Ensure that environmental factors are appropriately considered when compared to other factors in the decision-making process**

White House Council on Environmental Quality (CEQ)



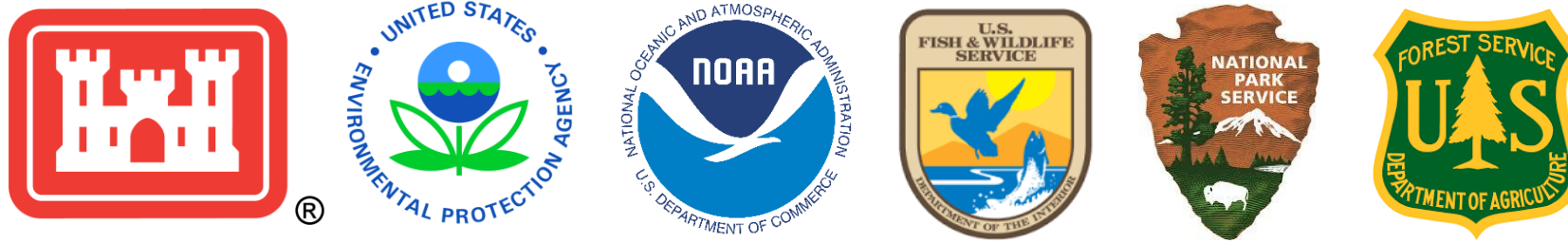
Produce an annual report to the President on the "State of the Environment"

Advance President's agenda on environment, natural resources, and energy

Oversee federal implementation of the environmental impact assessment process

Act as a referee when agencies disagree

Federal Agencies to enforce NEPA

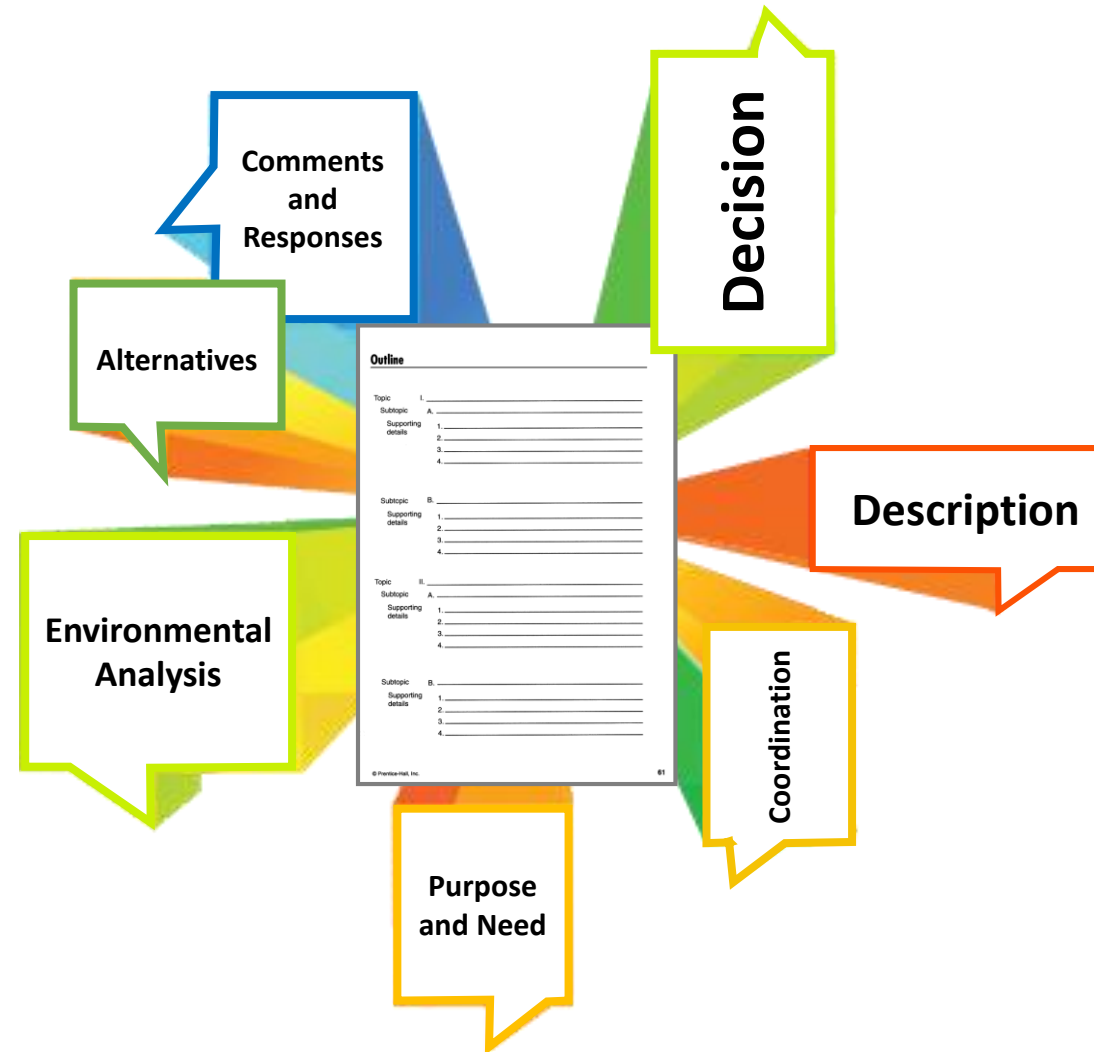


NEPA provides for Federal Agencies to enforce such policies and goals

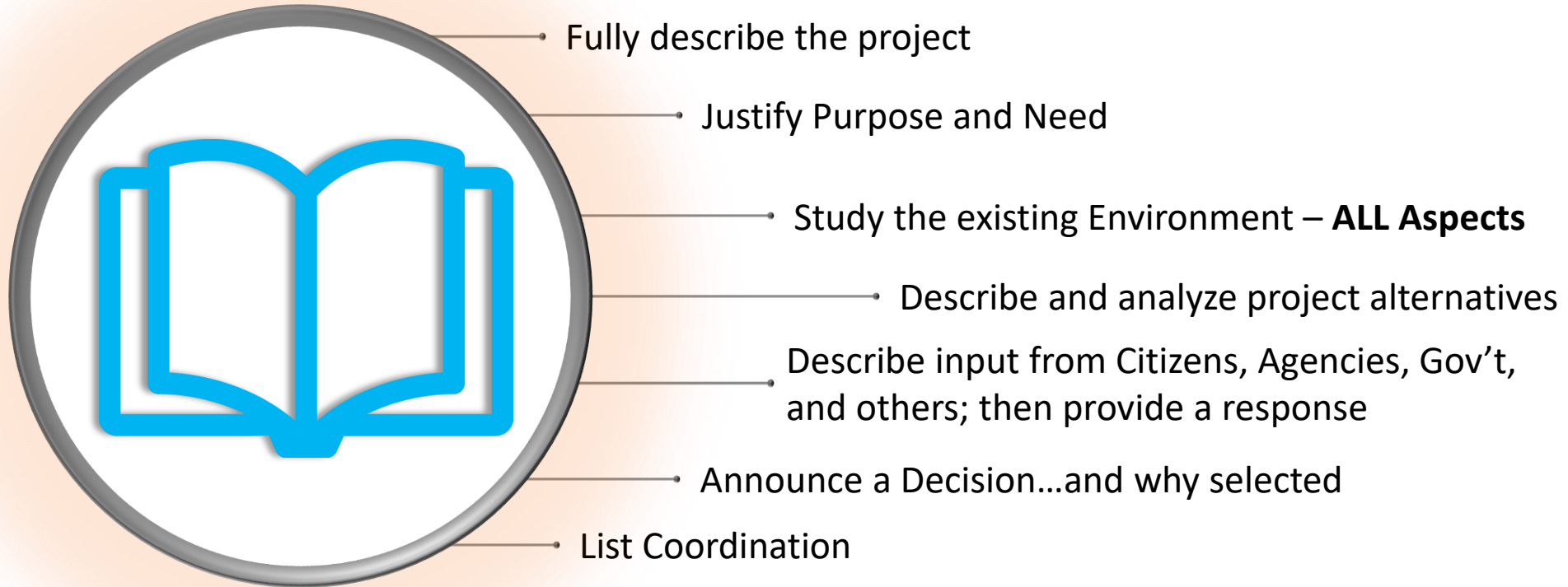
- All federal agencies are required to comply with NEPA
- CEQ empowered with oversight and collaborative policy development

NEPA Framework

- NEPA defines a process
- Provides the framework to evaluate a project's environmental impacts, and seek to avoid, minimize, or mitigate
- Quality analysis and decision-making provides a legally-defensible decision



NEPA documents “tell the project story”



NEPA document types – a Class of Action overview

Common-Sense Approach

- Small impact = Small Document, less study
- Big impact = Big Document, considerable study

“Significance” expectation primarily defines the type of document required – which represents a “Class of Action”

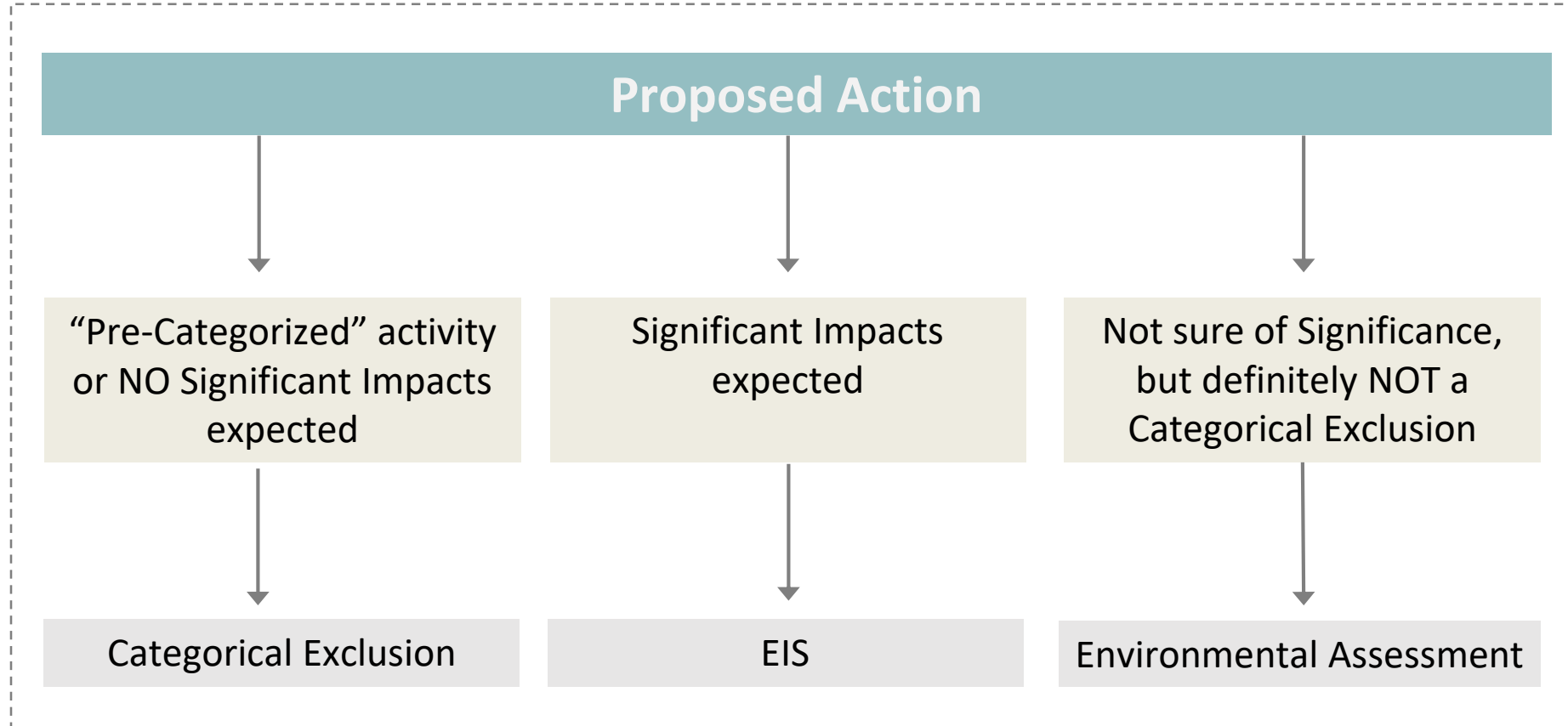
NEPA – Classes of Action

Class I: Environmental Impact Statement (EIS)

Class II: Categorical Exclusions (CE)

Class III: Environmental Assessment (EA)

SIGNIFICANCE



How is Class of Action Determined?

- Decision is based on an preliminary estimate of whether a project's impacts will be “significant”
- Typical considerations:
 - Federal project
 - Proposed project characteristics
 - Must consider impacts to:
 - Natural Environment
 - Human Environment
 - Long-term - Indirect, and Cumulative Impacts



What is Significance?

The determination of significance per NEPA requires considerations of both context and intensity:

Context: Context refers to the geographic, physical, natural, economic, and social settings of the action. The context is both the broader arena (society as a whole or watershed, for example) and the narrower environment (such as a specific neighborhood or stream).

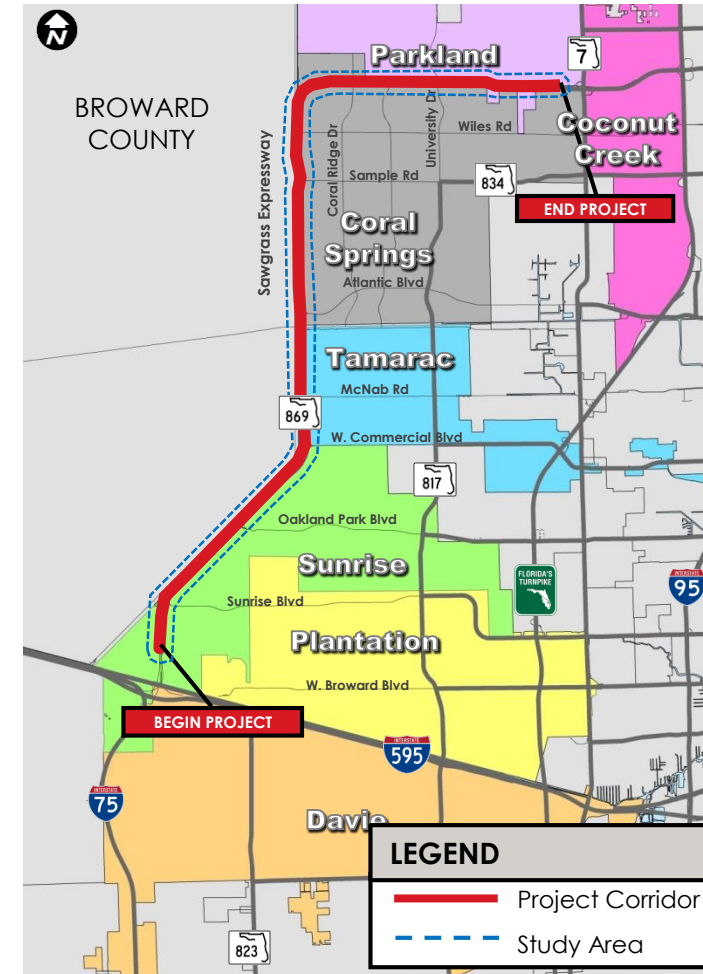
Intensity: This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make a decision about partial aspects of a major action. The severity of the impacts must be viewed in both the larger and smaller contexts applicable to the action.

Council on Environmental Quality (CEQ)

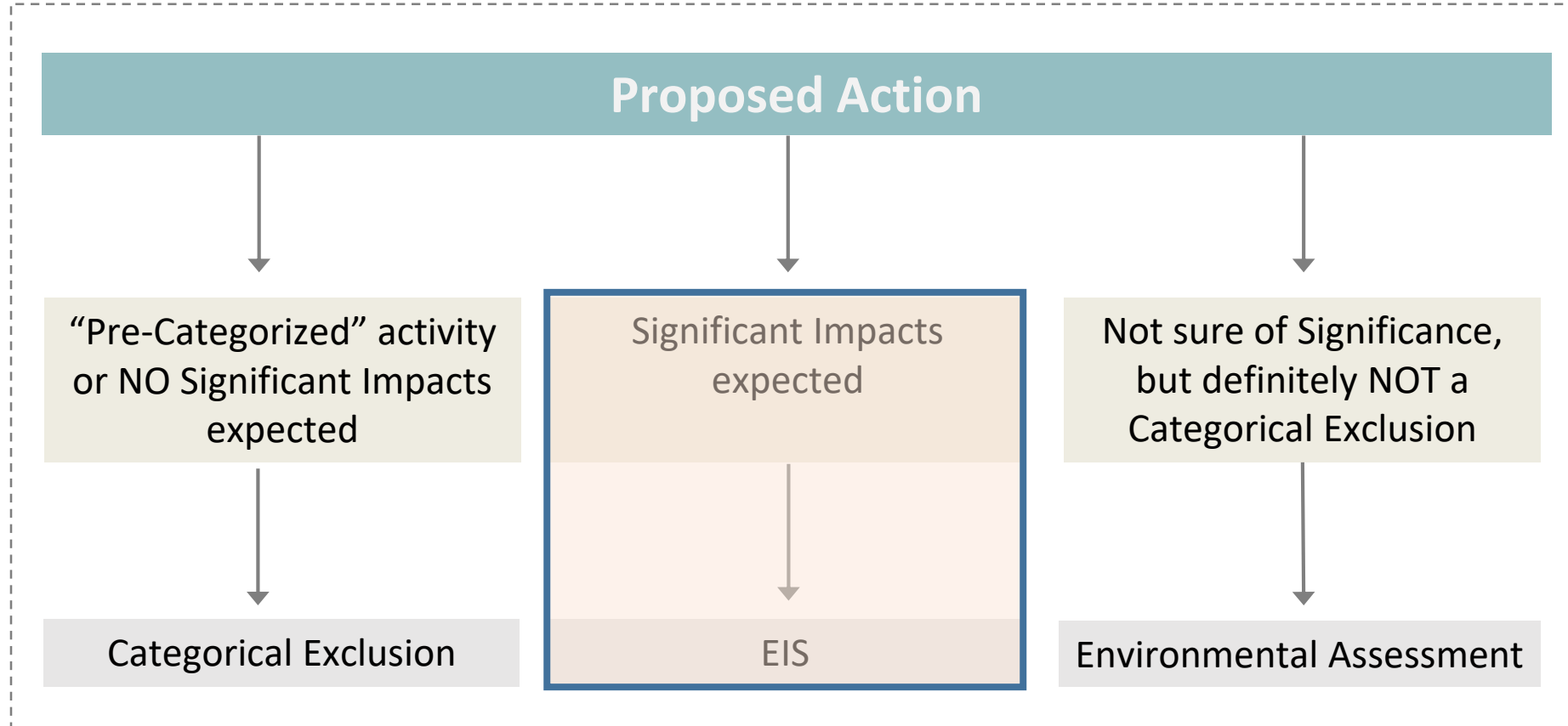
- NEPA regulations - 40 CFR § 1508.27 formally establish significance parameters
 - Context – setting of project
 - Intensity – severity of impact

How is Class of Action Determined?

- Initial scoping sets conceptual project limits
- Layout the proposed project footprint – focus on new impact areas
 - Conduct GIS screening using Environmental Screening Tool (EST)
 - Consider older project studies in the area that may identify resources
 - Look at human elements, not just natural
 - Consider development potential in the project area – and whether the project might contribute to Indirect and Cumulative Impacts
 - Agency consultation can occur
- Quantify potential impacts



SIGNIFICANCE



Environmental Impact Statement (EIS)

Draft EIS

- Announces the project description
- Announces purpose and need
- Describes the existing environment
- Alternatives development
- Alternatives analysis
- Seeks input through document circulation and public hearing(s)

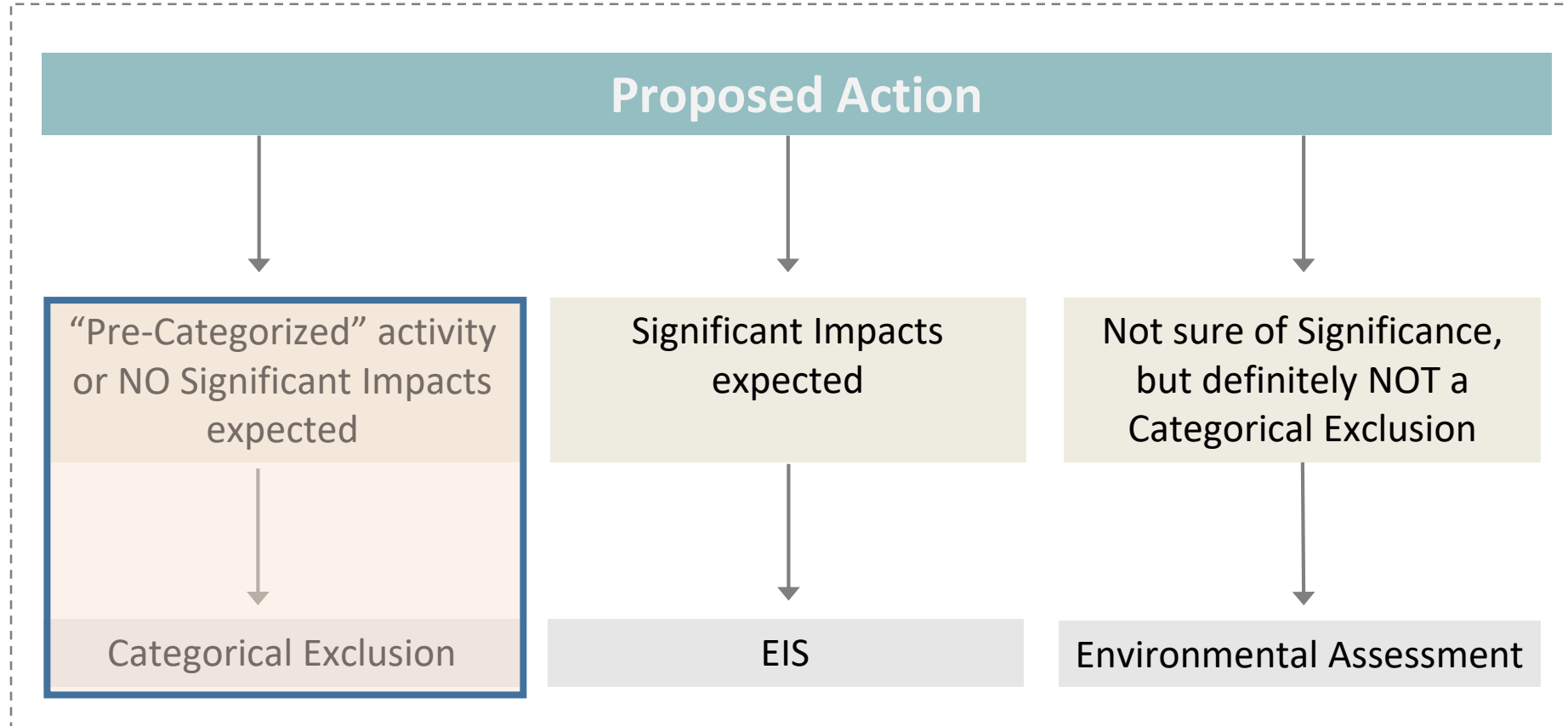
Final EIS

- Responds to comments on the DEIS
- Additional analysis
- Announces a decision preference

Record of Decision (ROD)

- Responds to comments on the FEIS
- Documents the FINAL decision

SIGNIFICANCE



Categorical Exclusion (CE)

Many project types typically cause LOW impacts.

These project types are CATEGORIZED on a list...
that EXCLUDES the action from exhaustive environmental study

OR

The project is simply not expected to cause a significant impact.

Class II: Categorical Exclusion (CE)

- A single document issued for actions that do not individually or cumulatively have a significant effect on the environment
- Think of as...**excluded** from major studies...by category (Guardrail replacement)
- Type 1 CE – Projects fall into a checklist of low-impact projects (Paving roadway shoulders)
- Type 2 CE – Non-significant impacts, but does not fall into “low impact checklist”



Class II: Categorical Exclusion (CE)

Type 1 CE examples:

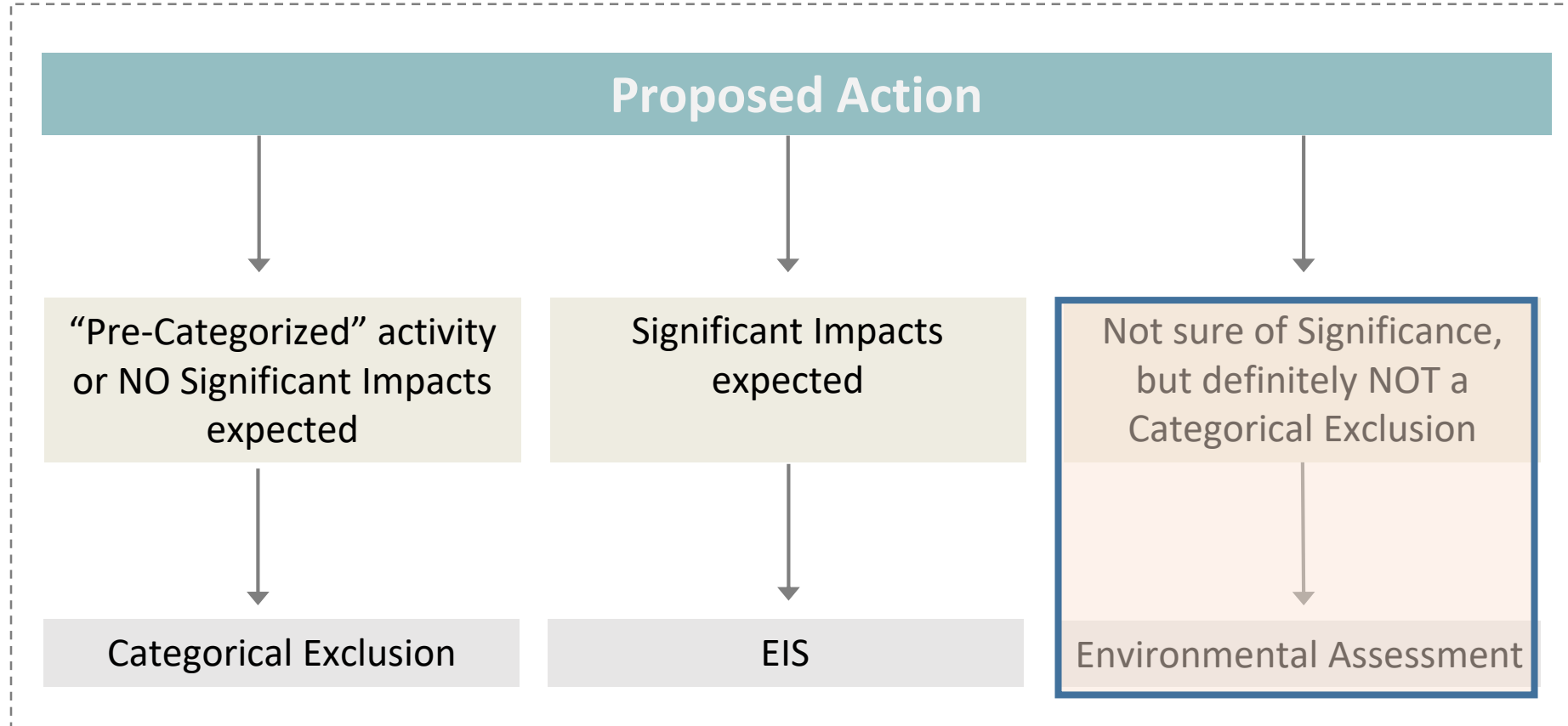
- Minor widening & road shoulder work
- Improvements within existing right-of-way that substantially conform to the preexisting design, function, and location
- Landscaping work

Type 2 CE examples:

- Bridge replacements involving a Coast Guard Permit
- Road realignments and lane additions with ROW acquisition
- Multi-use trails



SIGNIFICANCE



Class III: Environmental Assessment (EA)

Prepared for actions in which the significance of the environmental impact is not clearly established.

- We're not sure... let's evaluate.
- If a significant impact is determined, then an EIS is required.
- Should the project cause no significant impacts on the quality of the environment, a Finding of No Significant Impact (FONSI) is prepared.

FONSI – Finding of No Significant Impact

- Document that is written following the circulation of an Environmental Assessment (EA).
- Addresses public comments and agency concerns generated by the EA. Discusses any new information and frames a determination of NO Significant Impact.

Re-evaluations... or other supplemental documents

Re-evaluations are necessary when one of the following conditions apply:

- More than three years have elapsed between a DEIS and an acceptable FEIS
- More than three years have elapsed between a FEIS and a FHWA action on the project (approval of plans, ROW acquisition, construction let)
- New circumstances arise
- New information (environmental, traffic, standards, etc.) becomes known
- Final design or scope modifications differ substantially from the project description presented in the last-approved environmental document or re-evaluation
- New or revised environmental laws, regulations, and/or policies have been enacted since the CE, FONSI or EIS/ROD was signed
- Re-evaluations are often required prior to requesting federal-aid authorization for subsequent project phases (ROW and Construction)

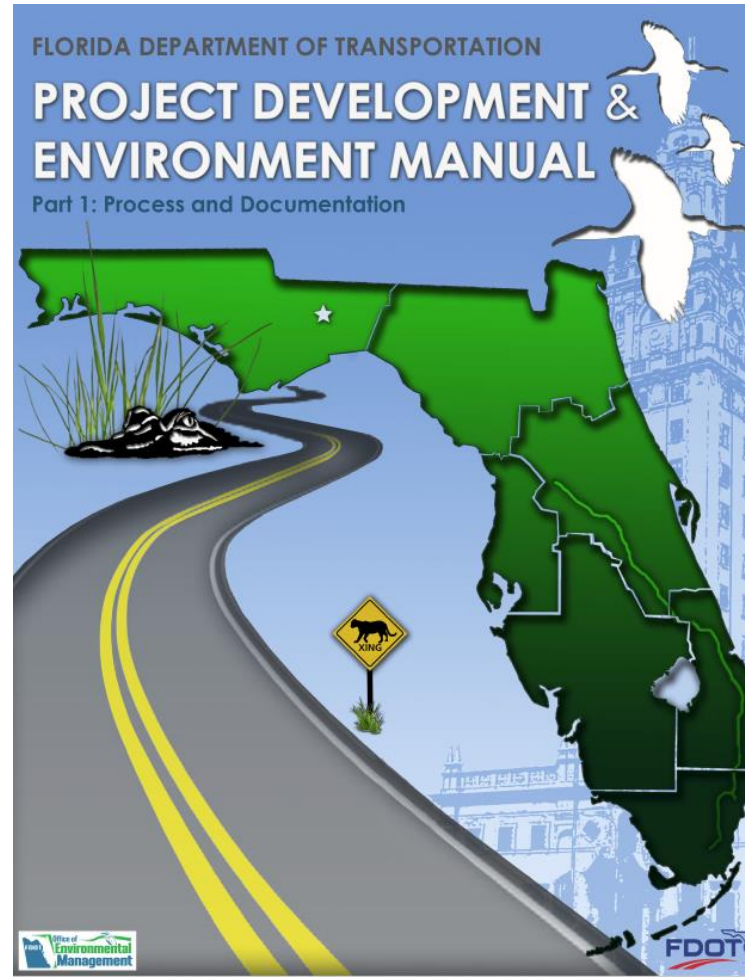
How does FDOT comply with NEPA?

Presenter: **Jason Watts**

Director, Office of Environmental Management

FDOT Compliance with NEPA

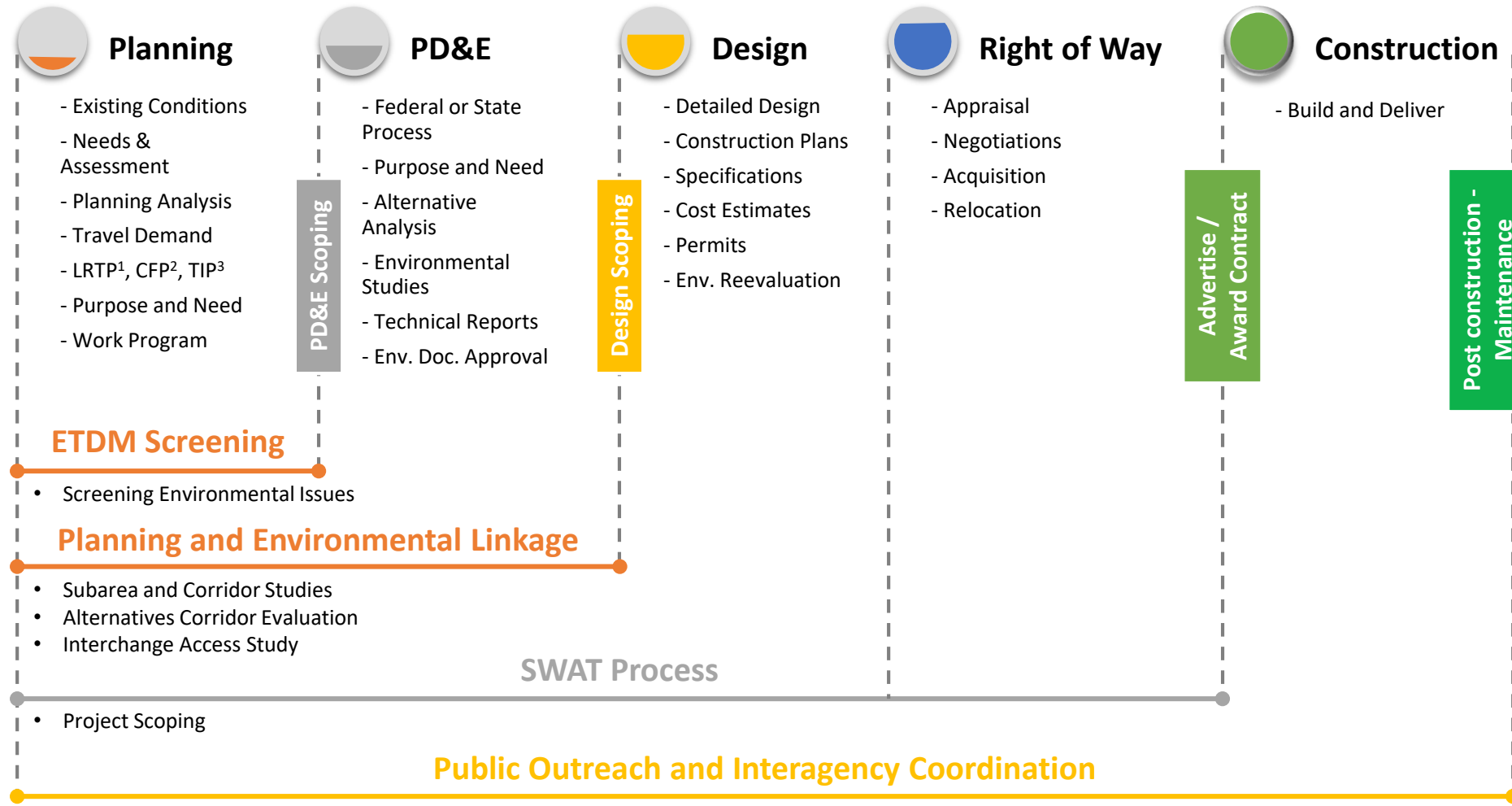
The PD&E Manual



Transportation Project Development Process

ACRONYMS:

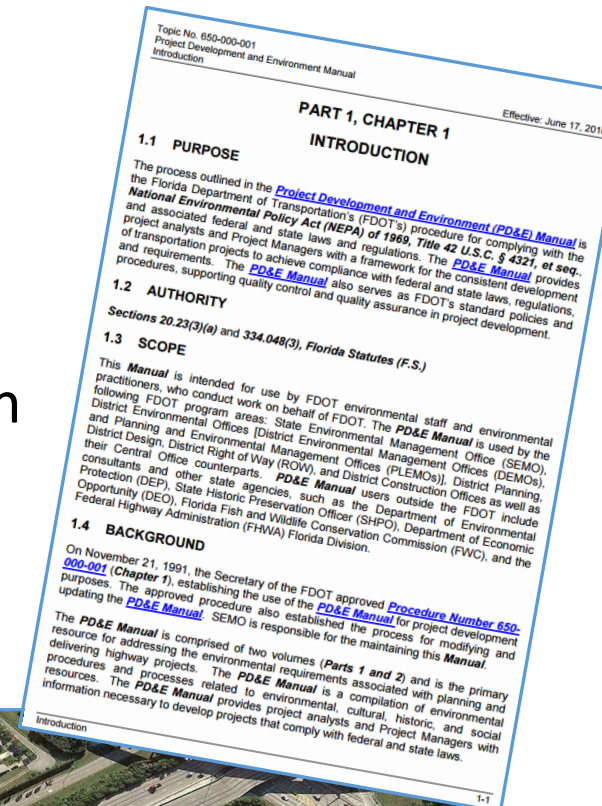
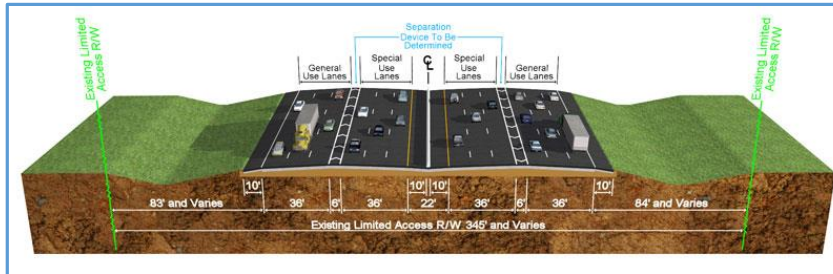
- 1 Long Range Transportation Plan
- 2 Cost Feasible Plan
- 3 Transportation Improvement Plan





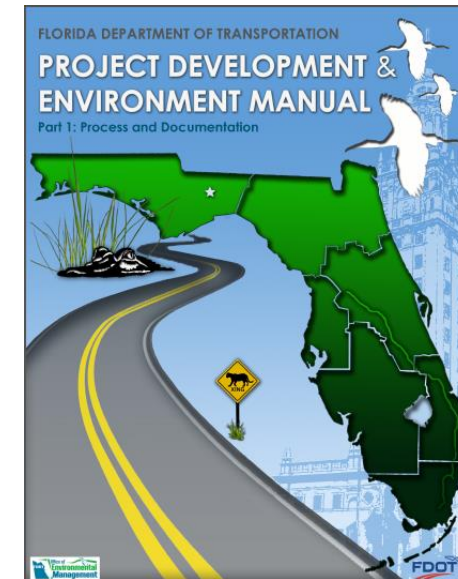
Project Development & Environmental (PD&E) Phase

- Environmental Document approval
- Continues PEL
- Builds on prior planning and ETDM screen
- Federal or state process
- Select recommended alternative for design
- Initial permit coordination
- PD&E Manual



Project Development & Environment (PD&E) Process

- FDOT's means to comply with NEPA, federal and state laws, regulations, and requirements
- FDOT's Office of Environmental Management (OEM) maintains a "PD&E Manual" that provides comprehensive guidance
- Provides framework for consistent technical and environmental documentation of transportation projects
- Used for both federal and non-federal actions
- Environmental documentation depends on the specific project and its impacts



FDOT Environmental Documents satisfy NEPA

- **Proposed actions are fully described**
- **Legitimate purpose and need**
- **Existing study area environment is fully and appropriately evaluated**
- **Stakeholders are involved**
 - Local governments, Federal/State Agency, and Tribal coordination and consultation takes place
 - Public notice and involvement appropriately occur, including participation and comment opportunities
 - Comments are considered during study and before a decision is made
- **An appropriate range of alternatives is studied**

FDOT Environmental Documents satisfy NEPA

- **Impacts to the environment are identified, studied, and considered in decision-making**
 - Natural Environment
 - Human Environment - social & economic
 - Indirect and Cumulative Effects considered (of this project and others)
- **Federal findings are documented**
- **Alternatives Analysis occurs, which compares potential impacts**
 - A consistent decision-making approach is used
 - Balanced decision-making that considers all parameters
 - Avoid first, then minimize, then mitigate
 - The decision and its justification are publicly announced

Mitigation

1. the lessening of the force or intensity of something unpleasant;
2. the act of making a condition or consequence less severe;
3. the process of becoming milder, gentler, or less severe.



To be considered for NEPA decision-making and for resulting permits:

- Mitigation must be incorporated into the proposed action.

Mitigation... and its Sequencing

- CEQ regulations define mitigation sequencing as:
 - **Avoiding** the impact altogether by not taking a certain action or parts of an action
 - **Minimizing** impacts by limiting the degree or magnitude of the action and its implementation
 - **Rectifying** the impact by repairing, rehabilitating, or restoring the affected environment
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
 - Compensating for the impact by replacing or providing substitute resources or environments.... ie... **providing Mitigation**

Post-project results from an FDOT study

- **An approved Location Design Concept**
- **Balanced decision-making occurred**
- **The Public, Local Governments, Tribes, and other Stakeholders provided input and are aware of the proposed project and its parameters**
- **The NEPA study provides procedural approach to obtain appropriate Agency Permits**
 - NEPA-compliant (and potentially permit-compliant) decision-making
 - Interagency coordination
 - Appropriate federal findings
 - Identification of mitigation needs and opportunities
- **Legally and procedurally defensible**

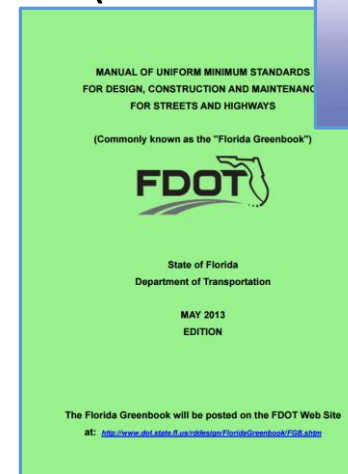
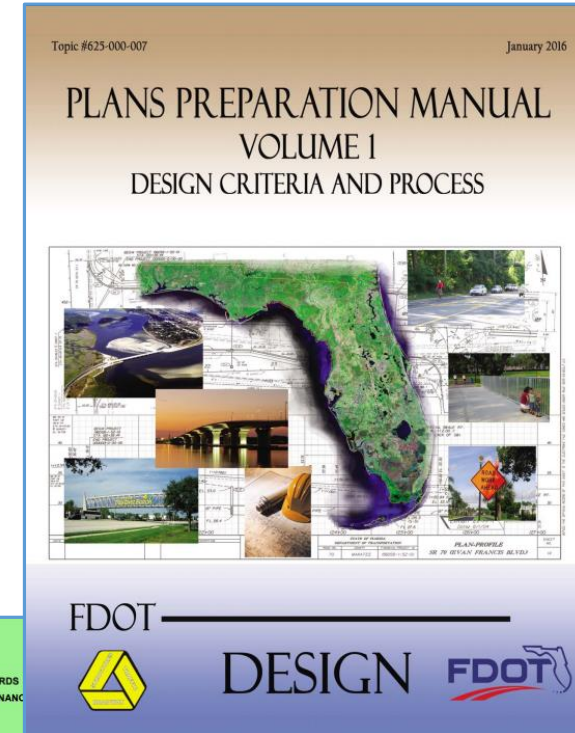
FDOT Environmental Documents satisfy NEPA





Design Phase

- Produce final design plans for ROW acquisition, and later, for construction
- Can sometimes commence when project team is comfortable with a “low risk,” recommended alternative
- Provide drawings to support Permit coordination
- Maintain NEPA Consistency
 - Ensure previous project commitments are followed
 - Provide NEPA document Re-evaluations (if needed)
- Follow updated guidance:
 - Plans Preparation
 - Florida Greenbook





Right-of-Way Phase

- Involves the appraisal, negotiation, and acquisition of needed parcels and easements
- Notice to property owners and tenants
- Relocation assistance
- Secure needed mitigation
- Obtain Permits – continued from the Design Phase
- Utility Relocation (as able) – continued from the Design Phase



Construction Phase

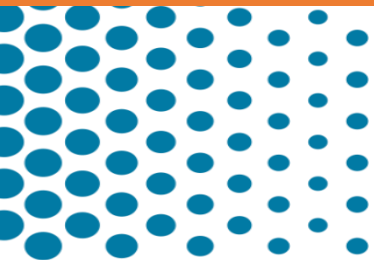
- Construct and deliver a completed facility
- Mitigation (as applicable)

Local Agency Program (LAP) Projects

- Local governments/agencies seek federal funds through FHWA's Locally-Administered Federal-Aid Projects program
- LAP Projects must comply with NEPA
- Local governments/agencies develop projects
- FDOT is responsible for...
 - Administering Florida's LAP
 - Project oversight
 - Disbursement of federal-aid funds
- PD&E Manual Part 1, Chapter 2 and FDOT LAP Manual



NEPA Assignment: Overview and Program Performance



Authorization for NEPA Assignment

2005

NEPA Assignment was first-authorized as a pilot program in the Surface Transportation Project Deliver Program under SAFETEA-LU

- Authorized five states to apply for NEPA Assignment
- NEPA Assignment under SAFETEA-LU: [California, 2007](#)

2012

MAP-21 legislation approved a permanent program that is open to any state: NEPA Assignment under Map-21: [Texas, 2014](#)

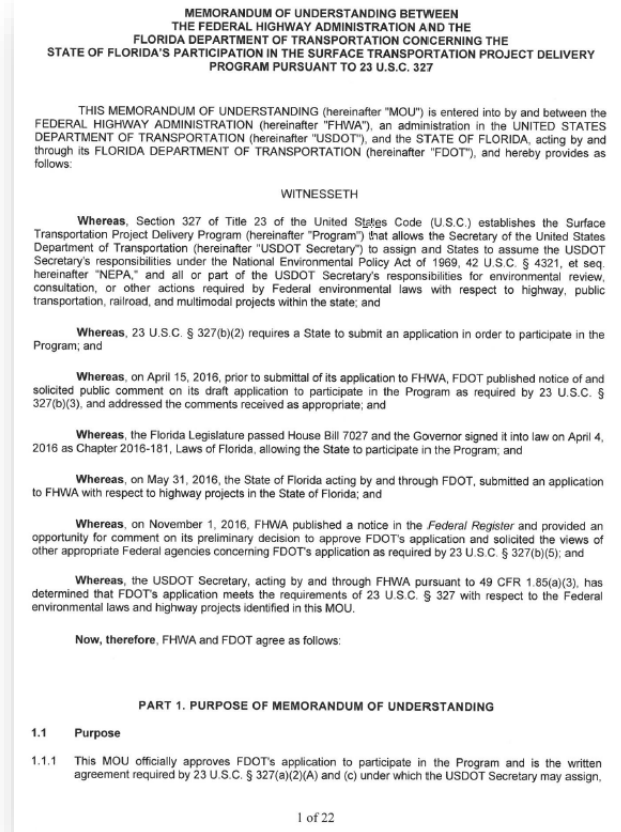
2015

Fixing America's Surface Transportation (FAST) Act

- FAST further opened the door for assignment of federal responsibility to the states by allowing all states to assume federal responsibility for project design, plans, specifications, estimates, contract awards, and inspection of projects
- NEPA Assignment under the FAST Act: [Ohio, 2015](#)

The Memorandum of Understanding

- **Written agreement whereby FDOT assumes responsibilities of the USDOT Secretary for federal environmental laws with respect to highway projects within the State of Florida**
- **The MOU identifies**
 - Responsibilities assigned to FDOT
 - Responsibilities retained by FHWA
 - Legal liability
 - Training Plan
 - Self-Assessment requirements
 - Audit process
- **FDOT to provide FHWA with quarterly listings of project approvals**



Responsibilities Assigned

**FDOT REPLACES FHWA AS THE LEAD AGENCY FOR HIGHWAY PROJECTS IN FLORIDA
(with certain exceptions)**

**Project-level responsibilities cited in
23 U.S.C. § 327 for highway projects**

- Certain exceptions

**Administer all assigned Federal Environmental
Laws and Executive Orders (as provided in
Appendix A of 23 C.F.R. Part 773)**

**FHWA and FDOT execute Memorandum of Understanding assigning
NEPA responsibilities to the State**

- All NEPA Classes of Action:
 - Class I: Environmental Impact Statements (EIS)
 - Class II: Categorical Exclusions (CE)
 - Class III: Environmental Assessments (EA)
- Administration of Local Agency Program (LAP) projects

Environmental Responsibilities: Before and After NEPA Assignment

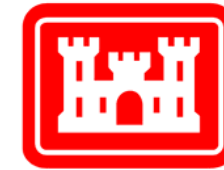
Environmental Review and Approval Responsibilities	Prior to NEPA Assignment	After NEPA Assignment
Determine Class of Action (CE, EA, or EIS)	FHWA	FDOT
Approve Purpose and Need	FHWA	FDOT
Approve/transmit technical reports to federal agencies	FDOT	FDOT
Prepare the NEPA document	FDOT	FDOT
Approve and file all NEPA documents	FHWA	FDOT
Reevaluations and other Supplemental Documentation	FHWA	FDOT
Direct consultation with other federal resource agencies	FHWA	FDOT
Government-to-government Tribal Consultation	FHWA	FHWA retains
Project Level Air Conformity	FHWA	FHWA retains
Projects that cross state lines	FHWA	FHWA retains
Defend the NEPA document in court	FHWA	FDOT
Decisions / Findings on Federal laws & Executive Orders. Examples:		
Section 7 of the Endangered Species Act	FHWA	FDOT
Section 106 of the Historic Preservation Act	FHWA	FDOT
Section 4(f) of USDOT Act (except constructive use)	FHWA	FDOT
Executive Order 12898, Environmental Justice	FHWA	FDOT

What is a Federal Action?

- **Project meets one of the following conditions:**

- Federal funds
- FHWA approval required (i.e., impacts to interstate right of way)
- Federal permit
- Maintain federal funding eligibility

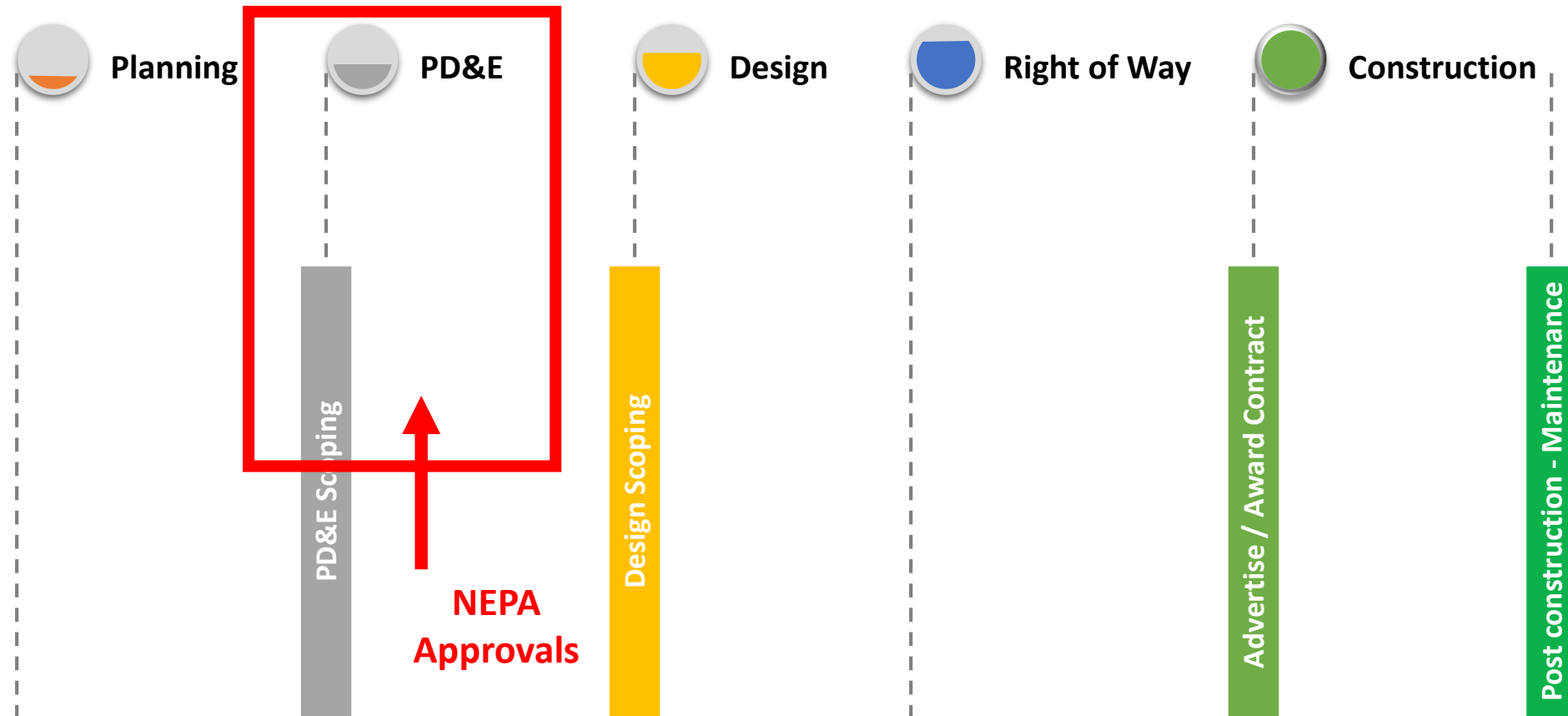
- **PD&E Manual Part 1, Chapter 2**



**US Army Corps
of Engineers.**



Transportation Project Development Process



NEPA Requirements Do NOT Change



Coordination Requirements Remain The Same



Federal Agencies

National Marine Fisheries Service (NMFS)
National Park Service (NPS)
US Army Corp of Engineers (USACE)
US Coast Guard (USCG)
US Environmental Protection Agency (USEPA)
USDA Natural Resources Conservation Service (NRCS)
US Fish & Wildlife Service (USFWS)
US Forest Service (USFS)

Local Governments

Metropolitan Planning Organizations (MPOs)
Transportation Planning Organizations (TPOs)
Regional Planning Councils (RPCs)

Local Interests

Public
Non-Governmental Organizations
Developers
Potentially Affected Community
Business Community

Native American Tribal Governments

Miccosukee Tribe of Indians of Florida
Seminole Tribe of Florida

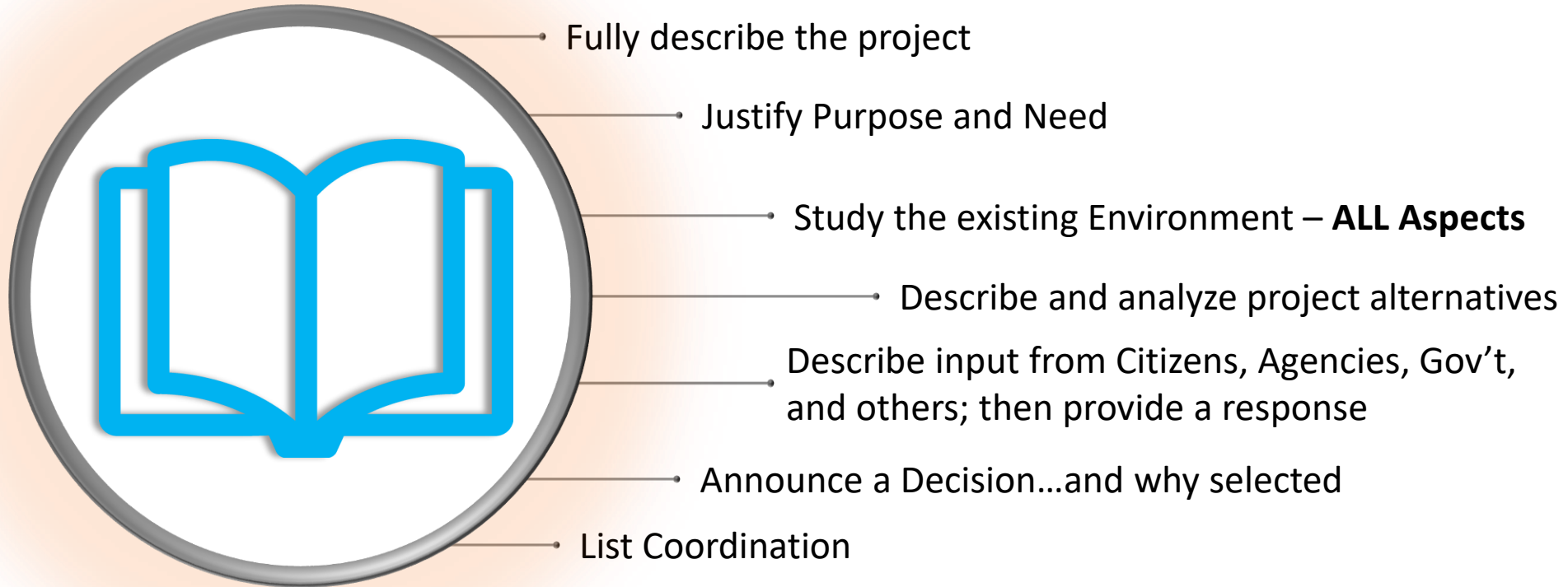
State Agencies

Florida Department of Agriculture and Consumer Services (FDACS)
Florida Department of Environmental Protection (FDEP)
Florida Department of Economic Opportunity (FDEO)
Florida Department of Transportation (FDOT)
Florida Division of Historical Resources -State Historic Preservation Officer (SHPO)
Florida Fish and Wildlife Conservation Commission (FFWCC)
Northwest Florida Water Management District (NFWFMD)
South Florida Water Management District (SFWMD)
Southwest Florida Water Management District (SWFWMD)
St. Johns River Water Management District (SJRWMD)
Suwannee River Water Management District (SRWMD)

Local Governments

Metropolitan Planning Organizations (MPOs)
Transportation Planning Organizations (TPOs)
Regional Planning Councils (RPCs)

It's the Review and Approval of NEPA documents that “tell the project story”



Office of Environmental Management



Jason Watts

Director

Office of Environmental Management - SMS

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Engineering Specialist IV

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Lindsay Guthrie

Project Delivery Coordinator

Environmental Consultant

19-2041-03 (4823) (02239)

District 4 & 6

Mike McDaniel

Project Delivery Coordinator

Environmental Consultant

19-2041-03 (4823) (09857)

District TBD

Matt Marino

State Cultural Resource Specialist

Environmental Consultant

19-2041-03 (4823) (00379)

District 1, 2

Katasha Cornwell

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Environmental Administrator – SES

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Brittany Bianco

Project Delivery Coordinator

Environmental Consultant

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District 3

Katherine Britt

Project Delivery Coordinator

Environmental Consultant

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District 5

Thu-Huong Clark

Environmental Permits Specialist

Environmental Consultant

19-2041-03 (4823) (09857)

District 5,7

Roy Jackson

State Cultural Resources Coordinator

Environmental Consultant

19-2041-03 (4823) (10978)

Engineering Review and Analysis Section

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District 5 & 7

Vacant.

Project Development Engineer I

Professional Engineering I

17-2199-04 (4657) (10977) District TBD

Heidi Coggins

Project Development Eng. Specialist III

Engineering Specialist III

17-2199-03 (4633) (08419)

Districts 1, 2

Major Sykes

Project Development Eng. Specialist I

Engineering Specialist III (4623)

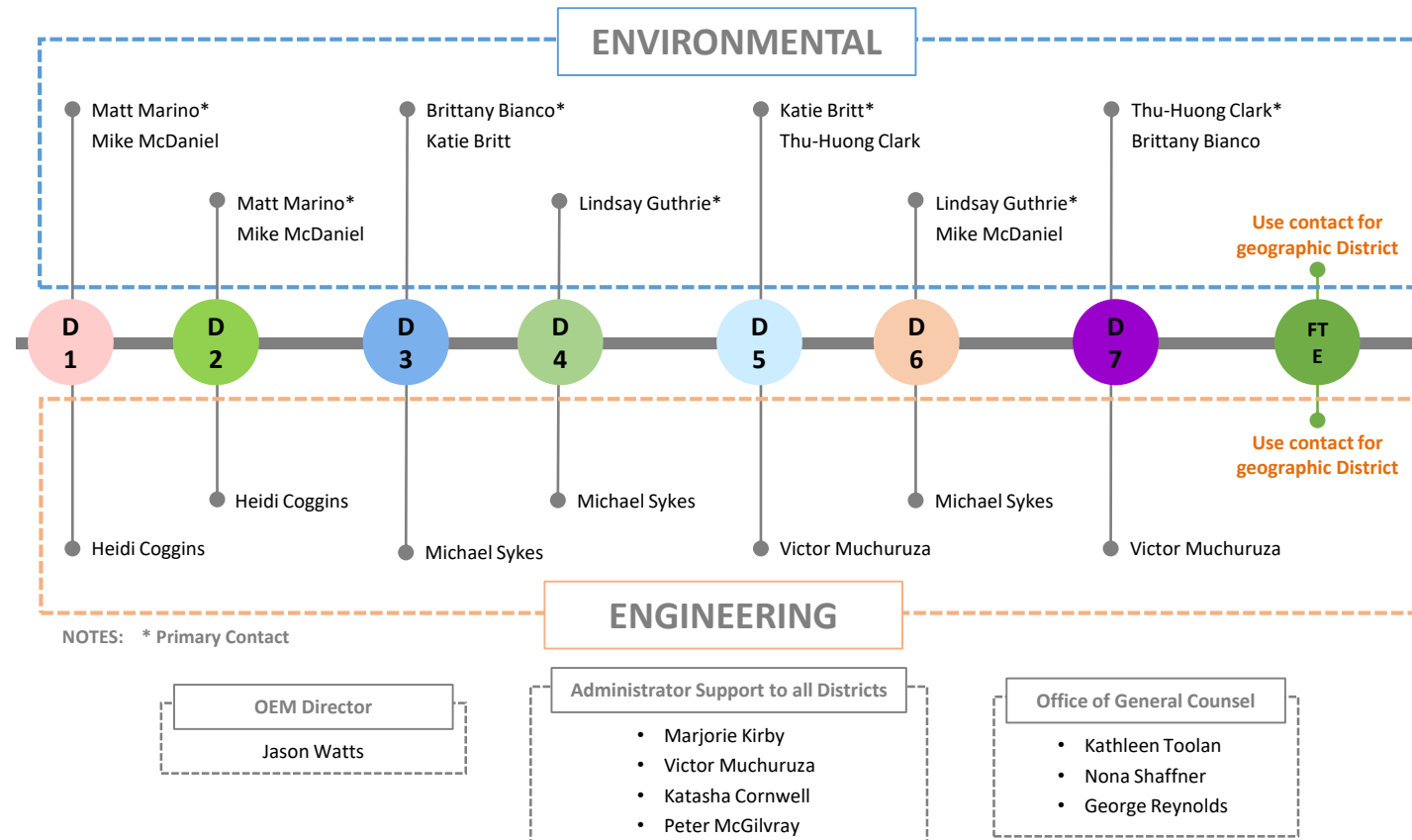
17-2199-03 (4633) (02223)

Districts 3, 4, 6

April 16, 2019



OEM Points of Contact



April 15, 2019

How Florida benefits from NEPA Assignment

- Receives time- and cost-savings – without compromising quality
- Is responsible for the fate of its own projects
- Has decision-making authority
- Directly consults with federal regulatory agencies
- Experiences more timely delivery of transportation projects
- Allows more efficient use of FDOT staff and resources
- Can apply cost savings to other FDOT projects



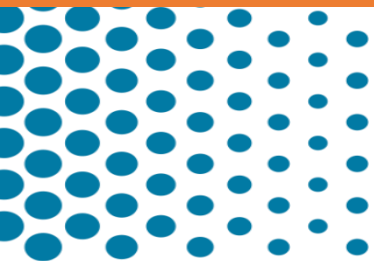
NEPA Assignment Saves Cost

A shorter PD&E Phase saves project costs and staff time

- Time = money
- Less potential for changes in environmental conditions or laws
- Fewer document revisions
- A shorter PD&E phase reduces the probability of environmental or regulatory changes which can alter your design
- Fewer design changes reduce the number of reevaluations



Results of First 2 Years of NEPA Assignment



of Environmental Approvals Processed

NEPA Approvals (or Reevaluations) processed by FDOT since NEPA Assignment MOU Executed on 12/14/2016			
Reporting Period: 12/14/2016 to 11/30/2018			
COA (Original NEPA Documents)	12/14/16- 12/31/17	1/1/18- 11/30/18	Total
Type 1 CE	706	588	1294
Type 2 CE	9	20	29
EA FONSI	4	0	4
EIS	0	0	0
Total	719	608	1327
Re-evaluations (of previous NEPA Approvals)	12/14/16- 12/31/17	1/1/18- 11/30/18	Total
Type 2 CE	22	29	51
EA	8	13	21
EIS	2	4	6
Total	32	46	78
	12/14/16- 12/31/17	1/1/18- 11/30/18	Total to date
Grand Total	751	654	1405
Note: Approvals by FHWA (before Assignment): 577 (2015) and 600 (2016)			

Average # of Days - OEM Approval of Environmental Document

Request to Approve Environmental Documents

Reporting Period: 12/14/2016 - 12/31/2018

District	# Request to Approve EDS	# Request for Approval Returned	Avg # of Days for PDC to Confirm Submission (Up to 14 days)	OEM Approval Process (up to 30 days)			Savings (Based on 30 day Approval)	Avg # Days: District Submit to PDC and OEM Approval (44 days)
				Avg # Days: PDC Confirmation to both EPA Approvals (25 days)	Avg # Days: EPA Approvals to OEM Director Approval (5 days)	Avg # Days: PDC Confirm to OEM Approval (30 days)		
D1	29	1	3.1	16.2	2.3	18.5	Total Days: 477 Target Value: 660 Total Days Saved: 183 Percent Savings: 27.7%	21.7
D2	23	2					Total Days: 329 Target Value: 540 Total Days Saved: 211 Percent Savings: 39.1%	18.3
D3	32	3					Total Days: 473 Target Value: 720 Total Days Saved: 247 Percent Savings: 34.3%	19.7
D4	28	9					Total Days: 399 Target Value: 540 Total Days Saved: 141 Percent Savings: 26.1%	22.2
D5	24	1	0.9	11.8	1.9	13.7	Total Days: 278 Target Value: 570 Total Days Saved: 292 Percent Savings: 51.2%	14.6
D6	10	0	4.6	15	2.9	17.9	Total Days: 157 Target Value: 210 Total Days Saved: 53 Percent Savings: 25.2%	22.4
D7	16	1	0.7	15	3.2	18.2	Total Days: 189 Target Value: 300 Total Days Saved: 111 Percent Savings: 37%	18.9
FTE	0	0	N/A	N/A	N/A	N/A	N/A	N/A
Statewide	162	17	3.8	13.3	2.3	15.7	Total Days: 2,302 Target Value: 3540 Total Days Saved: 1,238 Percent Savings: 35%	19.5

15.7 Days (Statewide Average)
to approve the first 162
Environmental Documents
12/14/2016-12/31/2018

Early Returns – Environmental Assessments Approved by OEM Under NEPA Assignment (December 14, 2016- June 1, 2018)

Project Approvals: EA (Inherited Projects [started under FHWA but finished under FDOT]) (12/14/2016 - 06/01/2018)

District	FM Number	Project	Document	COA Start ¹	Approval Date	FHWA Baseline Months	COA Duration Months	Difference in Months
D7	432734-1-21-01	OVERPASS ROAD FROM OLD PASCO R					94	-32.0
D1	419344-2-21-01	SR 710 FROM US 441 TO MARTIN O					79	-17.0
D2	428455-1-21-01	JACKSONVILLE NATIONAL CEMETE					62	0.0
D3	431684-1-22-01	SR 30 (US 98) ELEVATED ROADWA					48	14.0

1: *Project start predates execution of the NEPA Assignment MOU o

**11 Months Saved on
Environmental Assessment
Approval Time Since
Implementation**

Baselines to approve a federal environmental document:

Type 2 CE*: 36 Months
EA**: 59 Months
EIS**: 75.5 Months

*FDOT Review of Type 2 Projects from 2000-2015
**Provided by Florida Division FHWA on 11/9/2016

Projects with no savings
are projects there were
provided to FDOT
already close to or
exceeding the FHWA
Baseline project
approval times

Early Returns – Type 2 Categorical Exclusions – Started with FHWA and Approved by FDOT

Project Approvals: Type 2 CE (Inherited Projects [started under FHWA but finished under FDOT]) (12/14/2016 - 12/31/2018)

District	FM Number	Project	Document	COA Start ¹	Approval Date	FHWA Baseline Months	COA Duration Months	Difference in Months
D4	429936-2-22-01	SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045	Type 2 CE	10/27/2014*	11/15/2018	36	49	-13.0
D1	436559-1-32-01	SR 60 GRA RAILROAD	Type 2 CE	01/08/2018	01/08/2018	36	48	-12.0
D2	434042-1-21-01	SR105(HEC BRIDGE N	Type 2 CE	03/28/2018	03/28/2018	36	46	-10.0
D1	433592-1-52-01	US 41 FRO CORTEZ R	Type 2 CE	03/04/2018	03/04/2018	36	33	3.0
D2	211365-6-21-01	SW 62ND B	Type 2 CE	07/06/2018	07/06/2018	36	36	0.0
D5	240216-4-28-01	SR 46 WIDENING SR 416 TO SR 425 SEMINOLE COUNTY	Type 2 CE	07/25/2011*	06/27/2018	36	83	-47.0
D2	437405-1-22-01	CR339 OVER LITTLE WACCASASSA RIVER BRIDGE NO340049	Type 2 CE	06/23/2016*	06/22/2018	36	24	12.0
D1		SR 80-A TO CR 731 (WHIDDEN	Type 2 CE	01/16/2008				-88.0
D1		RIVER-FT MEADE) AT 64(JOHN SINGLETARY	Type 2 CE	06/03/2016				12.0
D4		M S OF 45TH STREET TO N	Type 2 CE	03/28/2016				10.0
D6	436565-1-22-01	SR 25/OKEECHOBEE RD. & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	Type 2 CE	04/04/2016				11.0
D7	422799-1-22-01	Northbound Howard Frankland Bridge (I-275/SR 93) Replacement PD&E Study (REGIONAL TRANSIT CORRIDOR)	Type 2 CE	04/21/2011*	05/04/2018	36	84	-48.0
D4	436963-1-22-01	SR-9/I-95 @ 6TH AVENUE SOUTH	Type 2 CE	01/04/2016*	04/03/2018	36	27	9.0

100 Months Saved on Type 2 CE Approval Time On Projects starting with FHWA approved by FDOT Since Implementation

Baselines to approve a federal environmental document:

Type 2 CE*: 36 Months
EA**: 59 Months
EIS**: 75.5 Months

*FDOT Review of Type 2 Projects from 2000-2015
**Provided by Florida Division FHWA on 11/9/2016

Projects with no savings are projects that were provided to FDOT already close to or exceeding the FHWA Baseline project approval times

Early Returns – Type 2 Categorical Exclusions – Started with FDOT and Approved by FDOT

Project Approvals: Type 2 CE (Projects started and finished under FDOT) (12/14/2016 - 12/31/2018)

District	FM Number	Project	Document	COA Start ¹	Approval Date	Baseline Months	COA Duration Months	Difference in Months
D3	432284-1-52-01	CR 389 EAST AVENUE OVER WATSON BAYOU BRIDGE NO. 464201	Type 2 CE	09/01/2017	12/21/2018	36	16	20.0
D2	432259-2-21-01	I-95(SR9) FROM: SR202(J.T. BUTLER) TO: ATLANTIC BLVD	Type 2 CE	01/08/2018	11/21/2018	36	10	26.0
D2	430719-2-21-01	CR220 FROM: CR209(HENLEY RD) TO: CR220B(KNIGHT BOXX ROAD)	Type 2 CE	04/06/2017	09/07/2018	36	17	19.0
D2	213326-2-22-01	I-10(SR8) FROM I-295 TO I-95	Type 2 CE	11/22/2017	05/16/2018	36	6	30.0

95 Months Saved on Type 2 CE Approval Time On Projects starting with and approved by FDOT Since Implementation

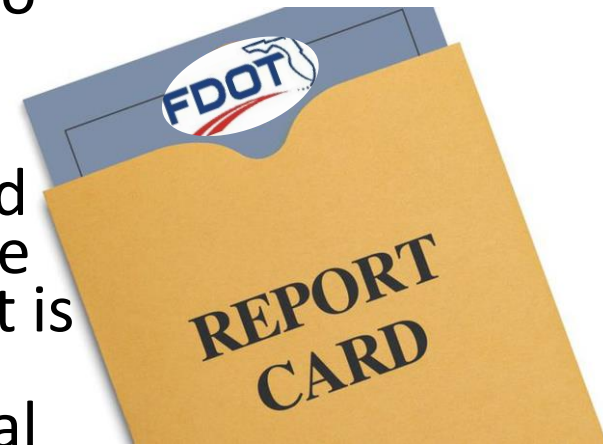
**Baseline of 36 months
FDOT 12.25 months
(on first 4 Projects)**

Initial Returns = 65% Time Savings

FDOT's Report Card

Based on the early returns FDOT is on track to meet and exceed its objectives:

- More time with projects within the environmental document development and approval processes are reducing duplicative governmental reviews and the Department is beginning to experience shorter overall approval timeframes on new environmental documents from initiation to approval
- Initial results meeting or exceeding anticipated 25% reduction in time.





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