Intro to PD&E (including NEPA Assignment)

Jason Watts and Marjorie Kirby
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.
Environmental Realities leading up to the 1960’s

UNREGULATED EMISSIONS

PITTSBURGH: 1906, 1950, CURRENT

1900

2000

Smog

SMOG Protestors
WIDESPREAD POLLUTION OF LAND AND WATERWAYS

Toxic Dumps

- 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

CUYAHOGA RIVER FIRE (CLEVELAND, OHIO) 1969

City pump station discharges sewage into Cuyahoga River (1973)

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

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

“River of Ooze”

Remembrance Poster

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
Environmental Reform

The Red Book List (precursor to endangered species)

1st Endangered Species (78) are listed

- Clean Air Act
- Water Quality Act (Clean Water Act)
- Historic Preservation Act – Section 106
- USDOT Act of 1966 [protects Section 4(f) resources]
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”

- Fully describe the project
- Justify Purpose and Need
- Study the existing Environment – **ALL Aspects**
- Describe and analyze project alternatives
- Describe input from Citizens, Agencies, Gov’t, and others; then provide a response
- Announce a Decision…and why selected
- List Coordination
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)
**Proposed Action**

- **“Pre-Categorized” activity or NO Significant Impacts expected**
  - Categorical Exclusion

- **Significant Impacts expected**
  - EIS

- **Not sure of Significance, but definitely NOT a Categorical Exclusion**
  - Environmental Assessment
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
Proposed Action

- "Pre-Categorized" activity or NO Significant Impacts expected
  - Categorical Exclusion

- Significant Impacts expected
  - EIS

- Not sure of Significance, but definitely NOT a Categorical Exclusion
  - Environmental Assessment
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
**Proposed Action**

- "Pre-Categorized" activity or NO Significant Impacts expected → **Categorical Exclusion**
- Significant Impacts expected → **EIS**
- Not sure of Significance, but definitely NOT a Categorical Exclusion → **Environmental Assessment**

**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
Proposed Action

- “Pre-Categorized” activity or NO Significant Impacts expected
  - Categorical Exclusion
- Significant Impacts expected
  - EIS
- Not sure of Significance, but definitely NOT a Categorical Exclusion
  - Environmental Assessment
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

**Planning**
- Existing Conditions
- Needs & Assessment
- Planning Analysis
- Travel Demand
- LRTP\(^1\), CFP\(^2\), TIP\(^3\)
- Purpose and Need
- Work Program

**PD&E**
- Federal or State Process
- Purpose and Need
- Alternative Analysis
- Environmental Studies
- Technical Reports
- Env. Doc. Approval

**Design**
- Detailed Design
- Construction Plans
- Specifications
- Cost Estimates
- Permits
- Env. Reevaluation

**Right of Way**
- Appraisal
- Negotiations
- Acquisition
- Relocation

**Construction**
- Build and Deliver

**ETDM Screening**
- Screening Environmental Issues

**Planning and Environmental Linkage**
- Subarea and Corridor Studies
- Alternatives Corridor Evaluation
- Interchange Access Study

**Public Outreach and Interagency Coordination**

**SWAT Process**
-PD&E Scoping

**Design Scoping**

**Advertise / Award Contract**

**Post construction - Maintenance**

**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

- Wetlands
- Noise
- Air Quality
- Natural Environment
- Human Environment
- Essential Fish Habitat
- Farmland
- Contamination
- Human Environment
- Physical Environment
- Section 4(f)
- Relocations
- Sociocultural Effects
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

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

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

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

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

- **Planning**
- **PD&E Scoping**
- **NEPA Approvals**
- **Design Scoping**
- **Design**
- **Right of Way**
- **Construction**
- **Advertise / Award Contract**
- **Post construction - Maintenance**
NEPA Requirements Do NOT Change

- Wetlands
- Noise
- Air Quality
- Natural Environment
- Human Environment
- Essential Fish Habitat
- Farmland
- Physical Environment
- Relocations
- Section 4(f)
- Contamination
- Sociocultural Effects
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)

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 (NWFWMWD)
- 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)

Local Interests
- Public
- Non-Governmental Organizations
- Developers
- Potentially Affected Community
- Business Community
It’s the Review and Approval of NEPA documents that “tell the project story”

- Fully describe the project
- Justify Purpose and Need
- Study the existing Environment – ALL Aspects
- Describe and analyze project alternatives
- Describe input from Citizens, Agencies, Gov’t, and others; then provide a response
- Announce a Decision…and why selected
- List Coordination
OEM Points of Contact

ENVIRONMENTAL

- Matt Marino* Mike McDaniel
- Matt Marino* Mike McDaniel
- Brittny Bianco* Katie Britt
- Lindsay Guthrie*
- Lindsay Guthrie* Mike McDaniel
- Thu-Huong Clark* Brittny Bianco

ENGINNEERING

- Heidi Coggins
- Heidi Coggins
- Michael Sykes
- Michael Sykes
- Victor Muchuruza
- Victor Muchuruza

NOTES: * Primary Contact

Use contact for geographic District

- OEM Director
  - Jason Watts

Administrator Support to all Districts
- Marjorie Kirby
- Victor Muchuruza
- Katasha Cornwell
- Peter McGilvray

Office of General Counsel
- Kathleen Toolan
- Nona Shaffner
- George Reynolds

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

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**Note:**
### Average # of Days - OEM Approval of Environmental Document

**Request to Approve Environmental Documents**

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

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<th>Avg # Days: PDC Confirmation to both EPA Approvals (25 days)</th>
<th>Avg # Days: EPA Approvals to OEM Director Approval (5 days)</th>
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<td><strong>Statewide</strong></td>
<td>162</td>
<td>17</td>
<td>3.3</td>
<td>13.3</td>
<td>2.3</td>
<td>15.7</td>
<td>19.5</td>
</tr>
</tbody>
</table>

**15.7 Days (Statewide Average) to approve the first 162 Environmental Documents 12/14/2016-12/31/2018**
**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 already close to or exceeding the FHWA Baseline project approval times**

---

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

**Early Returns – Environmental Assessments Approved by OEM Under NEPA Assignment**

(December 14, 2016 - June 1, 2018)

<table>
<thead>
<tr>
<th>District</th>
<th>Type Number</th>
<th>Project</th>
<th>Document</th>
<th>COA Start</th>
<th>Approval Date</th>
<th>FHWA Baseline Months</th>
<th>COA Duration Months</th>
<th>Difference in Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>42774.1-21.01</td>
<td>OVERPASS ROAD FROM OLD PASCO ROAD</td>
<td></td>
<td></td>
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<td>54</td>
<td></td>
<td>11 months</td>
</tr>
<tr>
<td>01</td>
<td>41534.2-21.01</td>
<td>SR 716 FROM US 441 TO MARTIN CO</td>
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<td></td>
<td></td>
<td>79</td>
<td></td>
<td>11 months</td>
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<td>02</td>
<td>42646.1-21.01</td>
<td>JACKSONVILLE NATIONAL CEMETARY</td>
<td></td>
<td></td>
<td></td>
<td>62</td>
<td></td>
<td>11 months</td>
</tr>
<tr>
<td>03</td>
<td>41568.5-22.01</td>
<td>SR 36 (US 18) ELEVATED ROADSIDE</td>
<td></td>
<td></td>
<td></td>
<td>48</td>
<td></td>
<td>11 months</td>
</tr>
</tbody>
</table>

1. *Project start predates execution of the NEPA Assignment NOU effective date.
### 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)**

<table>
<thead>
<tr>
<th>District</th>
<th>FM Number</th>
<th>Project Description</th>
<th>Document</th>
<th>COA Start</th>
<th>Approval Date</th>
<th>FHWA Baseline Months</th>
<th>COA Duration Months</th>
<th>Difference in Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>D4</td>
<td>D4 429936-2-22-01</td>
<td>SR A1A NORTH BRIDGE OVER ICWW BRIDGE #940046</td>
<td>Type 2 CE</td>
<td>10/27/2014</td>
<td>11/15/2018</td>
<td>36</td>
<td>49</td>
<td>-13.0</td>
</tr>
<tr>
<td>D1</td>
<td>D1 436559-1-32-01</td>
<td>SR 60 GRAY RAILROAD BRIDGE</td>
<td>Type 2 CE</td>
<td>09/08/2018</td>
<td>36</td>
<td>48</td>
<td>-12.0</td>
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</tr>
<tr>
<td>D2</td>
<td>D2 434042-1-21-01</td>
<td>SR105/HEBRIDGE NORTH RAMP (D4)</td>
<td>Type 2 CE</td>
<td>03/28/2018</td>
<td>36</td>
<td>46</td>
<td>-10.0</td>
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</tr>
<tr>
<td>D1</td>
<td>D1 433592-1-52-01</td>
<td>US 41 FROM CORTEZ ROAD TO JOHN'S LANDING ROAD</td>
<td>Type 2 CE</td>
<td>03/04/2018</td>
<td>36</td>
<td>33</td>
<td>3.0</td>
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</tr>
<tr>
<td>D2</td>
<td>D2 211365-6-21-01</td>
<td>SW 62ND STREET TO N 14TH STREET</td>
<td>Type 2 CE</td>
<td>06/06/2018</td>
<td>36</td>
<td>36</td>
<td>0.0</td>
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</tr>
<tr>
<td>D5</td>
<td>D5 240216-4-28-01</td>
<td>SR 46 WIDENING SR 46 TO SR 46 SEMINOLE COUNTY</td>
<td>Type 2 CE</td>
<td>07/04/2018</td>
<td>06/27/2018</td>
<td>36</td>
<td>83</td>
<td>-47.0</td>
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<tr>
<td>D2</td>
<td>D2 437405-1-22-01</td>
<td>CR339 OVER LITTLE WACCASASSA RIVER BRIDGE NO340049</td>
<td>Type 2 CE</td>
<td>06/23/2016</td>
<td>06/22/2018</td>
<td>36</td>
<td>24</td>
<td>12.0</td>
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<tr>
<td>D1</td>
<td>D1 437405-1-22-01</td>
<td>CR 80-A TO CR 731 (WHIDDEN RIVER-FT MEADE) AT CR 80-A/XCR 731</td>
<td>Type 2 CE</td>
<td>01/16/2009</td>
<td>06/22/2018</td>
<td>36</td>
<td>24</td>
<td>12.0</td>
</tr>
<tr>
<td>D1</td>
<td>D1 433590-1-64-01</td>
<td>US 45 OF 45TH STREET TO N 14TH STREET</td>
<td>Type 2 CE</td>
<td>03/28/2018</td>
<td>36</td>
<td>36</td>
<td>0.0</td>
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</tr>
<tr>
<td>D4</td>
<td>D4 436565-1-22-01</td>
<td>SR 25/OKEECHOBEE RD. &amp; SR 826/PALMETTO EXPRESSWAY INTERCHANGE</td>
<td>Type 2 CE</td>
<td>04/04/2016</td>
<td>04/04/2016</td>
<td>36</td>
<td>11.0</td>
<td>11.0</td>
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<tr>
<td>D7</td>
<td>D7 422799-1-22-01</td>
<td>Northbound Howard Frankland Bridge (I-275/SR 93) Replacement PD&amp;E Study (REGIONAL TRANSIT CORRIDOR)</td>
<td>Type 2 CE</td>
<td>04/21/2011</td>
<td>05/04/2018</td>
<td>36</td>
<td>84</td>
<td>-48.0</td>
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<tr>
<td>D4</td>
<td>D4 436963-1-22-01</td>
<td>SR 91-95 AT 6TH AVENUE SOUTH</td>
<td>Type 2 CE</td>
<td>04/04/2016</td>
<td>04/03/2018</td>
<td>36</td>
<td>27</td>
<td>9.0</td>
</tr>
</tbody>
</table>

**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

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

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

<table>
<thead>
<tr>
<th>District</th>
<th>FM Number</th>
<th>Project Description</th>
<th>Document</th>
<th>COA Start Date</th>
<th>Approval Date</th>
<th>Baseline Months</th>
<th>COA Duration Months</th>
<th>Difference in Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>D3</td>
<td>432284-1-52-01</td>
<td>CR 389 EAST AVENUE OVER WATSON BAYOU BRIDGE NO. 464201</td>
<td>Type 2 CE</td>
<td>09/01/2017</td>
<td>12/21/2018</td>
<td>36</td>
<td>16</td>
<td>20.0</td>
</tr>
<tr>
<td>D2</td>
<td>432259-2-21-01</td>
<td>I-95(SR9) FROM: SR202(J.T. BUTLER) TO: ATLANTIC BLVD</td>
<td>Type 2 CE</td>
<td>01/08/2018</td>
<td>11/21/2018</td>
<td>36</td>
<td>10</td>
<td>26.0</td>
</tr>
<tr>
<td>D2</td>
<td>430719-2-21-01</td>
<td>CR220 FROM: CR209(HENLEY RD) TO: CR2208(KNIGHT BOXX ROAD)</td>
<td>Type 2 CE</td>
<td>04/06/2017</td>
<td>09/07/2018</td>
<td>36</td>
<td>17</td>
<td>19.0</td>
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<tr>
<td>D2</td>
<td>213328-2-22-01</td>
<td>I-10(SR8) FROM I-295 TO I-95</td>
<td>Type 2 CE</td>
<td>11/22/2017</td>
<td>05/16/2018</td>
<td>36</td>
<td>6</td>
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</tbody>
</table>

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 tract 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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Jason.Watts@dot.state.fl.us
(850) 414-4316