

PART 1, CHAPTER 10

STATE, LOCAL, OR PRIVATELY FUNDED PROJECT DELIVERY

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PART 1 CHAPTER 10

STATE, LOCAL, OR PRIVATELY FUNDED PROJECT DELIVERY

10.1 OVERVIEW

Pursuant to **23 United States Code (U.S.C.) § 327** and the implementing Memorandum of Understanding (MOU) executed on December 14, 2016, the Florida Department of Transportation (FDOT) has assumed Federal Highway Administration's (FHWA's) responsibilities under the **National Environmental Policy Act (NEPA)** for highway projects on the State Highway System (SHS) and Local Agency Program (LAP) projects off the SHS. In general, FDOT's assumption includes all highway projects in Florida whose source of federal funding comes from FHWA or which constitute a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other activities pertaining to the review or approval of **NEPA** actions. Consistent with law and the MOU, FDOT will be the Lead Federal Agency for highway projects with approval authority resting in the Office of Environmental Management (OEM).

This chapter describes the environmental evaluation process for the development of state, local, or privately funded projects. State funded projects are those advanced through the FDOT Work Program using only state transportation allocations, and for purposes of this chapter, do not require FHWA funding or OEM action pursuant to **23 U.S.C. § 327** described above. This chapter also provides guidance on integration of the Statewide Acceleration Transformation (SWAT) process with state funded project delivery. Proposed projects on the interstate, using interstate right of way (ROW) or using FHWA funds, as well as LAP projects, require preparation of a federal **NEPA** document as described in [Part 1 Chapter 4, Project Development Process](#) and other related chapters of this *Manual*. See [Chapter 25, Work Program Instructions, Current Work Program](#) for additional information.

This chapter focuses on FDOT projects; however, projects on state facilities may also be conducted by a local agency (e.g., county, city), Expressway Authority, or private entity (e.g., developer). The term "lead agency" is used throughout this chapter to mean the agency that is responsible for the project and thus has signature authority on the Environmental Document. The lead agency is not necessarily the funding agency. When a local agency or private entity is the lead agency, FDOT involvement may be required under certain conditions (see [Section 10.2.2](#)).

Environmental evaluations are required for all state funded projects to comply with state and federal laws and FDOT policy. The level of assessment and documentation depends on the nature of the project, the potential for impacts, and the level of FDOT involvement. The type of environmental documentation for state funded projects depends upon the lead agency and the actions being taken.

This chapter directs the ***State Environmental Impact Report Form, Form No. 650-050-43*** for State Environmental Impact Reports (SEIRs) and the ***Non-Major State Action Checklist, Form No. 650-050-30*** for Non-Major State Actions (NMSAs) serve as documentation for projects when FDOT is the lead agency. For other entities, the preparation of a Project Environmental Impact Report (PEIR) may serve as the environmental documentation as described in [Section 10.2.2](#).

10.2 PROCEDURE

10.2.1 Florida Department of Transportation Projects

When FDOT is the lead agency, the District or Florida's Turnpike Enterprise (FTE) has responsibility for the preparation, review, and approval of these projects. See [Figure 10-1](#) for a flowchart of the FDOT State, Local, or Privately Funded Project Delivery Process discussed throughout this chapter.

State funded Project Development and Environment (PD&E) studies for highway projects are documented in the form of a SEIR rather than a federal ***NEPA*** document. Identification of projects to advance as a SEIR rather than a ***NEPA*** document equivalent is an outcome of the SWAT process ([Section 10.2.1.2](#)). State funding should be used on projects whenever feasible ([Chapter 25, Work Program Instructions, Current Work Program](#)). If it is determined that the project will be state funded only, it is assigned a work program identifier of "State Funds Only (SFO)". The SWAT approach to project delivery is provided in [Figure 10-2](#). This chapter focuses on the SWAT process as it relates to state funded projects. [Part 1 Chapter 4, Project Development Process](#) further addresses the SWAT process for both state and federally funded projects.

10.2.1.1 Efficient Transportation Decision Making Screenings

The Efficient Transportation Decision Making (ETDM) Coordinator is provided a list of projects which should complete an ETDM Screening as a result of the SWAT planning meeting ([Section 10.2.1.2.1](#)) conducted during the annual five year Work Program development cycle. The District decides whether to initiate project screening with either an ETDM Planning Screen or Programming Screen event, based upon project complexity, timing, and whether or not an ETDM Planning Screen had already been completed. ETDM Planning Screen events may have been previously completed when considering projects during Long Range Transportation Plan updates. Minimally, the ETDM Programming Screen should be completed one year before PD&E phase funds are programmed. When entering information into the Environmental Screening Tool (EST), there is an option to select state or federal funding. Alternatively, when it is determined that a project will advance as a federally funded project or to maintain eligibility for federal funds, an explanation is required, see [Chapter 25, Work Program Instructions, Current Work Program](#) and [Section 10.2.1.2](#). Also reference [Part 1, Chapter 4, Project Development Process](#).

The analysis and documentation completed for a state funded PD&E project is typically a SEIR. Information available from the ETDM Planning Screen may facilitate SWAT

Planning Meetings during development of the 5-year Work Program. Information available from the ETDM Programming Screen may facilitate SWAT Kick-Off Meetings prior to the PD&E Study scope of services development. In this way, the ETDM Screening event results may be used to inform further project planning, project scoping and other SWAT activities prior to initiation of PD&E.

An Advance Notification is circulated for qualifying state funded projects prior to PD&E study initiation either with or subsequent to the ETDM Programming Screen event. The project does not require a Federal Consistency Review with the State Clearinghouse as part of the Advance Notification ([Part 2, Chapter 14, Coastal Zone Consistency](#)). In these cases, Coastal Zone Consistency is typically provided as part of the Environmental Resource Permitting process if a federal permit is needed for the project.

10.2.1.2 Statewide Acceleration Transformation Team and State Funded Projects

The SWAT process is a project management approach that streamlines FDOT's project delivery process through early coordination and communication between the different functional disciplines within the District. The goal of the SWAT process is to shorten project delivery times. See [FDOT Quick Guide: Transforming our State Pre-Construction Process](#) and other SWAT training material for more guidance. Each District has an established SWAT team that is a composed of cross-functional, multi-disciplinary staff experienced in project delivery.

The SWAT process applies to both state and federally funded PD&E studies, and includes identification of whether or not a project can proceed through all phases with state funds only. Each District has an identified cross-functional SWAT Team. The District SWAT Team is involved at key points during planning and prior to the PD&E Study scope of services development. The SWAT process also includes scoping of project Design phase either concurrently or in overlap with the PD&E Study to the maximum extent possible. There is no limitation to the level of design plans which may be completed concurrently with a SEIR. However, the SWAT team and Project Manager must be mindful of alternatives analysis considerations and other risks associated with advancing final design activities with SEIR particularly if a federal permit is involved.

SWAT consists of planning, strategy, and kickoff team meetings. The SWAT team meetings use the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40** (shown in [Figure 10-3](#)) to evaluate the project and determine project parameters that influence the development of the project.

10.2.1.2.1 SWAT Planning Meeting

Each District's SWAT team holds an annual planning meeting(s) in the Work Program Cycle. The planning meeting may include the OEM project delivery staff experts at the request of the District. During the planning meeting, the SWAT team discusses the core elements of the purpose and need for each project to ensure the project aligns with the Metropolitan Planning Organizations (MPOs) Long Range Transportation Plan (LRTP).

The outcome of the SWAT planning meeting is a recommendation of funding type for each project that is being considered in the Work Program, the potential for Design phase overlap, anticipated complexity and the potential for consideration as an Advanced Production Project, [Work Program Instructions, Part V Chapter 1, Production Management](#). To decide whether to use federal funds on the project, the SWAT planning meeting considers a variety of factors including environmental considerations, anticipated permits, **Work Program Instructions**, and expected time savings if the project would use the state project delivery process. Additionally, the SWAT planning meeting participants assign the preliminary Class of Action (COA) for each project and recommend the list of projects to be screened through ETDM (see [Section 10.2.1.1](#)). During the SWAT planning meeting, each project is recommended as either a state or federal project. Additionally, the project manager will assure a work program identifier of SFO is assigned to state funded only projects. Refer to [Part 1, Chapter 4, Project Development Process](#) and [Work Program Instructions, Part III Chapter 25, Project Development and Environment \(PD&E\)](#) for additional detail.

Projects that must follow the federal process or must stay federalized are listed in [Work Program Instructions, Part III - Chapter 25, Project Development and Environment \(PD&E\)](#). These projects are:

1. On an Interstate
2. Using or involving Interstate ROW (e.g., air rights, adjacent)
3. Projects within and impacting federal lands such as National Parks or Forests.
4. Projects where a federally funded phase has occurred (funds expended)
5. Projects where current work is federally funded
6. Transportation Alternatives (TA) program
7. FHWA Safety Program projects
8. Off-System projects
9. Projects qualifying as Type 1 Categorical Exclusions (CEs)
10. If federal funds have been used on a prior phase of the current project, coordination with OEM and Office of General Counsel is needed.

The SWAT team also considers the following when determining whether to use FHWA funds for projects:

1. Impacts to work program flexibility based upon anticipated cost of construction.
2. Projects where protected species or habitat may be impacted and consultation under the **Endangered Species Act (ESA)** is necessary ([Part 2, Chapter 16, Protected Species and Habitat](#)). **Section 7** would apply for federal projects or

those with a federal nexus. **Section 10** would apply for projects where there is no federal funding or federal nexus.

3. Projects that require a federal permit, such as U.S. Coast Guard (USCG) bridge permit or U.S. Army Corps of Engineers (USACE) **Section 404** permit.

SFO projects that do not qualify for ETDM Screening may proceed as NMSAs (see [Section 10.2.1.4](#)). SFO projects that qualify for ETDM Screening [including those defined as major in **Section 339.155(5)(b), Florida Statutes (F.S.)**], proceed to PD&E as SEIRs. For projects proceeding as SEIRs, the District SWAT team ranks them based on environmental and engineering complexity and expected number of PD&E days that would be saved using the state funded project delivery process.

During the SWAT planning meeting, the SWAT team completes **Section A** of the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40 (Figure 10-3)** based on the District's knowledge of project requirements and potential project impacts. **Section A** of the form documents the recommendations from the SWAT planning meeting and the process followed. See [Section 10.2.1.3](#) for guidance on filling out the form.

10.2.1.2.2 SWAT Strategy Meeting

Following identification of a project in the work program cycle, the SWAT team holds a strategy meeting to develop, for each PD&E project, a high level project strategy and schedule to assure appropriate pre-PD&E milestones are established in FDOT's Project Scheduling and Management (PSM) system with appropriate related PSM codes; such as completing any needed ETDM screening events, Advance Notification preparation, initiation of advance studies and the SWAT Kick-off meeting and PD&E advertisement. See [Part 1, Chapter 4 Project Development Process](#) for project activities or studies that may be advanced prior to PD&E.

Project scope evaluation by the SWAT strategy meeting participants starts by revisiting the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40 (Figure 10-3, Section A)** prepared during the SWAT planning meeting. The SWAT strategy meeting participants review **Section A** and complete **Section B** of the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40** based on available project information to date. During the SWAT strategy meeting participants again evaluate the risk associated with project design ambiguity and environmental complexity in a project schedule. Environmental complexity is estimated based on the likelihood of substantial environmental issues on the project, and the design ambiguity is a function of how quickly a preferred alternative can be determined in the PD&E process. Consideration may also be given to segmenting the project to expedite project delivery.

10.2.1.2.3 SWAT Kickoff Meeting for State Funded Projects

Each project must have a SWAT kickoff meeting. The kickoff meeting occurs approximately one year before PD&E funds are programmed. SWAT team kick-off meeting considerations include:

- Project objectives,
- Environmental conditions that may be affected by the project,
- If and how Design phase activities can be advanced concurrent with PD&E,
- Contracting and project management scheme when PD&E and design activities overlap,
- Elements of the project's scope of services, and
- Development of an efficient and expedient preliminary project schedule.

Project scope evaluation by the SWAT kickoff meeting participants starts by revisiting **Section A** and **Section B** the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40** ([Figure 10-3](#)) prepared during the SWAT planning and strategy meetings. The SWAT kickoff meeting participants review **Section A** and **Section B** of the form based on available project information, funding determination, ETDM screening results, COA considerations, field observations, and the level of recommended design activities that will overlap with PD&E. See [Section 10.2.1.3](#) for guidance on preparing the form. The SWAT kickoff meeting participants also develop an expedited project schedule and a scope of services for the project in coordination with the assigned Project Manager.

The SWAT kickoff meeting participants determine or estimate the potential project impact to environmental resources as potential, not potential, enhancement or no involvement. Items that are marked as “No Involvement (NoInv)” must have an acknowledgement that it was evaluated but not present, on the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40** and therefore should not be included in the scope of services for further evaluation, simply verification. Items that are marked as “No Potential Impact” or “Enhance” must include the reasoning on the form. Once these items are identified, they should be included in the scope of services for analysis during PD&E Study. Items that are marked “Potential Impact” on the form should be included in the scope of services, and provide reference to supporting documentation.

When developing the schedule for advancing PD&E, the outcome of the kickoff meeting identifies project activities (see [Part 1, Chapter 4, Project Development Process](#)) that can begin prior to the initiation of the PD&E Study to take advantage of time savings. In addition, the kick off meeting identifies approaches for overlapping PD&E and Design phases when appropriate. In creating a preliminary project schedule, the SWAT kickoff meeting participants evaluate the risk associated with project design ambiguity and environmental complexity in a project schedule estimation matrix.

The results of the SWAT project kickoff meeting include a schedule for the project. The schedule includes a target number of months to complete the PD&E Study, recommended project management structure, target number of months from start of the SEIR to completion of the SEIR as well as start of PD&E procurement to construction letting, a draft scope of services, a list of technical documents required, and if needed a plan for a technical panel. Use of a technical panel can facilitate communication of project expectations with respect to project scope and schedule to prospective consultants. Additionally, the SWAT project kickoff meeting for state funded projects estimates what the federal COA would have been for state funded projects. Schedules for state funded PD&E studies are entered into the FDOT SWAT SFO Project Dashboard in the StateWide Environmental Project Tracker (SWEPT) prior to consultant acquisition advertisement by the District's designated editor.

10.2.1.3 Statewide Acceleration Transformation Scoping Form Instructions for State Funded Projects

Section A

During the SWAT planning meeting, **Section A** of the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40 (Figure 10-3)** is first prepared to assist with determining whether a NMSA or SEIR is recommended. The form is completed by providing the project description and purpose and need, as well as funding information. **Section A. 3** provides a checklist to evaluate the potential impacts of the project. If any item is marked "Yes", then it is discussed whether additional evaluation or a SEIR will be necessary. Consideration should be given to potential permitting requirements and needs. If all answers are "No" and the project type is not defined in **Section 339.155(5)(b), F.S.**, as a major transportation improvement, the project is a NMSA.

Section B

During the SWAT strategy meeting and project kickoff meeting **Section B** of the **Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40 (Figure 10-3)** is prepared to aid in scope of services development for the project, narrow the number of issues to be considered, and determine the required level of analysis. The draft form prepared during the SWAT planning meeting (in which **Section A** was completed) must be revisited and added to by filling out **Section B, Potential Project Impacts to Environmental Resources**.

1. **POTENTIAL PROJECT IMPACTS TO ENVIRONMENTAL RESOURCES:** The participants of the SWAT project kickoff meeting use information that is available such as ETDM Programming Screen, project aerals, or site visit documentations, coordination with the Project Manager and subject matter experts to fill out the form. The level of potential impact is determined based on the context and intensity of the impact on the issue/resource being analyzed:
 - If there is potential impact, mark the "Yes" column with an "X".
 - If there is no potential impact, mark the "No" column with an "X".

- If the project results in an enhancement, mark the “Enhance” column with an “X”.
- If the issue/resource is not involved, mark the “NoInv” column with an “X”. No involvement means the environmental issue/resource in question is not present or in any way involved with the project.

Items that are marked as “NoInv” must have an acknowledgement that it was evaluated, but not present on the form and therefore should not be included in the scope of services.

Items that are marked as “No potential impact” or “Enhance”, must include the reasoning on the form. Once these items are identified, they should be included in the scope of services for analysis during SEIR preparation.

Items that are marked “potential impact” on the form should be included in the scope of services, and provide reference to supporting documentation.

10.2.1.4 Documentation of Non-Major State Actions

NMSAs are only required when FDOT is the lead agency and do not require a PD&E Study. Projects that are to proceed as NMSA’s are typically identified during the SWAT Planning meeting. NMSAs require an environmental evaluation and completion of the **Non-Major State Action Checklist, Form No. 650-050-30** ([Figure 10-4](#)) through SWEPT. See [Section 10.2.1.4.1](#) for instructions on preparing the **Non-Major State Action Checklist, Form No. 650-050-30**. This checklist documents consideration of environmental impacts in the NMSA and the environmental evaluation is done concurrent with the Design phase.

Environmental evaluations are required for all state funded projects to comply with state and federal laws and FDOT policy. If there is a state law that mirrors a federal law and if the NMSA project needs a federal permit/action such as USACE, USCG, U.S. Fish and Wildlife Service (USFWS), or National Marine Fisheries Service (NMFS), follow the federal provisions ([Section 10.2.1.7](#)). For example, if the project affects any historic or archaeological resources, then the project has to comply with **Section 106** of the **National Historic Preservation Act (NHPA)**. However, if no federal permit/action is required, consultation with the Florida Division of Historical Resources (DHR) is required (see [Part 2, Chapter 8, Archaeological and Historical Resources](#)).

A NMSA does not require a public hearing but may necessitate public involvement activities in accordance with [Part 1, Chapter 11, Public Involvement](#).

The District Environmental Manager or designee should sign and date the **Non-Major State Action Checklist, Form No. 650-050-30**. The signed **Non-Major State Action Checklist, Form No. 650-050-30** should be added to the project file and the project can be advanced.

At the conclusion of the Design phase the District will re-evaluate the NMSA by updating

the ***Non-Major State Action Checklist, Form No. 650-050-30*** and signing it. After signing it, the District Environmental Manager or designee must complete, sign and date the ***Environmental Certification for State Funded Project, Form No. 650-050-14***, as provided in [Figure 10-5](#).

10.2.1.4.1 Completing the Non-Major State Action Checklist

The ***Non-Major State Action Checklist, Form No. 650-050-30*** ([Figure 10-4](#)) should contain the following information:

1. GENERAL INFORMATION: identifies the name of the project, its limits, county, and financial management number(s).
2. PROJECT DESCRIPTION: includes a brief description of the existing conditions, purpose and need if known, and the proposed improvements (i.e., number of lanes, structure, median, and ROW).
3. EVALUATION: provides a checklist to evaluate the potential impacts of the project. If any item is marked “Yes”, then it is discussed whether additional evaluation or a SEIR will be necessary. Consideration should be given to potential permitting requirements and needs. If all answers are “No” and the project type is not defined in **Section 339.155(5)(b), F.S.**, as a major transportation improvement, the project is a NMSA.

A place is provided for the District Environmental Manager or designee to sign and date the form.

10.2.1.5 Documentation of a State Environmental Impact Report

Information already filled out for **Sections A and B** of the ***Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40*** should be reviewed and used as supporting information for preparation of the ***State Environmental Impact Report Form, Form No. 650-050-43*** ([Figure 10-6](#)) during the PD&E Study. This form should be a concise, targeted document based on the results of engineering and environmental analysis and coordination.

The SEIR documents the social and economic, cultural, natural, and physical categories evaluated as part of the project. Additional information for each category is included in attachments, as needed. Technical reports or memorandums should be summarized in each section with reference to the corresponding document for more details.

Other considerations for completing a SEIR are as follows:

1. If no federal permit/action is required, consultation with the Florida Division of Historical Resources is required to address historic or archaeological resources. However, if a federal permit will be required then the project must comply with **Section 106** of the **NHPA**. Additionally, if the project requires consultation with USFWS regarding federally listed species, consultation occurs under **Section 10**

of the **ESA**. See [Part 2, Chapter 8, Historic and Archeological Resources](#) and [Part 2, Chapter 16, Protected Species and Habitat](#) for guidance on these issues/resources. Also see [Section 10.2.1.7](#) for additional guidance.

2. Under the state funded project delivery process, **Section 4(f)** does not apply since there is no United States Department of Transportation (USDOT) action; however, coordination with the public entity of jurisdiction of the public recreation area should still occur [[Part 2, Chapter 7, Section 4\(f\) Resources](#)]. For example, coordination with the Florida Department of Environmental Protection (FDEP) is necessary on projects affecting state owned parks or other program areas such as the Florida Forever land acquisition program.
3. SEIRs are not subject to Environmental Protection Agency (EPA) review since they do not receive federal financial assistance ([Part 2, Chapter 11, Water Quality and Water Quantity](#)).
4. Farmland and Coastal Barrier Resources are not analyzed for SEIR projects since analysis of these resources is only required for federal projects.
5. Planning consistency information is included in the SEIR, however; it is intended as an information tool and not required for the approval of the document. This information is used to inform planning and programming activities to assist in the timely advancement of project funds for the next phase of the project. A description of actions required for completion of the planning consistency information should be provided if not available at the time of document approval.
6. There is no requirement for multiple alternatives, although there may be multiple alternatives if warranted by specific project considerations. There can be just one build alternative in addition to the no-action alternative, if determined appropriate.

The public hearing process outlined in [Part 1, Chapter 11, Public Involvement](#) is followed when preparing a SEIR. Regardless of whether a project is state or federally funded, state law (**Section 339.155, F.S.**) requires a public hearing for the following types of projects: 1) increasing capacity through the addition of new lanes; 2) providing new access to a limited or controlled access facility (new interchanges); and 3) construction of a facility in a new location. It is FDOT's policy to promote public involvement opportunities and information exchange activities in all functional areas using various techniques adapted to local area condition and project requirements ([Public Involvement, Policy No. 000-525-050](#)). For a project which does not require a public hearing, an opportunity for a public hearing may still be provided.

In most cases, a public hearing will be held for a SEIR project. The SEIR should be made available to the public a minimum of 15 days prior to the public hearing. Before the public hearing, the **State Environmental Impact Report Form, Form No. 650-050-43** must be approved for public availability by the District Environmental Office Manager, Environmental Manager, or Project Development Manager. Notice of the public hearing will be published in the local newspaper of general circulation and posted on the agency's website and the **Florida Administrative Register**.

OEM may review the SEIR at the District's request. The District Secretary or designee signs and approves the SEIR and the District circulates it to relevant resource agencies and to offices responsible for the next phase of the project.

The District Environmental Office will also complete and provide the date of the approval on the ***Environmental Certification for State Funded Project, Form No. 650-050-14*** form, as shown in [Figure 10-5](#).

Project commitment coordination is accomplished for state funded projects prior to and during the PD&E phase consistent with [Part 2, Chapter 22, Commitments and Procedure No. 700-011-035, Project Commitment Tracking](#). Project commitments must be documented in the same way as federally funded projects. Commitments are coordinated and agreed upon by appropriate FDOT functional area representatives, and recorded using the ***Project Commitment Record, Form No. 700-011-35***.

Project files will be maintained within FDOT's SWEPT application.

10.2.1.5.1 Completing the State Environmental Impact Report Form

The ***State Environmental Impact Report Form, Form No. 650-050-43*** ([Figure 10-6](#)) is completed to produce the SEIR document. This is accomplished, in part, by using information included in the ***Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40***, and as a result of further environmental analysis and engineering analysis. Results are described in the ***State Environmental Impact Report Form, Form No. 650-050-43*** to create a document which completely and concisely describes anticipated environmental impacts, coordination and consultation with resource agencies, public involvement, engineering analysis, permit status, commitments and resulting decisions. SEIR public availability and public hearing requirements are to be followed as described in [Section 10.2.1.5](#).

1. **PROJECT DESCRIPTION AND PURPOSE AND NEED:** Complete project information as indicated on the form. Briefly describe proposed improvements and purpose and need. Planning consistency information is updated. This information is intended to inform planning and programming activities in order to assist in the timely advancement of project funds and the next phase of the project. Both completed and pending planning and programming activities should be identified in the table provided and described in the text of the document. Actions to be taken to complete pending items should also be described in this section.
2. **ENVIRONMENTAL ANALYSIS:** The results of the environmental evaluation, knowledge of the project area, and input received through agencies and the public, is used to complete the form. Using information provided through scoping efforts, the issues/resources are evaluated using the guidance from chapters in **Part 2** of the [PD&E Manual, Topic No. 650-000-001](#). This section must take into consideration and address, as appropriate, the issues/resources listed in **Section 2. A-D** of [Figure 10-6](#).

The items on the form that were checked during the SWAT project kickoff meeting should be revisited after analysis to ensure they are still appropriate.

- a. If the impact is substantial, mark the column “Yes” with an “X”.
 - b. If the impact is not substantial, mark the column “No” with an “X”. Not substantial means the issue/resource is present and considered as potentially involved with the project. The project impact may range from none to substantial. The form should include a reference to the attachment containing supporting information.
 - c. If the impact is enhanced, mark the column “Enhance” with an “X”. Enhance means the project has enhancements or benefits to the issue/resource. The form should include a reference to the attachment containing supporting information.
 - d. If the issue/resource is not involved, mark the column “NoInv” with an “X”. No involvement means the environmental issue/resource in question is not part of or in any way involved with the project. If an issue /resource is marked in the "NoInv" column, no supporting documentation is needed.
3. **ANTICIPATED PERMITS:** This section identifies permits that are anticipated for the project. Sufficient information for permitting agencies should be provided under the applicable issue/resource of **Section C**. For example, if a USACE permit is anticipated, supporting information should be included in **Section 2.C.1.** (Wetlands and Other Surface Waters), **Section 2.C.7.** (Protected Species and Habitat), and **Section 2.C.8** (Essential Fish Habitat), if applicable.
 4. **ENGINEERING ANALYSIS:** Engineering analysis and design detail are included in the SEIR, so there is no separate ***Preliminary Engineering Report (PER)***. Engineering analysis is prepared according to [Part 1, Chapter 4, Project Development Process](#) and [Part 2, Chapter 3, Engineering Analysis](#).
 5. **COMMITMENTS:** This section discusses all commitments made on the project prior to and during the PD&E phase per [Part 2, Chapter 22, Commitments](#). These commitments should be the same as those on the ***Project Commitment Record, Form No. 700-011-35***.
 6. **FDOT SELECTED ALTERNATIVE:** A brief discussion of the FDOT Selected Alternative is included in this section. This is based upon the engineering and environmental analysis. When only one build alternative is evaluated, reference consideration of build and no-build alternatives with resulting recommendation.
 7. **APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required):** This section contains a box to check to confirm the document has gone through a quality assurance/quality control (QA/QC) review and is approved for public availability, as well as a line for the signature of the

Environmental Manager or Project Development Manager and date the project was accepted for public review.

8. **PUBLIC INVOLVMENT:** The appropriate box regarding the status of public involvement is marked in this section.
9. **APPROVAL OF FINAL DOCUMENT:** The nondiscrimination standard statement and a signature block are provided for District approval of the SEIR. The SEIR is electronically approved by the District Secretary or designee, in SWEPT.
10. **SUPPORTING INFORMATION:** Documents referenced in the Supporting Information column of the form are included as attachments. Attachments may include coordination letters, memos, and summaries of the environmental analysis. The standard statements required for **NEPA** projects, provided in other chapters, may be used or modified as appropriate. Keep in mind, for state funded projects, regulatory and resource agencies and issues under their jurisdiction are the same as for federal projects, and using standard statements may save time. Environmental analysis material should be summarized and attached to the form in the order listed. Larger documents, such as technical reports, should be referenced and uploaded to the project file. The project file should contain the analytical documentation to support the project decisions. See [Part 1, Chapter 15, Project File and Records Management](#) for more guidance.

10.2.1.6 Re-evaluation

Re-evaluations should be conducted when a major design change occurs and prior to construction advertisement. Re-evaluation should also be conducted when there are changes in impact that would require additional consultation with an agency or coordination with the public. Re-evaluation is used to update status of commitments, coordination, permits, and other relevant information. Re-evaluation of a SEIR is prepared by using the form provided in [Figure 10-7](#). Final approval is given by the District Secretary (or designee). The approved Re-evaluation is maintained in the project file and distributed to Design, ROW, and Construction Offices, or others as appropriate.

10.2.1.6.1 State Environmental Impact Report Re-evaluation Form

The **State Environmental Impact Report Re-evaluation Form, Form No. 650-050-44** ([Figure 10-7](#)) includes the following sections:

Section 1 - GENERAL INFORMATION

This section contains information about the originally approved SEIR and the segment(s) being advanced. Information provided includes:

1. The change in project phase(s) for which the project segment(s) is (are) being re-evaluated (i.e., Preliminary Engineering, ROW, and Construction Advertisement)

2. SEIR date of approval.
3. Project number(s): Financial Management and ETDM number(s) of the original approved document
4. Project name, location, and limits covered under the originally approved SEIR
5. Segment of highway being advanced: Financial Management number(s), location, and limits and identify as state-funded
6. Prior Re-evaluations: A list of Re-evaluations previously prepared for the project, the type, and the date they were approved by the District.
7. Planning consistency information is updated. This information is intended to inform planning and programming activities in order to assist in the timely advancement of project funds and the next phase of the project. Both completed and pending planning and programming activities should be identified in the table provided and described in the text of the document. Actions to be taken to complete pending items should also be described in this section.
8. Name and title of the FDOT District preparer.

Section 2 – EVALUATION OF CHANGES IN IMPACTS

This section is used to document the evaluation of changes in impacts to affected issues/resources. This should also include an evaluation of impacts to new issues/resources, which may have been identified.

If a change has occurred for a given issue/resource, then the analyst marks an "X" in the YES box. An explanation is then referenced in the Supporting Information column and provided as an attachment to discuss the nature of the change or updated information. This column should also include the title of the attachment and the page number (e.g., Attachment A, Page 10). If any new issues/resources are identified, they should be added to the form and addressed accordingly. If no change has occurred, the analyst marks an "X" in the NO box.

Section 3 - EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

This section includes design changes that have occurred since approval of the original SEIR or most recent Re-evaluation. The extent of the design change(s) and modification of impacts on the project area must be documented.

Examples of design changes include, but are not limited to:

1. Changes in typical section

2. Shifts in roadway alignment
3. Changes in ROW needs
4. Changes due to revised design control or criteria
5. New Design Variations or Design Exceptions
6. Changing a bridge to a box culvert
7. Changes in drainage design and/or requirements

If no major design changes have occurred, then it should be stated.

Section 4 - COMMITMENT STATUS

Section 4 includes a list of commitments and mitigation measures established in the approved SEIR along with their current status (completed, modified, added, or no longer applicable). Any changes in or to commitments require an explanation. New environmental commitments can arise from a variety of sources, such as subsequent agency negotiations or from public involvement. These commitments must be documented, i.e., listed, updated, and discussed. The Districts must review, verify, and update the ***Project Commitment Record, Form No. 700-011-35*** per [**Procedure No. 700-011-035, Project Commitment Tracking**](#). It is important that commitments made by FDOT are documented. They must be tracked throughout the project and satisfied at the appropriate phase of the project. Commitments must be reviewed and documented for their completeness prior to final acceptance of the project.

Section 5 - STATUS OF PERMITS

This section identifies permits required for the project, provides a summary of their status, and documents any modifications since the SEIR approval or last Re-evaluation. The status of the permit(s) should be commensurate with the phase of the project and the type of Re-evaluation. For example, if the permit has been applied for, state the name of the permit, agency, date of application and number; if the permit has been issued, state the name of the permit, agency, date of issuance, and permit number. The preparer of the Re-evaluation must coordinate with the District Permit Coordinator to ensure complete documentation and timely permit issuance. If the permit has not been issued, construction activities cannot begin.

Section 6 - CONCLUSION

This section contains a statement about the Re-evaluation of the project, the validity of the findings in the SEIR, new findings (if necessary), and a recommendation for project advancement.

If no changes affecting the original environmental determination have occurred, mark the box that states the following with an X:

The above SEIR has been re-evaluated. It has been determined that there have been no changes to the project that affect the original SEIR. Therefore, the SEIR determination remains valid. It is recommended that the project identified herein be advanced to the next phase.

Section 7 – DISTRICT APPROVAL RECOMMENDATION

The District Environmental Manager or Project Development Manager, or designee, will sign the signature line electronically in SWEPT and upload any consultation documentation.

Section 8 - DISTRICT SECRETARY APPROVAL

The District submits the Re-evaluation to the District Secretary. The District Secretary, or designee, approves the Re-evaluation by signing the ***State Environmental Impact Report Re-evaluation Form, Form No. 650-050-44*** electronically in SWEPT.

Section 9 - ATTACHMENTS

Other supporting information such as summaries of reports and documentation of coordination may be attached.

10.2.1.7 State Funded Projects with Federal Actions

Federal permits, such as those from USCG or USACE, may be required for state funded projects and may require a ***NEPA*** document be prepared for one of those agencies. In such cases, consultation with the appropriate federal agency(ies) should be performed early. OEM can assist with this consultation.

Projects that are state funded, may still have to follow the federal ***NEPA*** process if a federal permit is required, though FHWA will not be the lead agency. Federal permits/actions may be required by the USACE, USCG, or the USFWS. The permitting agency may become the Lead Federal Agency. They may adopt or modify the FDOT Environmental Document to use as their ***NEPA*** document or may request that FDOT prepare their ***NEPA*** document, depending on the results of coordination.

If a federal permit/action is required, ***Section 106*** of the ***NHPA*** is followed to address historic or archaeological resources (see [***Part 2, Chapter 8, Archaeological and Historical Resources***](#)) and ***Section 7*** of the ***ESA*** is followed for federally listed species involvement (see [***Part 2, Chapter 16, Protected Species and Habitat***](#)).

10.2.2 Local or Privately Funded Projects

Section 334.30(3), F.S., provides “[e]ach private transportation facility constructed pursuant to this section shall comply with all requirements of federal, state, and local laws; state, regional and local comprehensive plans; department rules, policies, procedures and standards for transportation facilities; and any other conditions which the department

determines to be in the public's best interest." Unsolicited public-private transportation projects must also comply with **Chapter 14-107, Florida Administrative Code (F.A.C.)**.

Construction of permanent features in FDOT ROW, performed and funded by others, and without FHWA funds, requires execution of an **FDOT Construction Agreement, Form No. 850-040-89**. The local or private entity must apply for a **FDOT Construction Agreement, Form No. 850-040-89** through FDOT's District Maintenance Office. The Construction Agreement application package must include evidence of acquisition of all applicable federal and state environmental permits. For local agency or private entity projects, the role of the District's Environmental Office is to provide support in an advisory capacity as necessary to assist in advancing the project. Completion of environmental analysis and documentation, by the applicant, prior to environmental permit application, may follow the same process and format as a NMSA or SEIR; however, the local agency or private entity should recognize that these document types are reserved for FDOT funded projects. Instead, the supporting environmental documentation for local and privately funded projects constructed on FDOT ROW, necessary to acquire environmental permits and subsequently an **FDOT Construction Agreement, Form No. 850-040-89**, may be referred to as a PEIR. The PEIR project analysis includes, both environmental and engineering analyses as described in the [PD&E Manual, Topic No. 650-000-001](#), as applicable. Although the PEIR is not an FDOT document, it is prepared following the same procedures and requirements as the SEIR, [Section 10.2.1.5.1. Figure 10-8](#) provides a PEIR outline.

In cases where a privately or locally funded project is developed under **Chapter 14-107, FAC** and, where jurisdiction will be transferred to FDOT at any time during project development, the District should work with the local agency or private entity to determine whether a PEIR or SEIR is required. If the project is to be transferred to the FDOT, a SEIR is likely the appropriate document. In such cases, the FDOT may coordinate, review and approve a document prepared by a local or private entity as a SEIR. The District should coordinate with the local agency or private entity to determine the level of analysis to satisfy documentation requirements. Prior to commencement of the study, the project sponsor should consult with the District to consider the following:

1. How the PEIR (or SEIR) will be processed
2. How it will be coordinated with FDOT
3. Project schedule
4. How public involvement and public hearing activities will be conducted
5. How the project Re-evaluation will be coordinated with FDOT (see [Section 10.2.1.6](#))

These decisions should be documented in the project file.

A local agency may advance a project through any one of several state funding programs described in **Chapter 339, F.S.**, and FDOT's Work Program Instructions; examples

include: County Incentive Grant Program (CIGP), Small County Outreach Program (SCOP), Small County Outreach for Municipalities and Communities (SCOE Municipalities), Transportation Regional Incentive Program (TRIP), and Small County Road Assistance Program (SCRAP). For these projects, if state funds only are being used, the local agency may prepare a PEIR to support its acquisition of appropriate environmental permits and satisfy other agreements with the FDOT. The local agency should follow the procedures outlined in this chapter and [Figure 10-8](#) to prepare a PEIR.

There may be instances when a local agency seeks to advance a project with FHWA funds in addition to state program funds and/or local funds. In such cases a federal Environmental Document would be prepared by the local agency with FDOT support as deemed appropriate through early project coordination (per [FDOT Local Agency Program Manual, Topic No. 525-010-300](#)). A thorough understanding of funding sources, system designation, proposed work activity and existing or proposed agreements, such as a Joint Participation Agreement (JPA) or Memorandum of Agreement (MOA), assists in determining if the project should advance as a PEIR, a SEIR or a federal Environmental Document. A private or local entity may not provide FDOT Environmental Certification to advance a project in the FDOT Work Program. At the option of the local agency or private entity, a PEIR project can be screened in the EST, if it satisfies qualifying project type ([Part 1, Chapter 2, Class of Action Determination for Highway Projects](#)) and the conditions of the [ETDM Screening Matrix for Qualifying Projects](#) in [Chapter 2](#), of the [ETDM Manual, Topic No. 650-000-002](#). The requesting entity should contact the District Environmental Office if they anticipate screening it in the EST.

10.3 REFERENCES

FDOT, Efficient Transportation Decision Making (ETDM) Manual, Topic No. 650-000-002. <http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>

FDOT, Local Agency Program Manual, Topic No. 525-010-300
http://www.fdot.gov/programmanagement/LAP/LAP_TOC.shtm

FDOT, Project Commitment Tracking, Topic No. 700-011-035.
<http://fdotwp1.dot.state.fl.us/ProceduresInformationManagementSystemInternet/?viewBy=0&procType=pr>

FDOT, 2015a. FDOT Quick Guide: Transforming our State Pre-Construction Process

FDOT, 2015b. Tentative Work Program- FY25/16-19-20, Chapter 25, Work Program Instructions

Memorandum of Agreement Between FHWA and FDOT Concerning the State of Florida's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327, December 14, 2016. <http://www.fdot.gov/environment/pubs/Executed-FDOT-NEPA-Assignment-MOU-2016-1214.pdf>

Rule 14-107, F.A.C. Public-Private Transportation Facilities

Section 334.30, F.S., Public-private Transportation Facilities.

<http://www.leg.state.fl.us/Statutes/>

Section 338.223, F.S., Proposed Turnpike Projects. <http://www.leg.state.fl.us/Statutes/>

Section 339.125, F.S., Covenants to complete on revenue-producing projects.

<http://www.leg.state.fl.us/Statutes/>

Section 339.155(5), F.S., Procedures for Public Participation in Planning.

<http://www.leg.state.fl.us/Statutes/>

Section 339.61, F.S., Florida Strategic Intermodal System (SIS); legislative findings, declaration, and intent. <http://www.leg.state.fl.us/Statutes/>

10.4 FORMS

Status of Environmental Certification for State Funded Project, Form No. 650-050-14*

FDOT Construction Agreement, Form No. 850-040-89

State Environmental Impact Report Form, Form No. 650-050-43

Non-Major State Action Checklist, Form No. 650-050-30*

[Project Commitment Record, Form No. 700-011-35](#)

State Environmental Impact Report Re-evaluation Form, Form No. 650-050-44

Statewide Acceleration Transformation Scoping Form, Form No. 650-050-40

*To be completed in [SWEPT](#)

Note: Hyperlinks are only for those with FDOT Intranet access only. Those without Intranet access may view or download forms at: <http://www.fdot.gov/procedures/>. Sign in is required.

10.5 HISTORY

01/10/2001, 5/26/2011, 8/4/2016

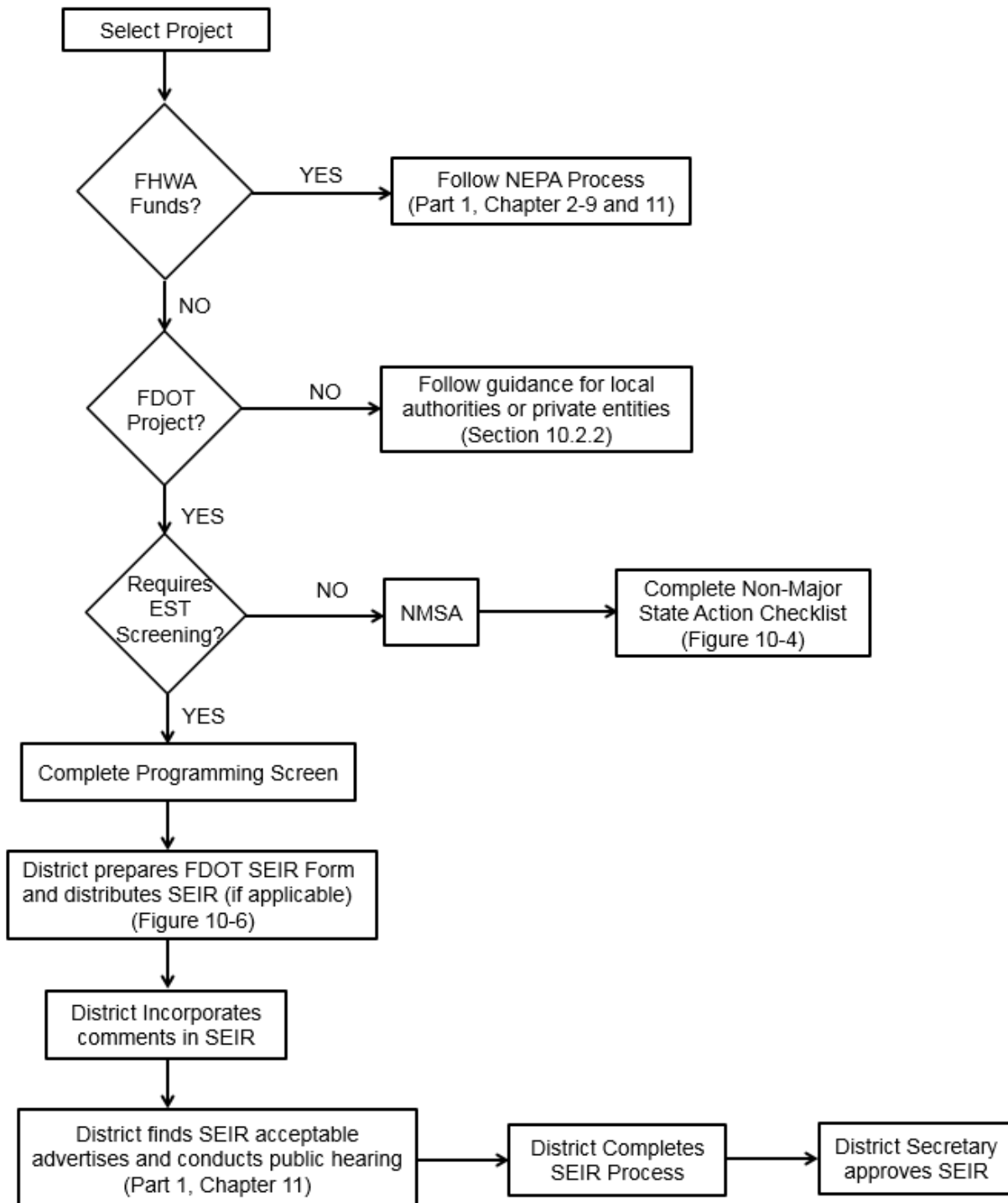


Figure 10-1 FDOT State, Local, or Privately Funded Project Delivery Process

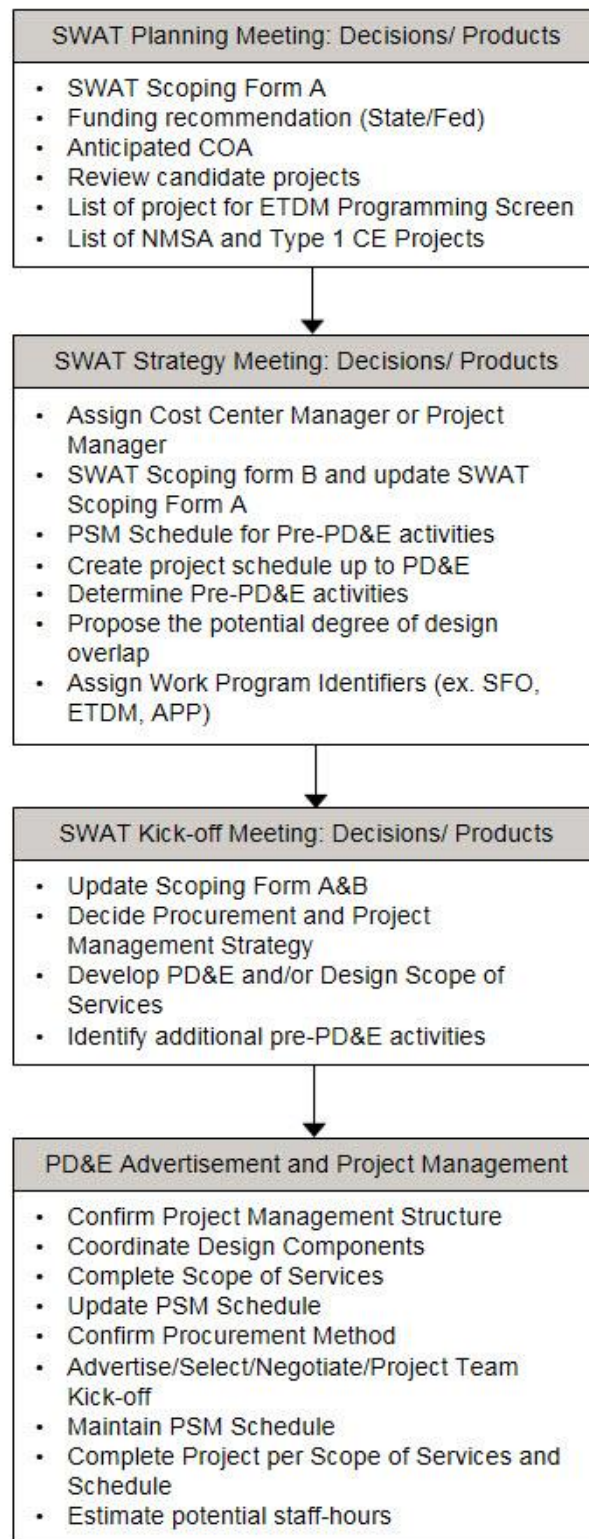


Figure 10-2 Statewide Acceleration Transformation Process

STATEWIDE ACCELERATION TRANSFORMATION SCOPING FORM

To be used for both Federal and State Funded Projects

SECTION A

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

Project Name: _____

Project Limits: _____

County: _____

ETDM Number (If applicable): _____

Financial Management Number: _____

Project Manager: _____

b. Background Information

c. Proposed Improvements

d. Purpose and Need

2. FUNDING

Funding type: _____

Figure 10-3 Statewide Acceleration Transformation Scoping Form

3. EVALUATION

YES NO

- Is this a transportation project qualifying for ETDM EST screening?
- Will the project cause adverse impacts to local traffic/travel patterns, property access, community cohesiveness, or planned community growth or land use patterns?
- Will the project cause adverse impacts to air, noise, or water?
- Will the project cause adverse impacts to wetlands requiring a federal permit?
- Will the project cause adverse impacts to navigation requiring a federal permit?
- Will the project cause impacts to floodplains?
- Will the project affect endangered or threatened species or their critical habitats requiring a federal finding?
- Will the project require more than minor amounts of right of way and result in any residential or non-residential displacements?
- Is there any potential involvement with properties protected under Section 4(f) requiring a finding from OEM?
- Will the project affect any properties protected under Chapter 267, Florida Statutes?
- Does the action have known contamination sites which would have more than a minimal impact to design, right of way, or construction activities and can't be avoided or remediated?
- Is a public hearing required in accordance with Part 1, Chapter 11 of the PD&E Manual and 339.155(5)(b), F.S.?
- Will the project have substantial controversy on environmental grounds?

4. ENVIRONMENT PERMITS

Anticipated Permits: _____

5. CLASS OF ACTION

Anticipated COA: _____

Figure 10-3 Statewide Acceleration Transformation Scoping Form (Page 2 of 3)

SECTION B

1. POTENTIAL PROJECT IMPACTS TO ENVIRONMENTAL RESOURCES

Issues/Resources	Potential Impacts?				Supporting Information
	Yes	No	Enhance	*NoInv	
A. SOCIAL and ECONOMIC					
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Water Quality and Quantity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Protected Species and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

* NoInv = Issue absent, no involvement.

2. ACTIVITIES TO BE ADVANCED PRIOR TO PD&E

List the data collection, technical reports, and survey that can be advanced ahead of PD&E start.

3. LEVEL OF DESIGN EFFORTS

State whether design phase activities will be concurrent with PD&E. State level of design effort anticipated with PD&E.

4. PROJECT DELIVERY METHOD

State the anticipated delivery method.

5. SCHEDULE

List the project activities (their durations, milestones and constraints), deliverables, and estimated time in which they will be accomplished.

6. RISK ASSUMPTIONS AND CONSTRAINTS

List current or potential risks, constraints, or assumptions that may affect the project and set any contingency.

Figure 10-3 Statewide Acceleration Transformation Scoping Form (Page 3 of 3)

NON-MAJOR STATE ACTION CHECKLIST

1. GENERAL INFORMATION:

Project Name: _____

Project Limits: _____

County: _____

Financial Management Number: _____

2. PROJECT DESCRIPTION:

3. EVALUATION:

YES NO

___ ___ Is this a transportation project qualifying for ETDM EST screening? (See Part 1, Chapter 2, Class of Action Determination For Highway Projects, of the PD&E Manual)

___ ___ Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?

___ ___ Will the project cause adverse impacts to air, noise, or water?

___ ___ Will the project cause adverse impacts to wetlands requiring a federal permit?

___ ___ Will the project cause adverse impacts to navigation requiring a federal permit?

___ ___ Will the project cause impacts to floodplains in accordance with Part 2, Chapter 13 of the PD&E Manual?

___ ___ Will the project affect federally endangered or threatened species or their critical habitat?

___ ___ Will the project require more than minor amounts of right of way and result in any residential or non-residential displacements?

Figure 10-4 Non-Major State Action Checklist

YES NO

___ ___ Are properties protected under Chapter 267, F.S., adversely affected as determined in consultation with the Florida Division of Historical Resources?

___ ___ Does the action have known contamination sites which would have more than a minimal impact to design, right of way, or construction activities once assessed as described in Part 2, Chapter 20, Contamination of the PD&E Manual, and can't be avoided or remediated?

___ ___ Will the project have substantial controversy on environmental grounds?

___ ___ Is a public hearing needed in accordance with Part 1, Chapter 11 of the PD&E Manual and Section 339.155(5)(b), F.S.?

IF ALL ANSWERS ARE NO, THE PROJECT IS A NON-MAJOR STATE ACTION (SIGN BELOW)

IF ANY ITEM IS MARKED YES, EVALUATE WHETHER A STATE ENVIRONMENTAL IMPACT REPORT (SEIR) WILL BE NECESSARY.

This Checklist is the Environmental Document for a Non-Major State Action. Supporting documents are included in the project file.

The project is not defined in Section 339.155(5)(b) of the Florida Statutes as a major transportation improvement (increasing the capacity of a facility through the addition of new lanes or providing new access to a limited or controlled access facility or construction of a facility in a new location) and based upon this project evaluation, it has been determined that the project is a Non-Major State Action.

District Environmental Manager or designee:

Date: ___/___/___

Figure 10-4 Non-Major State Action Checklist (Page 2 of 2)

ENVIRONMENTAL CERTIFICATION FOR STATE FUNDED PROJECT

FINANCIAL MANAGEMENT NUMBER: _____

ETDM NUMBER (If applicable): _____

PROJECT DESCRIPTION: _____

This project is a Non-Major State Action. It was verified on _____ and the action remains valid.

This project is a State Environmental Impact Report (SEIR). The SEIR was approved on _____.

A re-evaluation in accordance with the FDOT Project Development and Environment Manual Part 1, Chapter 10 was approved on _____.

SIGNATURE:

District Environmental Manager or designee

DATE: _____

Figure 10-5 Environmental Certification for State Funded Project Form

STATE ENVIRONMENTAL IMPACT REPORT FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name:

Project Limits:

County:

ETDM Number (If applicable):

Financial Management Number:

Project Manager:

b. Proposed Improvements

c. Purpose and Need:

d. Project Planning Consistency: disregard providing historical details, instead focus on future phases of segments being advanced. If more than one segment is being advanced additional tables should be added.

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
R/W	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
Construction	Y/N	Y/N	\$		(provide comments as appropriate describing status and activities needed to achieve consistency)

****Include pages from current TIP/STIP/LRTP***

Figure 10-6 State Environmental Impact Report Form

2. ENVIRONMENTAL ANALYSIS

Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
A. SOCIAL and ECONOMIC					
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Water Quality and Water Quantity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Coastal Barrier Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>(unless federal funds sought in the future)</i>
7. Protected Species and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Contamination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

* Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Supporting information is documented in the referenced attachment(s).

Figure 10-6 State Environmental Impact Report Form (Page 2 of 3)

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit- USACE
- Nationwide Permit- USACE
- Bridge Permit- USCG
- Environmental Resource Permit _____ (FDEP or WMD)
- _____

For guidance on ensuring sufficient information for permitting agencies is included see Section 10.2.1.5.1 of Part 1, Chapter 10 of the PD&E Manual

4. ENGINEERING ANALYSIS

5. COMMITMENTS

6. FDOT SELECTED ALTERNATIVE

7. **APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)**

**Environmental or Project Development
Manager or Administrator**

_____/_____/_____
Date

8. PUBLIC INVOLVEMENT:

1. A public hearing is not required.
2. A public hearing will be held (insert date). This draft document is publicly available and comments can be submitted to FDOT until (insert date)
District Contact Information: District Contact Name
District Contact Title
Florida Department of Transportation
Street Address
City, Florida, zip code
Phone: (xxx) xxx-xxxx
Email Address
3. A public hearing was held on (insert date) and the transcript is available.
4. An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final SEIR reflects consideration of the PD&E Study and the public hearing.

District Secretary or Designee

_____/_____/_____
Date

10. SUPPORTING INFORMATION

Figure 10-6 State Environmental Impact Report Form (Page 3 of 3)

State Environmental Impact Report Re-evaluation Form

1. GENERAL INFORMATION (originally approved SEIR)

a. Project Phase: _____

b. SEIR Date of Approval: _____

c. Project Numbers: _____
Financial Management ETDM

d. Project Name, Location and Limits (from original SEIR):

e. Segments of Highway Being Advanced:

f. Prior Re-evaluations:

g. Project Segment Planning Consistency. If more than one segment is being advanced additional tables should be added. Table does not need to include past/completed phases.

Currently Adopted CFP-LRTP	COMMENTS				
Y/N	(If N, then provide detail on how implementation and fiscal constraint will be achieved)				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
Identify phase(s) being authorized (e.g., PE, ROW, and/or Construction)	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)

**Include pages from current TIP/STIP/LRTP*

h. Name and title of FDOT Preparer: _____

Figure 10-7 State Environmental Impact Report Re-evaluation Form

2. EVALUATION OF CHANGES IN IMPACTS

	YES / NO		SUPPORTING INFORMATION
A. SOCIAL & ECONOMIC			
1. Social	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	_____
B. CULTURAL			
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	_____
C. NATURAL			
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Water Quality and Water Quality	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Coastal Barrier Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>(unless federal funds sought in the future)</i>
7. Protected Species and Habitat	<input type="checkbox"/>	<input type="checkbox"/>	_____
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	_____
D. PHYSICAL			
1. Highway Traffic Noise	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Contamination	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Construction	<input type="checkbox"/>	<input type="checkbox"/>	_____
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	_____
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	_____

Figure 10-7 State Environmental Impact Report Re-evaluation Form (Page 2 of 3)

3. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards)

4. COMMITMENT STATUS

5. STATUS OF PERMITS

6. CONCLUSION

If no changes affecting the original SEIR have occurred check the following:

[] The above SEIR has been re-evaluated. It has been determined that there have been no changes to the project that affect the original SEIR. Therefore, the SEIR determination remains valid. It is recommended that the project identified herein be advanced to the next phase.

7. DISTRICT APPROVAL RECOMMENDATION

Print Name

District Environmental Engineer/Manager or designee

/ /
Date

8. DISTRICT SECRETARY APPROVAL

Print Name

District Secretary or designee

/ /
Date

9. ATTACHMENTS

Figure 10-7 State Environmental Impact Report Re-evaluation Form (Page 3 of 3)

PROJECT ENVIRONMENTAL IMPACT REPORT

1. PROJECT DESCRIPTION AND PURPOSE AND NEED:

a. Project Information:

Project Name: _____

Project Limits: _____

County: _____

ETDM Number (If applicable): _____

Financial Management Number: _____

Project Manager: _____

b. Proposed Improvements:

c. Purpose and Need:

2. ENVIRONMENTAL ANALYSIS

*Issues/Resources	*Substantial Impacts?				**Supporting Information
	Yes	No	Enhance	NoInv	
A. SOCIAL and ECONOMIC					
1. Social	[]	[]	[]	[]	_____
2. Economic	[]	[]	[]	[]	_____
3. Land Use Changes	[]	[]	[]	[]	_____
4. Mobility	[]	[]	[]	[]	_____
5. Aesthetic Effects	[]	[]	[]	[]	_____
6. Relocation Potential	[]	[]	[]	[]	_____
B. CULTURAL					
1. Historic Sites/Districts	[]	[]	[]	[]	_____
2. Archaeological Sites	[]	[]	[]	[]	_____
3. Recreational Areas	[]	[]	[]	[]	_____
C. NATURAL					
1. Wetlands and Other Surface Waters	[]	[]	[]	[]	_____
2. Aquatic Preserves and Outstanding FL Waters	[]	[]	[]	[]	_____
3. Water Quality and Water Quantity	[]	[]	[]	[]	_____
4. Wild and Scenic Rivers	[]	[]	[]	[]	_____
5. Floodplains	[]	[]	[]	[]	_____

Figure 10-8 Project Environmental Impact Report

	*Issues/Resources	Substantial Impacts?				**Supporting Information
		Yes	No	Enhance	NoInv	
6.	Coastal Barrier Resources	[]	[X]	[]	[]	<u>(unless federal funds sought in the future)</u>
7.	Protected Species and Habitat	[]	[]	[]	[]	_____
8.	Essential Fish Habitat	[]	[]	[]	[]	_____

D. PHYSICAL

1.	Highway Traffic Noise	[]	[]	[]	[]	_____
2.	Air Quality	[]	[]	[]	[]	_____
3.	Contamination	[]	[]	[]	[]	_____
4.	Utilities and Railroads	[]	[]	[]	[]	_____
5.	Construction	[]	[]	[]	[]	_____
6.	Bicycles and Pedestrians	[]	[]	[]	[]	_____
7.	Navigation	[]	[]	[]	[]	_____

* Substantial Impacts?: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Supporting information is documented in the referenced attachment(s).

3. ANTICIPATED PERMITS

- Individual Dredge and Fill Permit- USACE
- Nationwide Permit- USACE
- Bridge Permit- USCG
- Environmental Resource Permit _____ (FDEP or WMD)
- _____

For guidance on ensuring sufficient information for permitting agencies is included see Section 10.2.1.5.1 of Part 1, Chapter 10 of FDOT's PD&E Manual

4. ENGINEERING ANALYSIS

5. COMMITMENTS

6. SELECTED ALTERNATIVE

7. **APPROVED FOR PUBLIC AVAILABILITY (Before public hearing when a public hearing is required)**

____/____/____
 Date

Figure 10-8 Project Environmental Impact Report (Page 2 of 3)

8. PUBLIC INVOLVEMENT:

1. A public hearing is not required.
2. A public hearing will be held (insert date). This draft document is publically available and comments can be submitted to (insert entity) until (insert date)
Contact Information: Contact Name
 Contact Title
 Entity
 Street Address
 City, Florida, zip code
 Phone: (xxx) xxx-xxxx
 Email Address
3. A public hearing was held on (insert date) and the transcript is available.
4. An opportunity for a public hearing was afforded and was documented (insert date).

9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

Signing Authority

____/____/_____
Date