

PART 1, CHAPTER 2

CLASS OF ACTION DETERMINATION FOR HIGHWAY PROJECTS

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PART 1, CHAPTER 2

CLASS OF ACTION DETERMINATION FOR HIGHWAY PROJECTS

2.1 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).

The Council on Environmental Quality (CEQ) promulgated regulations in **40 Code of Federal Regulations (CFR) parts 1500-1508** to implement **NEPA**. These regulations provide that the Environmental Document [Environmental Impact Statement (EIS)/Record of Decision (ROD), Finding of No Significant Impact (FONSI), or Categorical Exclusion (CE)] serves as the administrative record of compliance with the policies and procedures of **NEPA** and other environmental statutes and executive orders. The [Project Development and Environment \(PD&E\) Manual, Topic No. 650-000-001](#) is used by FDOT to develop or assist in the processing of an Environmental Document. Adherence to the [PD&E Manual, Topic No. 650-000-001](#) assures compliance with **NEPA**, its implementing regulations, and other related environmental laws. Throughout this Manual the process for preparing the Environmental Document for Type 2 CEs, Environmental Assessments (EAs), and EISs is referred to as the PD&E Study.

The Class of Action (COA) Determination identifies the level of documentation required for a federal project. The COA Determination is made in consultation with the OEM for EAs, EISs, and Type 2 CEs. OEM has assumed the role and responsibility of FHWA in determining the COA of federal highway actions, serving as the Lead Federal Agency. For determining the COA for Federal Transit Administration (FTA) projects, see [Part 1, Chapter 14, Transit Project Delivery](#).

Other state and local agencies using federal funds or maintaining federal funding eligibility for transportation projects process projects through FDOT's Local Agency Program (LAP) or by FDOT agreement. OEM has assumed the role of FHWA for LAP projects. The

District Environmental Offices [District Environmental Management Office (DEMO), Planning and Environmental Management Offices (PEMO)] provide oversight and will be the liaison for LAP projects. To be considered a LAP project, funding has to be already programmed in the State Transportation Improvement Plan (STIP)/Transportation Improvement Plan (TIP). LAP projects are developed by a local agency that has received federal funds and is certified by FDOT (per [FDOT LAP Manual, Topic No. 525-010-300](#)) to administer FHWA federal-aid projects. LAP projects and those maintaining federal funding eligibility must follow the procedures in this Manual for the preparation of environmental documentation.

When one of the following conditions exists, a transportation project is considered a federal action, and therefore must comply with **NEPA**:

1. Federal funds or assistance is or is expected to be used during any phase of project development or implementation;
2. Federal funding or assistance eligibility is being maintained for subsequent phases;
3. Federal permit(s) is (are) required when based on consultation, the federal permitting agency has determined that an FDOT **NEPA** document is required to support the permit [e.g., U.S. Coast Guard (USCG) bridge permit, U.S. Army Corps of Engineers (USACE) **Section 404** permit]; or
4. Federal approval of an action is required [e.g., change in Interstate access control, use of Interstate Right of Way (ROW)].

There are three classes of actions defined in **23 CFR § 771.115** which establish the level of documentation required in the **NEPA** process.

1. Class I: EISs. This COA applies to actions that significantly affect the environment as defined by CEQ regulations. The types of actions which normally require an EIS are:
 - a. A new controlled-access freeway;
 - b. A highway project of four or more lanes on new location;
 - c. New construction or extension of fixed rail transit facilities (e.g., high speed or heavy rail, light rail, commuter rail); or
 - d. New construction or extension of a separate roadway for buses or high occupancy vehicles not located within or separated from (e.g., elevated lanes for bus rapid transit or high occupancy vehicles) an existing highway facility.

2. Class II: CEs. This COA applies to actions that do not individually or cumulatively have a significant environmental effect. These actions **do not**:
 - a. Induce significant impacts to planned growth or land use for an area;
 - b. Require the relocation of significant numbers of people;
 - c. Have a significant impact on any natural, cultural, recreational, historic, or other resources;
 - d. Involve significant air, noise, or water quality impacts;
 - e. Have significant impacts on travel patterns; or
 - f. Either individually or cumulatively, have any significant environmental impacts

CEs are exempt from the requirements to prepare an EA or EIS.

3. Class III: EAs. This COA is assigned to actions in which the significance of the environmental impact is not clearly established. All actions that are not Class I or Class II are Class III. All actions in this class require the preparation of an EA to determine the appropriate environmental documentation required.

The term significant as used in **NEPA** is described in **40 CFR § 1508.27**, and requires consideration of both context and intensity (see insert). In many cases, the determination of significance will be obvious because of the absence of resources or because the proposed action does not impact resources. In other cases, the degree to which the project may affect a resource will need to be considered. Consideration of these types of effects should be done in consultation with District environmental staff, specific resource agencies as appropriate, and OEM.

FDOT recognizes two types of CEs: Type 1 and Type 2 CEs. Type 1 CEs are those listed in **23 CFR § 771.117(c)** and identified in **23 CFR § 771.117(d)** and listed in [Section 2.2.2.1](#). For all projects not listed as a Type 1 CE, the District must consult with OEM to determine the appropriate COA. If the project qualifies for screening, then it should be screened through FDOT's Efficient Transportation Decision Making (ETDM) process according to the [ETDM Manual Topic No. 650-000-002](#).

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.

Intensity: This refers to the severity or degree of impact. The severity of the impacts must be viewed in both the larger and smaller contexts applicable to the action.

See 40 CFR 1508.27 for more detail

ETDM is FDOT's process to engage other agencies and the public early in project development. The decision of whether a project is entered into the EST is based on a qualifying project type and the conditions illustrated in the ETDM Screening Matrix for Qualifying Projects in [Figure 2-1](#).

Roadway project types qualifying for EST screening include:

1. Additional through lanes which add capacity to an existing road;
2. A new roadway, freeway or expressway;
3. A highway which provides new access to an area;
4. A new or reconstructed arterial highway (e.g., realignment);
5. A new circumferential or belt highway that bypasses a community;
6. Addition of interchanges or major interchange modifications to a completed freeway or expressway (based on coordination with OEM); or
7. A new bridge which provides new access to an area, bridge replacements (e.g., non-Type 1 CE).

FDOT must complete the Programming Screen in the EST for all transportation projects described above before making a COA determination. During the Programming Screen each qualifying project is reviewed by appropriate FDOT personnel (i.e., project manager, environmental specialist, design and drainage staff), Environmental Technical Advisory Team (ETAT) and OEM (see FDOT's [ETDM Manual, Topic No. 650-000-002](#)). The District should coordinate with OEM prior to submitting a COA determination for approval. A District may choose to do additional studies or coordination prior to making the COA determination and submitting it for approval. The **Final Programming Screen Summary Report** documents the COA determination and type of environmental analyses needed.

2.2 PROCEDURE

Prior to the COA Determination, it is important to determine whether a project should be processed as a federal action, due to federal funding, federal permit or other approval as described in [Section 2.2.1](#). Once a federal action is established, the next step is to determine if FDOT is the Lead Federal Agency. Once this is determined, the project should be screened through the EST or prepared as a Type 1 CE, as discussed in [Section 2.2.2.1](#). For projects qualifying for EST screening, the COA is typically determined in the ETDM Programming Screen; however, in certain circumstances the District may decide to delay the COA determination until additional analysis is completed. The COA determination process for highway projects is summarized in [Figure 2-2](#).

2.2.1 Determination of Federal Action

Prior to initiating PD&E, the District must determine whether a project is going to be processed as a federal or state project. Projects involving a federal action, federal funds (including LAP), federal permits, or that are maintaining federal eligibility, must be processed in accordance with the procedures in the [PD&E Manual, Topic No. 650-000-001 \(Section 2.1\)](#).

Information related to funding type can be found in the Long Range Transportation Plan (LRTP), TIP and STIP depending on the project. If the project is not identified in those plans, then steps should be taken to fulfill FHWA's planning consistency requirements as the project advances. The status must be included in the Environmental Document. This information is included in the planning consistency form located in [Part 1, Chapter 4, Project Development Process](#) and for Type 2 CEs, the [Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11](#) located in [Part 1, Chapter 5, Type 2 Categorical Exclusion](#). FHWA planning consistency requirements must be satisfied prior to requesting Location and Design Concept Acceptance (LDCA) from OEM. More information on FHWA's planning consistency requirements can be found in [Part 1, Chapter 4, Project Development Process](#).

2.2.1.1 SWAT Planning Meeting

Each District has an established State-Wide Acceleration Transformation (SWAT) team. The SWAT team is composed of a cross-functional multi-disciplinary team of FDOT staff with experience in project delivery. The SWAT team typically includes Work Program, Intermodal Systems Development (ISD)/Planning, Design, and Environmental Office staff.

The District SWAT team is responsible for assisting Project Managers and consultants in achieving time savings through the state pre-construction process by scoping and scheduling projects proactively and realistically. 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 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) 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, [Part V Chapter 1 Work Program Instructions, 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 COA for each project and recommend the list of projects to be screened through ETDM. 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 State Funded Only (SFO) is assigned to SFO projects. Refer to [Part 1, Chapter 4, Project Development Process](#) and [Chapter 25, Work Program Instructions, Current Work Program](#) for additional detail.

When determining preliminary COAs for projects, the District SWAT team must be familiar with projects that must be federalized as listed in the **Work Program Instructions, Part III - Chapter 25, Project Development and Environment**. Federal actions are those which include actions which are:

1. On an Interstate;
2. Using or involving Interstate ROW (e.g., air rights);
3. Projects within and impacting federal lands such as National Parks or Forests
4. Transportation Alternatives (TA) program;
5. FHWA Safety Program projects; or
6. Off-System projects (projects not on the SHS).

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 USCG bridge permit or USACE **Section 404** permit.

As further described in **Part 1 Chapter 4, Project Development Process**, COA considerations are taken into account by the SWAT team and are facilitated through review of ETDM Screening results and other information as available and completion of the SWAT Scoping Forms.

2.2.2 Categorical Exclusions

A CE is a project which, based upon past experience with similar actions, does not individually or cumulatively have a significant environmental effect, and is excluded from

the requirement to prepare an EA or an EIS. The definition of CE in **40 CFR § 1508.4** and **23 CFR § 771.117** provides further guidance for projects where FDOT has assumed responsibilities from FHWA. CE determinations only apply to projects with a federal action. Generally, CEs are flexible documents that can vary based on the level of coordination and documentation needed to support the determination that an EA or EIS is not needed.

In order for a project to be classified as a CE, it must meet the definition for CEs contained in **40 CFR § 1508.4** and meet certain criteria contained in **23 CFR § 771.117(a)**, listed below. The criteria must be met and documented as appropriate before a CE determination can be made. It must be sufficiently evident that projects:

1. Do not involve significant environmental impacts;
2. Do not induce significant impacts to planned growth or land use for the area;
3. Do not require the relocation of significant numbers of people;
4. Do not have a significant impact on any natural, cultural, recreational, historic, or other resource;
5. Do not involve significant air, noise, or water quality impacts;
6. Do not have significant impacts on travel patterns; or
7. Do not otherwise, either individually or cumulatively, have any significant environmental impacts.

In unusual circumstances [provided in **23 CFR § 771.117(b)**] a project normally classified as a CE will require coordination with or a finding from OEM to determine if the CE classification is appropriate. FDOT may decide or OEM may require additional studies be performed prior to making a CE approval. These unusual circumstances may include:

1. Significant environmental impacts;
2. Substantial controversy on environmental grounds;
3. Significant impact on properties protected by **Section 4(f)** of the **U.S. Department of Transportation (USDOT) Act** or **Section 106** of the **National Historic Preservation Act (NHPA)**; or
4. Inconsistency with any federal, state, or local law, requirement, or administrative determination relating to environmental aspects of the action.

For CE projects, the level of detail required to support the determination depends upon the magnitude of environmental impacts and the particular circumstances. Since projects

classified as CEs are generally minor in nature and have less than significant impacts, indirect and cumulative impacts assessments will generally not be warranted. There may be exceptions, which can be evaluated on a case-by-case basis.

FDOT recognizes two types of CEs: **1. Type 1 CE:** applies to projects or actions listed in **23 CFR § 771.117(c)** or identified in **23 CFR § 771.117(d)** **2. Type 2 CE:** actions, which do not have significant effects based on past experience and therefore qualify as CEs, but require documentation and approval to support the determination that an EA or EIS is not needed. The decision requires consultation with and approval from OEM (see [Part 1, Chapter 5, Type 2 Categorical Exclusion](#)).

Type 1 CEs are not typically screened in the EST; however, the EST may be utilized to view GIS data layers applicable to the project without initiating ETAT review. On occasion an EST screened project may result in a COA determination of Type 1 CE based on consultation with OEM.

This section outlines the process used to confirm the validity of the CE determination and the required documentation for those projects.

2.2.2.1 Type 1 Categorical Exclusions

The District is authorized to determine whether a proposed action is a Type 1 CE if the action is listed in **23 CFR § 771.117(c)** or identified in **23 CFR § 771.117(d)**. **Subsections 771.117(c)26, (c)27 and (c)28**, must also satisfy the criteria in **subsection 771.117(e)** (listed in [Section 2.2.2.1.3](#)) to qualify as a Type 1 CE. These actions normally do not require any further **NEPA** approvals by OEM.

A Type 1 CE determination is made using a **Type 1 Categorical Exclusion Checklist, Form No. 650-050-12** in the StateWide Environmental Project Tracker (SWEPT) (see [Figure 2-4](#) and [Section 2.2.2.1.4](#)). The checklist is completed to determine if the project meets the criteria of **23 CFR § 771.117(c)** or **(d)**. If the project meets the criteria, the project is a Type 1 CE and this checklist will be the **NEPA** document. If the project does not meet the checklist criteria, coordination occurs with OEM as appropriate. This may require screening the project in the EST, completing a technical study to assess the impact to particular resources, coordination with a resource agency, and/or the preparation of Type 2 CE documentation.

2.2.2.1.1 Actions listed in 23 CFR 771.117(c)

The following actions are listed in **23 CFR 771.117(c)** and meet the criteria for CEs in the CEQ regulations and **23 CFR § 771.117(a)** and normally do not require any further **NEPA** approvals by OEM:

1. Activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects

can be assessed; and federal-aid system revisions which establish classes of highways on the federal-aid highway system.

2. Approval of utility installations along or across a transportation facility.
3. Construction of bicycle and pedestrian lanes, paths, and facilities.
4. Activities included in the **State's Highway Safety Plan** under **23 U.S.C. § 402**.
5. Transfer of federal lands pursuant to **23 U.S.C. § 107(d)** and/or **23 U.S.C. § 317** when the land transfer is in support of an action that is not otherwise subject to FHWA (OEM as Assigned) review under **NEPA**.
6. The installation of noise barriers, or alterations, to existing publicly-owned buildings to provide for noise reduction.
7. Landscaping.
8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
9. The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the **Robert T. Stafford Act (42 U.S.C. § 5121)**:
 - a. Emergency repairs under **23 U.S.C. § 125**; and
 - b. The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
 - i. Occurs within the existing ROW and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
 - ii. Is commenced within a 2-year period beginning on the date of the declaration.
10. Acquisition of scenic easements.

11. Determination of payback under **23 U.S.C. § 156** for property previously acquired with federal-aid participation.
12. Improvements to existing rest areas and truck weigh stations.
13. Ride-sharing activities.
14. Bus and rail car rehabilitation.
15. Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
16. Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
17. The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
18. Track and railbed maintenance and improvements when carried out within the existing ROW.
19. Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
20. Promulgation of rules, regulations, and directives.
21. Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.
22. Projects, as defined in **23 U.S.C. § 101**, that would take place entirely within the existing operational ROW. Existing operational ROW refers to ROW that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic

control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational ROW.

23. Federally-funded projects:

- a. That receive less than \$5,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) of Federal funds; or
 - b. With a total estimated cost of not more than \$30,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.
24. Localized geotechnical and other investigation to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.
25. Environmental restoration and pollution abatement actions to minimize or mitigate the impacts of any existing transportation facility (including retrofitting and construction of stormwater treatment systems to meet federal and state requirements under **Sections 401 and 402** of the **Federal Water Pollution Control Act (33 U.S.C. § 1341; § 1342)** carried out to address water pollution or environmental degradation.
26. Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in **23 CFR § 771.117(e)**.
27. Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the project meets the constraints in **23 CFR § 771.117(e)**.
28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in **23 CFR § 771.117(e)**.
29. Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be

accommodated by existing facilities or by new facilities which themselves are within a CE.

30. Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

FHWA Informational Memo: Additional Flexibilities in Categorical Exclusions, dated May 22, 2017 provides additional clarification and flexibility in the use of CEs under **23 CFR 771.117(c)**.

1. Bridge removal. Removal may be a component of a bridge replacement project under **771.117(c)(28)**. If the bridge is not replaced, it could be considered a CE under **771.117(c)(22)**.
2. Construction of new roundabouts or traffic circles are considered traffic operations improvement projects under **771.117(c)(27)**.
3. Any highway project action, regardless of location within or outside a highway ROW, so long as the project receives less than \$5,000,000 (adjusted annually by the Secretary to reflect any increases in the Consumer Price Index) of Federal funds [**771.117(c)(23)**].
4. Widening and improving existing transportation facilities by adding through lanes that add capacity within the existing operational ROW under **771.117(c)(22)**. It should be noted that a public hearing is required by **Section 339.155, F.S.** Refer to [***Part 1, Chapter 11, Public Involvement***](#).
5. Restoration, rehabilitation, or replacement of retaining walls within the existing operational ROW under **771.117(c)(22)**.
6. Bank repairs to protect against stream erosion are considered environmental restoration and pollution abatement actions under **771.117(c)(25)**.
7. Restoration, rehabilitation, or replacement of culverts, inlets, drainage pipes, and systems can be CEs under **771.117(c)(22)** when done within an existing operational ROW or as highway modernization under **771.117(c)(26)**.
8. Replacement of existing utility powerline poles for overhead utilities and installation of new poles are considered approval of utility installation projects under **771.117(c)(2)**.

2.2.2.1.2 Actions listed in 23 CFR § 771.117(d)

The following actions or projects are included in **23 CFR § 771.117(d)** and meet the criteria for CEs in the CEQ regulations and **23 CFR § 771.117(a)** and may be designated as CEs:

- 1-3. [Reserved]
4. Transportation corridor fringe parking facilities.
5. Construction of new truck weigh stations or rest areas.
6. Approvals for disposal of excess ROW or for joint or limited use of ROW, where the proposed use does not have significant adverse impacts.
7. Approvals for changes in access control.
8. Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
9. Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
10. Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
11. Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
12. Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the **NEPA** process. No project development on such land may proceed until the **NEPA** process has been completed.
 - a. Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in

contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

- b. Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

13. Actions described in **23 CFR § 771.117(c)(26), (27), and (28)** that do not meet the constraints in **23 CFR § 771.117(e)**.

2.2.2.1.3 Actions listed in 23 CFR § 771.117(e)

According to **23 CFR § 771.117(e)**, actions described in **23 CFR § 771.117(c)(26), (c)(27), and (c)(28)** may not be processed as CEs under **23 CFR § 771.117(c)** if they involve:

1. An acquisition of more than a minor amount of ROW or that would result in any residential or non-residential displacements;
2. An action that needs a bridge permit from the USCG, or an action that does not meet the terms and conditions of a USACE nationwide or general permit under **Section 404** of the **Clean Water Act (CWA)** and/or **Section 10** of the **Rivers and Harbors Act of 1899**;
3. A finding of “adverse effect” to historic properties under the **NHPA**, the use of a resource protected under **23 U.S.C. § 138** or **49 U.S.C. § 303 [Section 4(f)]** except for actions resulting in de minimis impacts, or a finding of “may affect, likely to adversely affect” threatened or endangered species or critical habitat under the **ESA**;
4. Construction of temporary access, or the closure of existing road, bridge, or ramps, that would result in major traffic disruptions;
5. Changes in access control; or
6. A floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths); or construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers.

2.2.2.1.4 Coordination and Documentation

For Type 1 CEs, coordination with appropriate resource agency personnel (this may be an ETAT representative) may need to take place (such as coordination on historic resources, wetlands, listed species) in order to verify the finding that there is no potential to significantly impact certain environmental resources. Coordination and documentation is also important because it may affect environmental permitting [e.g., State Historic Preservation Officer (SHPO) coordination in a Water Management District (WMD) permit]. Coordination with OEM may also be required in order to make findings under concurrent laws [such as the *ESA* and **Section 4(f)**] prior to finalizing the COA Determination.

A public hearing is typically not required for CEs in accordance with [Part 1, Chapter 11, Public Involvement](#). However, if the District determines that a sensitive community issue exists on or near the proposed project, a **Community Awareness Memorandum (CAM)** may be prepared recommending appropriate public involvement activities (see [Part 1, Chapter 11, Public Involvement](#)).

Documentation consists of an evaluation checklist prepared after environmental analysis has been completed (see [Figure 2-3, Type 1 Categorical Exclusion Checklist, Form No. 650-050-12](#)). This checklist is prepared using SWEPT. This is typically completed at the end of the Plans, Specifications, and Estimates (PS&E) or 100% plans.

The CE number/activity type from either **23 CFR § 771.117(c)** or **23 CFR § 771.117(d)** is selected at the beginning of the form. For projects that may fall under two or more actions, identify the CE designation that is most appropriate.

Documentation of analysis, coordination, and results should be uploaded to SWEPT for the project file. This documentation should include the results of desktop and/or field review, agency consultation, and any supporting documents and/or technical reports required to substantiate the responses on the checklist. Keep in mind some of the questions may require consultation with OEM prior to completion by the District. It is important to document that the project will not have significant impacts and that environmental issues have been addressed. Approval of the **Type 1 Categorical Exclusion Checklist, Form No. 650-050-12** will be granted by the District Environmental Manager or designee using SWEPT.

Once the final **Type 1 Categorical Exclusion Checklist, Form No. 650-050-12** is completed in SWEPT, the District Environmental Office will complete and provide the date of the determination on the **Status of Environmental Certification For Federal Project, Form No. 650-050-13**, as shown in [Figure 2-4](#). This form is required as part of the contract documents for federal-aid construction projects and should be used when submitting all projects, including LAP projects, for approval to the Federal Aid Office. As specified by the [LAP Manual, Topic No. 525-010-300](#), LAP agencies cannot make COA Determinations or certify projects for advancement. LAP agencies do not have signature authority for environmental certifications; therefore, the **Status of Environmental**

Certification For Federal Project, Form No. 650-050-13 should be signed by appropriate FDOT personnel as noted on the form.

The District Federal Aid coordinator or the Federal Aid Management Office utilizes information from the **Status of Environmental Certification For Federal Project, Form No. 650-050-13** to complete the **Federal-Aid Project Authorization/Agreement Form (PR-1240 Form)**.

2.2.2.2 Type 2 Categorical Exclusions

For all projects that are not qualifying Type 1 CEs, the District must consult with OEM to determine whether the project should be developed through the MiCE Process, classified as a Type 2 CE, or be screened through the EST to determine the COA. For all Type 2 CE projects, the level of detail required is dependent upon the type(s) and magnitude of environmental impacts.

Type 2 CE documentation includes the **Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11**, and supporting information. If a public hearing is held, the public hearing transcript is uploaded to SWEPT. Details on Type 2 CEs and guidance is provided in [Part 1, Chapter 5, Type 2 Categorical Exclusion](#). Type 2 CE documentation is sent to the USCG when a bridge permit is required. Type 2 CE documentation is also sent to USACE whenever there is a **Section 404** permit involvement. Type 2 CE documentation must be approved by OEM who provides LDCA allowing the project to proceed to the Design phase.

2.2.3 Minor Categorical Exclusion Process

The purpose of the MiCE process is to assist Districts in supporting CE determinations, and providing specific findings and documentation to address potential impacts to relevant environmental issues/or resources without causing the COA of the project to be elevated [**23 CFR § 771 (a) and (b)**]. MiCE is not a new COA, but rather a process which can be used to validate the determination that a project can be classified as a Type 1 CE, and, in some cases, a Type 2 CE (see [Figure 2-2](#)). This process provides guidance on managing project issues, documenting findings, and developing appropriate and focused documentation to support the CE determination. A finding implies that a decision must be made or a signature is needed by the District, OEM, and/or an appropriate resource agency. MiCE can apply to PD&E studies or projects in Design where the CE determination must be made.

The following items should be assessed and/or documented in the Environmental Document and project file for projects being developed using the MiCE process:

1. Existing conditions
2. Potential impacts [e.g., **Section 106** involvement, listed species, **Section 4(f)**]

3. Anticipated/required consultations, permitting need(s)
4. Conclusions- need for findings/agency consultation
5. Coordination with OEM

This assessment defines the project context and provides the basis for the level of analysis. The results should identify issues requiring resolution in the Environmental Document. After coordinating the results of the assessment with OEM, a decision is made on the level of documentation necessary to validate the CE determination. This results in analysis that is focused on the issues requiring resolution.

There are two scenarios in the MiCE process. The first scenario is for projects that would normally qualify as Type 1 CEs, but may involve potential environmental impacts requiring additional analysis and documentation to assure the COA is valid based on analysis or coordination with OEM.

The second scenario is for projects that were screened in the EST or may qualify as a Type 2 CE. The MiCE process can be used to focus the environmental analysis on the issues which triggered the Type 2 CE COA.

A MiCE Determination Key is provided in [Figure 2-5](#) to help determine the appropriate level of documentation for the CE. It is important to note that the COA Determination is based on the context and intensity of impacts, therefore, the ultimate determination of the COA is made by OEM.

2.2.4 Efficient Transportation Decision Making Qualifying Projects

For projects qualifying for ETDM screening, the COA can be determined at the end of the Programming Screen (see FDOT's [ETDM Manual, Topic No.650-000-002](#)). The District performs analysis to assist in determining the appropriate COA. The COA is proposed by the District and is approved by OEM. This determination, in addition to the potential effects for various environmental issues and the potential scope of work to be performed during the PD&E phase, is included in the **Final Programming Screen Summary Report**.

The process for obtaining the environmental COA during the Programming Screen requires that the District ETDM Coordinator complete the **Environmental Class of Action Recommendation Form, Form No. 650-050-16** (see [Figure 2-6](#)). The form should be completed as follows:

1. Enter the project's identifying information in the "Project Information" section.
2. In the "Potential for Significant Impacts?" section depending on the project's potential impacts on an issue/resource select:

- Sig = The project is anticipated to have a significant impact on the particular issue/resource
 - Sig? = There is a question of significance regarding the project's potential impact to the issue/resource
 - NoSig = The project is not anticipated to have significant impacts to the issue/resource
 - NoInv = No involvement, the issue/resource is absent
3. Comments must be entered when Sig or Sig? are selected, and may entered for NoSig and NoInv at the District's discretion.
 4. Check the box for the recommended COA
 5. Upload the form to the EST

The uploaded form is submitted together with the on-line COA Determination, through the EST to OEM for review and approval. After OEM and the District have agreed on the COA, OEM accepts it in the EST. After the COA determination is complete, the determination becomes part of the ***Final Programming Screen Summary Report***. The COA Determination may be deferred to allow for technical studies and additional coordination, potentially leading to a reduced COA.

Once the COA Determination is made, the level of documentation required for ***NEPA*** compliance is described in the respective chapters for a Type 2 CE, an EA, or an EIS in ***Part 1*** of this Manual.

2.2.5 Environmental Assessments and Environmental Impact Statements

An EA is prepared when the significance of the environmental impact is unknown. Guidance on preparing EAs is provided in [**Part 1, Chapter 6, Environmental Assessment**](#). An EIS is prepared when a project significantly affects the environment. Examples of the types of actions which would normally require an EIS are listed in [**Section 2.1**](#). Guidance on preparing an EIS is provided in [**Part 1, Chapter 8, Draft Environmental Impact Statement**](#), and [**Part 1, Chapter 9, Final Environmental Impact Statement**](#). An EA or EIS must have sufficient documentation to support the COA Determination. Supporting information may include technical reports [e.g., ***PER, Noise Study Report (NSR), Natural Resources Evaluation (NRE)***].

2.2.6 Change of Class of Action

Prior to the beginning of PD&E or even during PD&E, the District or OEM may seek to revisit the COA determination. Changes in the COA could arise if there are changes in the project's scope or changes in impact status of issues. It should be noted if the project is an EIS (which is based on significant impacts) a change in COA may be difficult or not warranted since a complete determination of significance is made upon completion of the analysis and approval by OEM. In addition it would require the withdrawal of the **Notice of Intent (NOI)** with cause from the **Federal Register (FR)**. See [Part 1, Chapter 8, Draft Environmental Impact Statement](#) for information on the **NOI**. In all cases, OEM must be consulted if FDOT seeks modifications to a project's approved COA to obtain approval for the proposed change.

2.3 REFERENCES

CEQ, Executive Office of the President. 1978. Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act. Reprint 43 FR 55978-56007, 40 CFR Parts 1500-1508

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

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

FHWA, October 30, 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents, FHWA Technical Advisory T6640.8A

FHWA, Memorandum: Additional Flexibilities In Categorical Exclusions, May 22, 2017.

FHWA. 2003. Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process.
<http://www.environment.fhwa.dot.gov/projdev/qaimpact.asp>

FHWA. 2011. Supplement to January 28, 2008. Transportation Planning Requirements and Their Relationship to NEPA Process Completion, February 9, 2011

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>

National Environmental Policy Act, Section 7

Title 23 CFR § 650, Subpart H, Conditions for determining if an activity requires a USCG permit

Title 23 CFR § 771, Environmental Impact and Related Procedures

2.4 FORMS

Environmental Class of Action Recommendation Form, Form No. 650-050-16

Status of Environmental Certification For Federal Project, Form No. 650-050-13*

Type 1 Categorical Exclusion Checklist, Form No. 650-050-12*

Type 2 Categorical Exclusion Determination Form, Form No. 650-050-11*

*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.

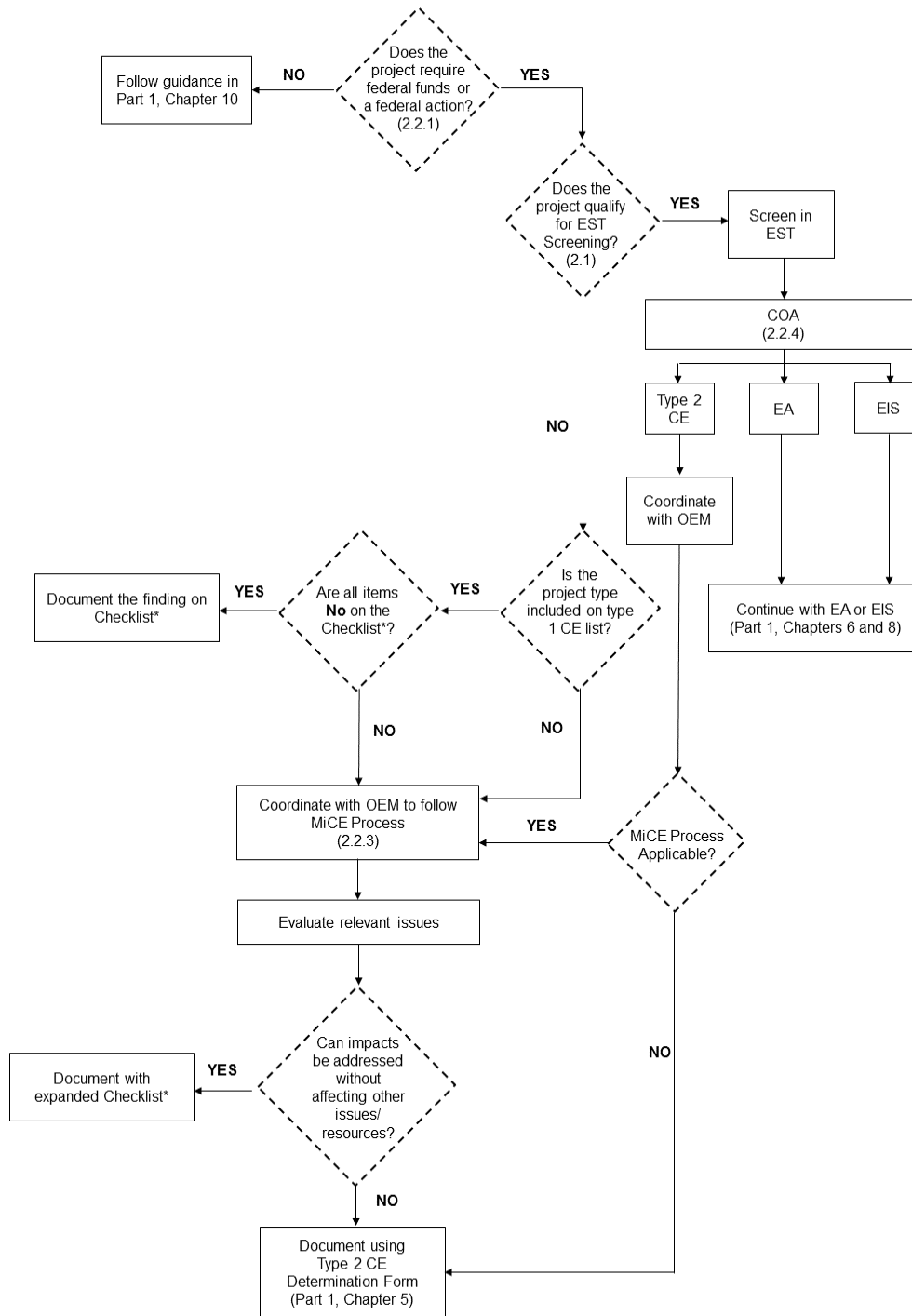
2.5 HISTORY

1/12/2004, 1/31/2007, 3/06/2012, 2/03/2014, 8/2/2016

ETDM Screening Matrix for Qualifying Projects						
	Federal Dollars (any FHWA, FTA or FRA funds or federal authorization)		State Dollars (TRIP, Transit/ Intermodal System Grants, etc) No Federal Dollars Involved		Local Dollars Only	
	Responsible Agency	ETDM Screening	Responsible Agency	ETDM Screening	Responsible Agency	ETDM Screening
System						
Highways on the State Highway System (SHS) and on the Strategic Intermodal System (SIS)	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways on the SHS but not on the SIS	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways not on SHS but on the SIS	FDOT	YES FDOT Lead	FDOT	YES	FDOT	YES
	Local		Local and FDOT	Local Option	Local and FDOT	Local Option
Highways not on SHS nor on the SIS	FDOT	YES FDOT Lead	FDOT	YES	Local	N/A
	Local		Local	Local Option		
Major Transit Projects (new fixed guideway, New Starts) or Major Freight Projects	FDOT	YES	FDOT	YES	Local	N/A
	Local	Local Option	Local	Local Option		

NOTE: Local applies to any local government agency, other state agency, expressway authority, bridge authority or private entity

Figure 2-1 ETDM Screening Matrix for Qualifying Projects



* Checklist = Type 1 Categorical Exclusion Checklist (Figure 2-3)

Figure 2-2 Class of Action Determination Process for Highway Projects

TYPE 1 CATEGORICAL EXCLUSION CHECKLIST

Financial Management No. _____

FAP No. _____

CE Number (Choose one option **from dropdown**): (c) _____ or (d) _____ **(Will be required for d-list projects to provide supporting documentation for all areas)**

Project Description (include project name, project limits, and brief description of the proposed scope of work):
(TEXT BOX) _____

Note: The items below consider the requirements described in 23 CFR § 771.117 (c) and (d) for listed Categorical Exclusions (CEs). The constraints of 23 CFR § 771.117(e) are addressed in this form for CEs identified as 23 CFR § 771.117 (c) (26), (27) and (28) or (d) list projects.

Directions for bulleted verifications below: District should consider if the project has any of the significant impacts described. If project does not meet the criteria, STOP, this form does not apply. If the project does meet the criteria, check “verified” and proceed through the rest of the form.

- This action **will not induce significant impacts** to planned growth or land use for the area; travel patterns; air or water quality; or cause substantial controversy on environmental grounds.
 Verified
- **(This statement will only appear if c26, c27, c28 or d-list project is selected)** The action will not cause changes in interchange access control; result in major traffic disruptions due to the construction of temporary access; or the closure of existing road, bridge, or ramps.
 Verified

REST OF FORM NOT ACCESSIBLE UNTIL Verified IS CHECKED

1. Right of Way (ROW): **(Pop-up will appear- if situation changes document in the project file)**
 - Within existing ROW Minor acquisition without relocation and/or displacement
 - Any acquisitions with relocations and/or displacements [Contact the Office of Environmental Management (OEM) and add date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**
2. Wetland impacts that would require a permit from the U.S. Army Corps of Engineers (USACE) under the Clean Water Act, Section 404, 33 U.S.C. § 1344 and/or section 10 of the Rivers and Harbors Act:
 - No Wetland(s) Present/ No Impacts Nationwide permit General Permit (SAJ 92) Standard Permit [Contact OEM and add date of consultation] **(If chosen warning label will appear if it is c26, c27, c28 or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**

Figure 2-3 Type 1 Categorical Exclusion Checklist

3. Bridge permits required from the United States Coast Guard (USCG):
 - No Waterway Crossing No USCG Bridge permit required USCG Bridge permit [Contact OEM and add date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**
4. The project involves a floodplain encroachment other than functionally dependent uses (e.g., bridges, wetlands) or actions that facilitate open space use (e.g., recreational trails, bicycle and pedestrian paths):
 - No Floodplain Present Functionally Dependent Use or Facilitate Open Space Use
 - Other Encroachment [Contact OEM and add the date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**
5. Construction activities in, across or adjacent to a river component designated or proposed for inclusion in the National System of Wild and Scenic Rivers?
 - No Listed Rivers Present or not within the buffer zone of the listed river Northwest Fork of the Loxahatchee River (See PD&E Manual Chapter for limits) **(automatically populated if applicable)** [Contact OEM and add the date of consultation] Wekiva River (See PD&E Manual Chapter for limits) [Contact OEM and add the date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**
6. Section 7 of the Endangered Species Act (ESA) of 1973, as amended:
 - No ESA listed species present
 - Determination of "No Effect"
Identify species in text box.
 - Used key, no consultation required
Identify species in text box.
 - Consultation with the US Fish and Wildlife Service or National Marine Fisheries Service, results in:
(If selected, the following will appear)
 - May Affect, Not Likely to Adversely Affect (attach concurrence letter)
 - May Affect, Likely to Adversely Affect [Contact OEM and add the date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**
7. Will the action impact any properties protected by Section 4(f) pursuant to 23 CFR § 774?
 - No potential Section 4(f) properties present
 - Section 4(f) resource(s) present or adjacent, but there is "no use" within the meaning of Section 4(f)
List resource(s) and describe basis of "no use" determination in text box.
 - Exception or Exemption [attach description of type and Official with Jurisdiction (OWJ) concurrence] [See 23 CFR 774.13] **(If selected a pop up will state, "Consult with OEM and record date of consultation" Fill in date in order to proceed.)**
List resource(s) in text box.

Figure 2-3 Type 1 Categorical Exclusion Checklist (Page 2 of 3)

de minimis (attach determination and OWJ concurrence) **(If selected a pop up will state, "Consult with OEM and record date of consultation" Fill date in order to proceed.) List resource(s) in text box.**

Programmatic or Individual Section 4(f) Evaluation required [Contact OEM and add the date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**

8. Historic and/or Archaeological Resources protected under Section 106 of the National Historic Preservation Act:

No Historic or Archeological resources present within the APE

Pursuant to Section 106 Programmatic Agreement (include appropriate documentation):

Determination of No Involvement Determination of "No Effect" Determination of "No Adverse Effect"

Determination of "Adverse Effect" [Contact OEM and add the date of consultation] **(If chosen warning label will appear if it is c26, c27, c28, or (d): This project has been identified as a c26, c27, c28 or (d) list project. By checking this box, the project does not meet the criteria of (e) and cannot proceed as a Type 1)**

9. Noise considerations:

The project does not qualify for a Noise Analysis

The project does qualify for Noise Analysis (provide appropriate documentation):

Noise abatement is not warranted Noise abatement is warranted (Provide decision)

10. Contamination considerations:

The project was evaluated (Provide brief summary in text box and attach appropriate documentation.):

IMPORTANT: If during the preparation of the form, an answer requires discussion with OEM, contact your OEM District Project Delivery Coordinator.

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

This project has been reviewed and has been verified to meet the conditions of a Type 1 CE.

Signature: _____ Date: _____
District Environmental Manager or designee

Figure 2-3 Type 1 Categorical Exclusion Checklist (Page 3 of 3)

**STATUS OF ENVIRONMENTAL CERTIFICATION
FOR FEDERAL PROJECT**

Financial Management No. _____

Federal Aid No. _____

Project Description (include project title, limits, and brief description of the proposed scope of work): _____

This project is a Categorical Exclusion under 23 CFR § 771.117:

- A Type 1 Categorical Exclusion per (c) _____ or (d) _____ as determined on _____
- A Type 2 Categorical Exclusion approved on _____

The final environmental document for this project was a (check one):

- A Finding of No Significant Impact under 23 CFR § 771.121 approved on _____
- A Record of Decision under 23 CFR § 771.127 approved on _____

A reevaluation in accordance with 23 CFR § 771.129 was (check one):

- Approved on _____
- Not required

Signature: _____ Date: _____

Environmental Manager or designee

Figure 2-4 Status of Environmental Certification for Federal Project

Minor Categorical Exclusion Determination Key

1. Was the project screened in the EST?

No, go to 2

Yes, go to 12

2. After analysis are findings needed to advance the project?

No, go to 3

Yes, go to 4

3. Districts may need to coordinate with agencies to meet regulatory and permit requirements (e.g., SHPO, FWS). Document with **Type 1 Categorical Exclusion Checklist**. Advance the project

4. After coordination with agencies do findings need to be made by OEM?

No, go to 5

Yes, go to 6

5. Complete the **Type 1 Categorical Exclusion Checklist**. Attach summary of coordination and the findings to the checklist. Advance the project

6. Coordinate with OEM on the issues/resources requiring findings. Is an OEM signature required?

No, go to 5

Yes, go to 7

7. Do the impact(s) requiring findings affect other environmental issues/resources?

No, go to 8

Yes, go to 9

8. Document as a Type 2 CE focusing on resource/issue(s) that require resolution using the **Type 2 Categorical Exclusion Determination Form**. Summarize the coordination and attach the findings to the form. Submit for OEM approval and advance appropriately.

Figure 2-5 Minor Categorical Exclusion Determination Key

9. Do these impacts require changes to the preliminary design (coordinate with engineer)?

No, go to 8
Yes, go to 10

10. Are other issues/resources impacted by project changes?

No, go to 8
Yes, go to 11

11. Document as a Type 2 CE focusing on relevant issues that require resolution using the **Type 2 Categorical Exclusion Determination Form**. Provide supporting environmental and engineering documentation. Summarize the coordination and attach the findings for all affected issues to the form. Submit for OEM approval and advance appropriately.

12. Do impacts require engineering modifications that affect other issues?

No, go to 11
Yes, go to 13

13. Do the impacts to the other issues/resources require consideration of additional alternative(s)?

No, go to 11
Yes, go to 14

14. Document as a Type 2 CE focusing on relevant issues that require resolution using the **Type 2 Categorical Exclusion Determination Form**. Provide supporting environmental and engineering documentation. Requires alternatives analysis documented in a Preliminary Engineering Report. Summarize the coordination and attach the findings for all affected issues to the form. Submit for OEM approval and advance appropriately.

Figure 2-5 Minor Categorical Exclusion Determination Key (Page 2 of 2)

ENVIRONMENTAL CLASS OF ACTION RECOMMENDATION FORM

RECOMMENDED COA: Type 2 CE SEIR EA EIS

Project Name: _____
 Project Limits: _____
 County: _____
 ETDM Number (If applicable): _____
 Financial Management Number: _____
 District: _____

Potential for Significant Impacts?*

Issues/Resources	Sig	Sig?	NoSig	NoInv	Comments
A. SOCIAL & ECONOMIC					
1. Social	[]	[]	[]	[]	_____
2. Economic	[]	[]	[]	[]	_____
3. Land Use Changes	[]	[]	[]	[]	_____
4. Mobility	[]	[]	[]	[]	_____
5. Aesthetic Effects	[]	[]	[]	[]	_____
6. Relocation Potential	[]	[]	[]	[]	_____
7. Farmland	[]	[]	[]	[]	_____
B. CULTURAL					
1. Section 4(f)	[]	[]	[]	[]	_____
2. Historic Sites/Districts	[]	[]	[]	[]	_____
3. Archaeological Sites	[]	[]	[]	[]	_____
4. 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	[]	[]	[]	[]	_____
6. Coastal Zone Consist.	[]	[]	[]	[]	_____
7. Coastal Barrier Resources	[]	[]	[]	[]	_____
8. Protected Species and Habitat	[]	[]	[]	[]	_____
9. 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	[]	[]	[]	[]	_____

* **Potential Impact Determination:** Sig = Significant Impact; Sig? = Question of Significance; NoSig = No Significant Impact; NoInv = no involvement, Issue is absent

Figure 2-6 Environmental Class of Action Recommendation Form