

## **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

The purpose of this chapter is to define the environmental evaluation process for the development of state, local, or privately funded projects. State funded projects are those advanced through the Florida Department of Transportation (FDOT) Work Program using only state transportation allocations, and for purposes of this Chapter, do not require Federal Highway Administration (FHWA) funding or FHWA action. This chapter also provides guidance on integration of the Statewide Acceleration and Transformation (SWAT) approach with state funded project delivery. Proposed projects on the interstate, using interstate right of way (ROW) or using FHWA funds, as well as Local Agency Program (LAP) projects, are FHWA projects and require preparation of a federal **National Environmental Policy Act (NEPA)** document as described in [Part 1 Chapter 4, Project Development Process](#) and other related chapters of this **Manual**, rather than a State Environmental Impact Report (SEIR). 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 **FDOT State Environmental Impact Report Form** for SEIRs and the **Non-Major State Action Checklist** 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) serves as the environmental documentation.

## 10.2 PROCEDURE

### 10.2.1 FDOT 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 funding should be used on individual projects for all phases whenever feasible as this will allow faster delivery by reducing costs and time in the Project Development and Environment (PD&E) phase ([Chapter 25, Work Program Instructions, Current Work Program](#)). By expediting the PD&E process through the SWAT approach and advancing the level of Design whenever and to the extent possible, these projects should be ready for construction earlier. Once it is determined that the project will be state funded only, this funding source must be used throughout all the work program phases for the project. The SWAT approach to project delivery is provided in **Figure 10-2** and is substantially applied to both state and federally funded projects. This chapter focuses on the SWAT approach as it relates to state funded projects, [Part 1 Chapter 4, Project Development Process](#) further addresses the SWAT approach 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 will decide whether to initiate project screening with either an ETDM Planning Screen or Programming Screen event, based upon project complexity and timing. Minimally, the ETDM Programming Screen must 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. Additionally, the project manager will assure a work program identifier of "Not Federal Eligible" (NFE) is assigned to the project, see [Chapter 25, Work Program Instructions, Current Work Program](#) and **Section 10.2.1.2**. 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.

The analysis and documentation completed for a state funded project is typically a SEIR. Also reference [Part 1, Chapter 4, Project Development Process](#). The ETDM Screening event results may be used to inform further project planning, project scoping and SWAT activities prior to initiation of the SEIR. 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 25, 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 State-Wide Acceleration and Transformation Team and State Funded Projects

SWAT 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 **SWAT Workbooks** for more guidance. Each District has an established SWAT team that is composed of cross-functional, multi-disciplinary staff experienced in project delivery.

SWAT consists of planning and kickoff team meetings. The SWAT planning and kickoff team meetings use the **SWAT Scoping Form** (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 for State Funded Projects

Each District's SWAT team holds an annual planning meeting early in the Work Program Cycle, to review all PD&E projects that compete for funding in the coming year. The planning meeting may include the State Environmental Management Office (SEMO) 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. 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 NFE is assigned to state funded only projects. **Figure 10-4** shows the process followed at the planning meeting to decide how the projects will be funded. Refer to [Part 1, Chapter 4, Project Development Process](#) and [Chapter 25, Work Program Instructions, Current Work Program](#) for additional detail.

Projects that must follow the federal process or must stay federalized through FHWA 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, etc.)
3. Projects within and impacting federal lands such as National Parks or Forests, etc.
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), since FDOT has delegated authority
10. If federal funds have been used on a prior phase of the current project, coordination with Central Office (Office of General Counsel and SEMO) is needed to determine whether the project falls under FHWA's jurisdiction.

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 27, 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.

NFE projects that do not qualify for ETDM Screening may proceed as NMSAs (see **Section 10.2.1.4**). NFE 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 **FDOT SWAT Scoping Form (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 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.

The kickoff meeting may also consider if segmenting the project will expedite project delivery.

Project scope evaluation by the SWAT kickoff meeting participants starts by revisiting the **SWAT Scoping Form (Figure 10-3, Section A)** prepared during the SWAT planning meeting. The SWAT kickoff meeting participants review **Section A** and complete **Section B** of the **SWAT Scoping 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 **SWAT Scoping Form** 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 kickoff meeting must determine PD&E activities (see [Part 1, Chapter 4, Project Development Process](#)) that can begin ahead of the PD&E Study initiation to take advantage of potential PD&E time savings as well as 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. Environmental complexity is estimated based on the likelihood of substantial issues the project will face, and the design ambiguity is a function of how quickly a preferred alternative can be determined in the PD&E process.

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 PD&E procurement to construction letting, a draft scope of services, a list of technical documents required, and if appropriate 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 NFE Project Dashboard prior to consultant acquisition advertisement by the District's designated editor.

### 10.2.1.3 FDOT SWAT Scoping Form Instructions for State Funded Projects

#### Section A

During the SWAT planning meeting **Section A** of the **SWAT Scoping Form (Figure 10-3)** is first prepared to assist with determining whether a NMSA or SEIR is recommended. This section of the form is prepared following instructions for the **Non-Major State Action Checklist** provided in **Section 10.2.1.4.1**.

#### Section B

During the SWAT project kickoff meeting **Section B** of the **SWAT Scoping Form (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 aerials, or site visit documentations, coordination with the Project Manager and subject matter experts to fill out the form. The level of impact is determined based on the context and intensity of the impact on the issue/resource being analyzed.

The following definitions assist in determining the potential impact of the project:

- 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.

For instructions on preparing **Sections 2-6** of the form see [Part 1, Chapter 4, Project Development Process](#).

#### 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 (Figure 10-5)**. See **Section 10.2.1.4.1** for instructions on preparing the **Non-Major State Action Checklist**. 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 12, 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 Administrator or designee should sign and date the **Non-Major State Action Checklist**. The signed **Non-Major State Action Checklist** should

be added to the project file, then the project can be advanced to the Design phase.

At the conclusion of the Design phase the District will reevaluate the NMSA by updating the **Non-Major State Action Checklist** and signing it. After signing it, the District Environmental Administrator or designee must complete, sign and date the [\*\*Environmental Certification for State Funded Project, Form No. 650-050-14\*\*](#), as provided in **Figure 10-6**.

#### **10.2.1.4.1 Completing the Non-Major State Action Checklist**

The **Non-Major State Action Checklist (Figure 10-5)** should contain the following information:

1. **GENERAL INFORMATION:** identifies the name of the project, its limits, county, ETDM number (if applicable), 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, ROW, etc.).
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 Administrator 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 **SWAT Scoping Form** should be reviewed and used as supporting information for preparation of the **FDOT SEIR Form (Figure 10-7)** 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

United States Fish and Wildlife Service (USFWS) regarding federally listed species, consultation occurs under **Section 10** of the **ESA**. See [Part 2, Chapter 12, Historic and Archeological Resources](#) and [Part 2, Chapter 27, 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 13, Section 4\(f\) Evaluations](#)]. For example, coordination with the Department of Environmental Protection (DEP) 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 20, Water Quality Impact Evaluation](#)).
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. The SEIR should be made available to the public 21-days prior to the public hearing. Before the public hearing, the **FDOT SEIR Form** must be approved for public availability by the District Environmental Office Manager, Environmental Administrator, or PD&E Engineer.

After the public hearing and prior to requesting final approval by the District Secretary, SEMO will 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 10-6**.

Project commitment coordination is accomplished for state funded projects prior to and during the PD&E phase consistent with [Part 2, Chapter 32, Commitments](#) and the [Project Commitment Record \(PCR\), Topic No. 700-011-35](#). 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 [PCR, Procedure No. 700-011-035, Project Commitment Tracking](#).

Project files will be maintained within FDOTs statewide environmental project tracking system, and retained by the Project Manager for state funded projects in the same manner as federal projects.

### 10.2.1.5.1 Completing the FDOT SEIR Form

The **FDOT SEIR Form (Figure 10-7)** is completed to produce the SEIR document. This is accomplished, in part, by updating information included in the **SWAT Scoping Form**, and as a result of further environmental analysis and engineering. Results are described in the **FDOT SEIR Form** 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. GENERAL INFORMATION: Complete project information as indicated on the form.
2. PROJECT DESCRIPTION: Briefly describe existing conditions, purpose and need, and proposed improvements. 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.
3. ENVIRONMENTAL ANALYSIS: The analyst uses the results of the environmental evaluation, knowledge of the project area, and input received through agencies and the public, to complete the form. Using information provided through scoping efforts, the issues/resources are evaluated using the 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 topical categories listed in **Section 3. A-D** of [Figure 10-7](#).

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. Items that are checked “NoInv” should not have supporting documentation. The “basis for decision” line should be used to explain the reasoning. For items checked “no substantial impact” or “enhance,” the form should include a short description of how that information is known, providing backup documentation if necessary, e.g., “Coordinated with X agency on Y date, response was Z, and we will take ABC next

steps. Please reference attachment.” For items checked “substantial impact,” the form should reference the supporting documentation and reports.

Supporting information can be included as attachments for topical categories where a box other than “NoInv” is checked. The standard statements required for FHWA 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.

Coordination letters and memos should be referenced and included as attachments. Larger documents, such as technical reports, should be referenced and placed in the project file. The project file should contain the analytical documentation to support the project decisions.

4. **ANTICIPATED PERMITS:** This section identifies permits that are anticipated for the project. Sufficient information for permitting agencies should be provided under the applicable topical category of **Section C**. For example, if a USACE permit is anticipated, supporting information should be included in **Section 3.C.1**. (Wetlands and Other Surface Waters), **Section 3.C.7**. (Protected Species and Habitat), and **Section 3.C.8** (Essential Fish Habitat), if applicable.
5. **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 6, Engineering Analysis](#).
6. **COMMITMENTS:** This section discusses all commitments made on the project prior to and during the PD&E phase per [Part 2, Chapter 32, Commitments](#). These commitments should be the same as those on the [Project Commitment Record \(PCR\), Topic No. 700-011-35](#). Project commitments must be documented on the **PCR** according to [Procedure No. 700-011-035, Project Commitment Tracking](#).
7. **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.
8. **APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING):** 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 date the project was accepted for public review. District Environmental Office Manager, Environmental Administrator, or PD&E Engineer may complete this section.
9. The date of the public hearing is provided.
10. **APPROVAL OF FINAL DOCUMENT:** The nondiscrimination standard statement

and a signature block are provided for District approval of the SEIR. The SEIR is approved by the District Secretary or designee.

### 10.2.1.6 Reevaluation

Reevaluations are conducted prior to construction advertisement. Reevaluation is used to update status of commitments, coordination, permits, and other relevant information. Reevaluation of a SEIR is prepared by using the form provided in **Figure 10-8**. The content of this form is similar to reevaluations conducted for federal projects, and guidance is provided in **Section 10.2.1.6.1**. Final approval is given by the District Secretary (or designee). The approved Reevaluation is maintained in the District project file and distributed to Design, ROW, and Construction Offices, or others as appropriate.

For NMSAs a reevaluation is done through a re-submittal of the **Non-Major State Action Checklist (Figure 10-5)**. This reevaluation consists of a finding that the NMSA designation remains valid. The results of the checklist are documented in the [Status of Environmental Certification for State Funded Project, Form No. 650-050-14](#) form, as shown in **Figure 10-6**.

#### 10.2.1.6.1 SEIR Reevaluation Form

The **SEIR Reevaluation Form (Figure 10-8)** 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:

- a. The change in project phase(s) for which the project segment(s) is (are) being reevaluated [i.e., Preliminary Engineering, ROW, and Construction Advertisement]
- b. Document type [SEIR] and date of approval of original Environmental Document. Additionally identify prior Reevaluations, their date, and document type.
- c. Project number(s): Financial Management and ETDM number(s) of the original approved document
- d. Project name, location, and limits covered under the originally approved Environmental Document
- e. Segment of highway being advanced: Financial Management number(s), location, and limits and identify as state-funded
- f. 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.

- g. Name of the FDOT 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 COMMENTS 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 document or most recent Reevaluation. 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 criteria
5. New design variations or 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 Environmental Document along with their current status (completed, modified, added, or deleted). Commitment changes require an explanation. New commitments can surface from a variety of sources, such as subsequent agency negotiations or permit requirements or from public involvement. These commitments must be listed, updated, and discussed. The Districts must review, verify, and update the [Project Commitment Record \(PCR\), Topic No. 700-011-35](#) per [Procedure No. 700-011-035, Project Commitment Tracking](#). It is important that commitments made by the FDOT are documented. They must be tracked throughout the course of the project and satisfied at the appropriate time. 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 permit status, and documents any permit modifications. The status of the permit(s) should be commensurate with the phase of the project and the type of Reevaluation. For example, if the permit has been applied for, identify the type of permit, jurisdictional agency, date of application and application number, if applicable; if the permit has been issued, identify the type of permit, issuing agency, date of issuance, and permit number. The preparer of the Reevaluation 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 Reevaluation of the project, the validity of the findings in the Environmental Document, 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 Environmental Document has been reevaluated. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action remains valid. It is recommended that the project identified herein be advanced to the next phase.

## **Section 7 – DISTRICT APPROVAL RECOMMENDATION**

The District Environmental Engineer/Manager, or designee, will sign the Signature line and place any consultation documentation in the Project File.

## **Section 8 - DISTRICT SECRETARY APPROVAL**

The District submits the Reevaluation to the District Secretary. The District Secretary, or designee, approves the Reevaluation by signing the ***SEIR Reevaluation Form***.



## 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. SEMO 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 12, Archaeological and Historical Resources](#)) and **Section 7** of the **ESA** is followed for federally listed species involvement (see [Part 2, Chapter 27, 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 \(Form 850-040-89\)](#). The local or private entity must apply for a [FDOT Construction Agreement \(Form 850-040-89\)](#) 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 the [PD&E Manual, Topic No. 650-000-001](#), as applicable.

In cases where a privately or locally funded project is developed under **Chapter 14-107, FAC Public-Private Transportation Facilities** 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 lead should consult with the District to consider the following:

1. How the PEIR (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 Reevaluation 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, Florida Statutes**, 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 10-7** 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. 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 document type. 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, Federal Highway Administration Class of](#)

**Action Determination**) 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.

The PEIR is not an FDOT document, but is prepared following the same procedures and requirements as the SEIR, **Section 10.2.1.5.1. Figure 10-9** provides a PEIR outline.

### 10.3 REFERENCES

Florida Department of Transportation (FDOT). Efficient Transportation Decision Making (ETDM) Manual, Topic No. 650-000-002.

<http://www.dot.state.fl.us/emo/pubs/etdm/etdmmanual.shtm>

FDOT. 2012a. Project Commitment Record Form, Topic No. 700-011-35.

<http://www2.dot.state.fl.us/proceduraldocuments/forms/byofficedetail.asp?formnumber=700-011-35>

FDOT. 2012b. 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

Rule 14-107, Florida Administrative Code (F.A.C.). Public-Private Transportation Facilities

Section 334.30, Florida Statutes (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/>

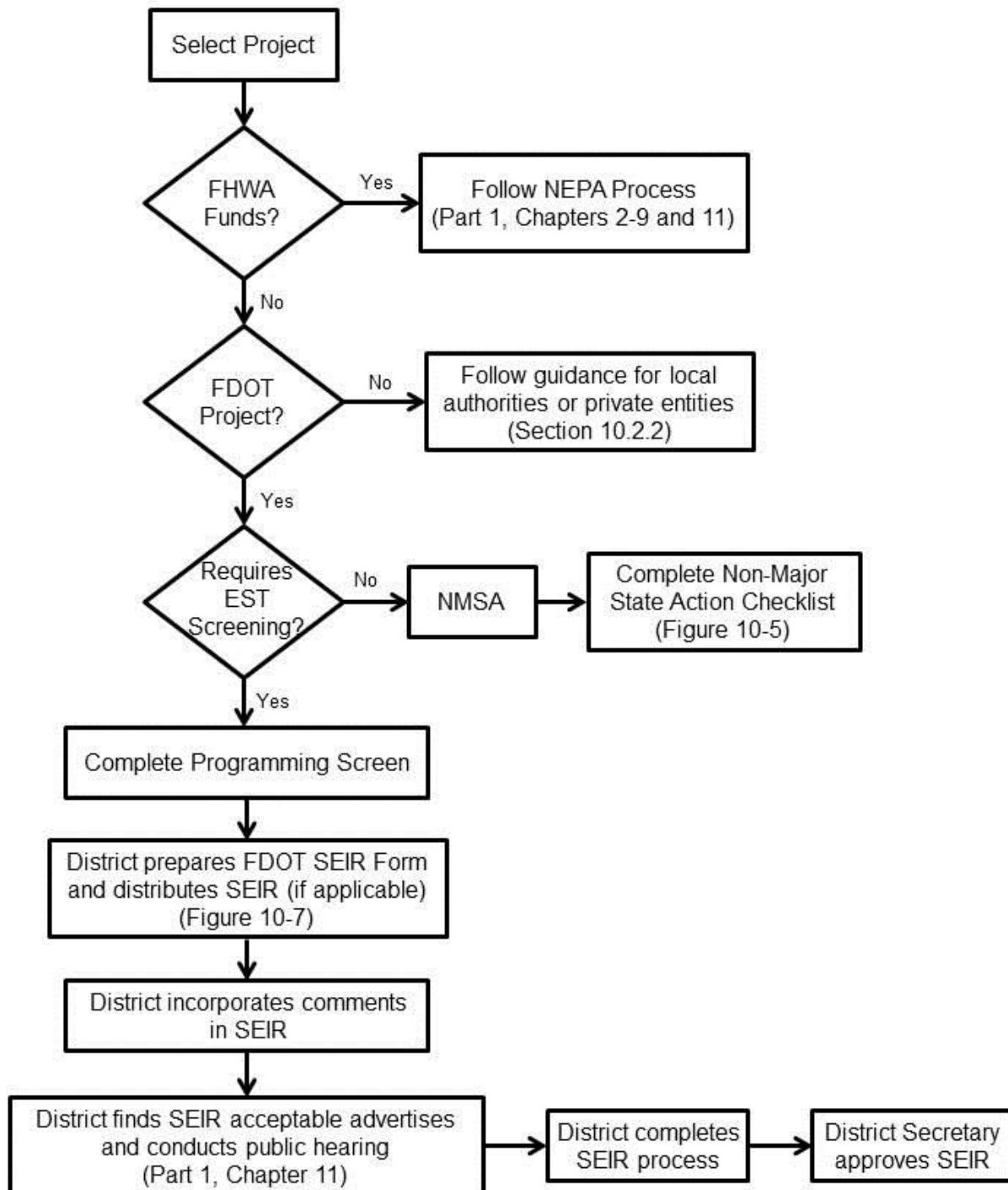
Section 339.155(5), F.S., Procedures for Public Participation in Planning.

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

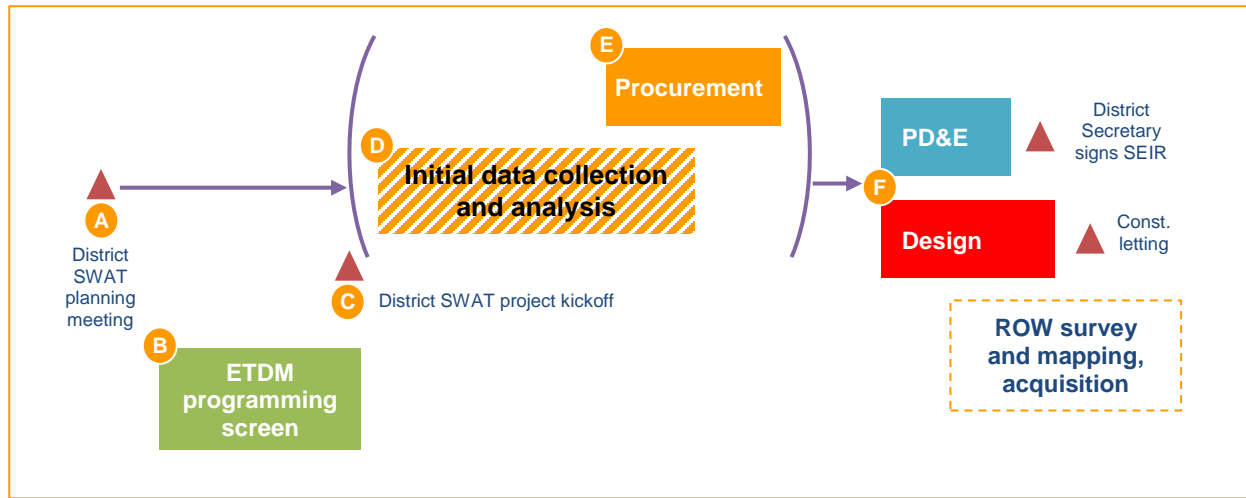
Section 339.61, F.S., Florida Strategic Intermodal System (SIS); legislative findings, declaration, and intent. <http://www.leg.state.fl.us/Statutes/>

### 10.4 HISTORY

01/10/2001, 5/26/2011



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



	A	B	C	D	E	F
Step	District SWAT planning meeting	ETDM Programming Screen	District SWAT Project Kickoff	Initial Data Collection & Analysis	Procurement	PD&E and Design
Timing	Late summer before each new gaming cycle	Must be complete one year before PD&E begins and screening results should be used to appropriately program the project	One year ahead of PD&E / Design funding date in work program	Begins after project kick off	4-6 months	10-30 months PD&E: 6-14 months Design: 10-18 months
Participants	SWAT team ISD / Planning Work program EMO	ETDM coordinator	SWAT Team PD&E and Design PMs ISD / Planning	PD&E and Design PMs	PD&E and Design PMs Procurement	PD&E and Design PMs
Activities	Discuss all projects to be gamed in upcoming cycle Decide core elements of purpose and need Use ETDM planning screen if possible Ensure alignment with MPO on project Decide state or federal funded If state funded, decide NMSA vs. SEIR	SWAT team communicates list of state projects to ETDM coordinator Check state or federal funding box Conduct ETDM programming screen If state-funded, FHWA will not comment on project	Scoping Segmentation consideration High-level schedule Plan for tech panel Use ETDM programming screen to scope	Environmental review Survey Geotech Traffic Long lead species surveys	Concurrent and/or joint procurement	Overlap of PD&E and Design activities, working to get quickly to the preferred alternative 60% of Design done by end of PD&E

Figure 10-2 Statewide Acceleration Process

## FDOT SWAT SCOPING FORM

To be used for both Federal and State Funded Projects

### SECTION A

#### 1. GENERAL INFORMATION

Project Name: \_\_\_\_\_

Project Limits: \_\_\_\_\_

County: \_\_\_\_\_

ETDM Number (If applicable): \_\_\_\_\_

Financial Management Number: \_\_\_\_\_

Project Manager: \_\_\_\_\_

#### 2. PROJECT DESCRIPTION

a. Background Information

b. Purpose and Need

c. Proposed Improvements

#### 3. FUNDING

Funding type: \_\_\_\_\_

Figure 10-3 FDOT SWAT Scoping Form

#### 4. 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 FHWA?
- 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?

#### 5. ENVIRONMENT PERMITS

Anticipated Permits: \_\_\_\_\_

#### 6. CLASS OF ACTION

Anticipated COA: \_\_\_\_\_

**Figure 10-3 FDOT SWAT Scoping Form (Page 2 of 3)**

## SECTION B

### 1. POTENTIAL PROJECT IMPACTS TO ENVIRONMENTAL RESOURCES

Resource Categories	Potential Impacts?				State Basis for Decision
	Yes	No	Enhance	*NoInv	
<b>A. SOCIAL and ECONOMIC</b>					
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>B. CULTURAL</b>					
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. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
<b>C. NATURAL</b>					
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	<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. Drainage and 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"/>	_____
<b>D. PHYSICAL</b>					
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 SWAT Scoping Form (Page 3 of 3)**



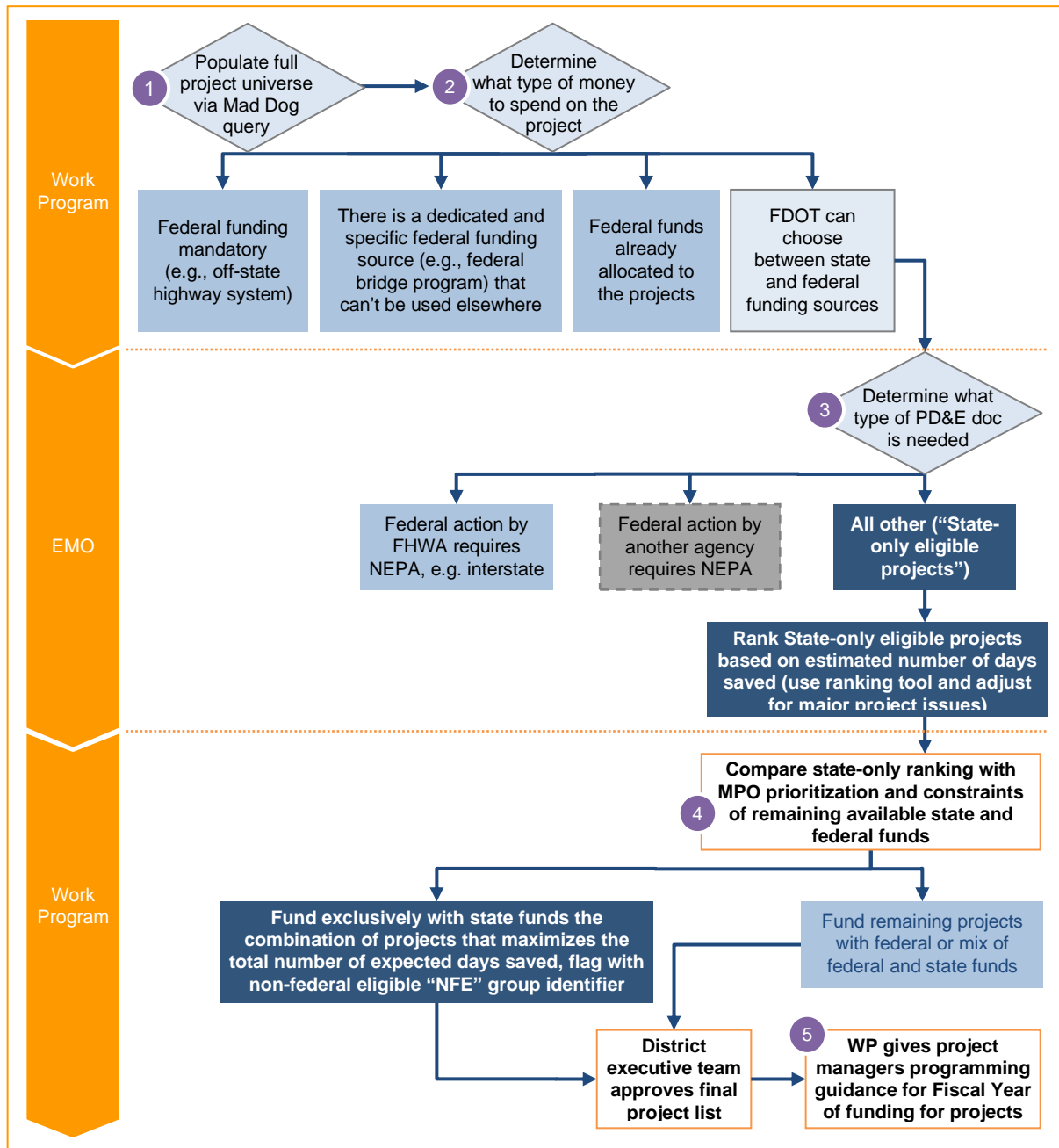


Figure 10-4 Funding Determination

## 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, Federal Highway Administration Class of Action Determination 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 24 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 10-5 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 22, 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 Administrator or designee:

\_\_\_\_\_

Date: \_\_\_/\_\_\_/\_\_\_

**Figure 10-5 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 reevaluated on \_\_\_\_\_ and the determination remains valid.

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

A reevaluation in accordance with the FDOT Project Development and Environment Manual Part 1, Chapter 10 was approved on \_\_\_\_\_.

SIGNATURE:

\_\_\_\_\_  
District Environmental Administrator

DATE: \_\_\_\_\_

**Figure 10-6 Environmental Certification for State Funded Project Form**

**[Form No. 650-050-14](#)**

## FDOT STATE ENVIRONMENTAL IMPACT REPORT FORM

### 1. GENERAL INFORMATION:

Project Name: \_\_\_\_\_

Project Limits: \_\_\_\_\_

County: \_\_\_\_\_

ETDM Number (If applicable): \_\_\_\_\_

Financial Management Number: \_\_\_\_\_

### 2. PROJECT DESCRIPTION:

a. Existing:

b. Purpose and Need:

c. Proposed Improvements:

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
<b>PE</b> (Final Design)	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
<b>R/W</b>	Y/N	Y/N	\$		(If phase completed, note as such otherwise provide comments describing status and activities needed to achieve consistency)
<b>Construction</b>	Y/N	Y/N	\$		(provide comments as appropriate describing status and activities needed to achieve consistency)

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

**Figure 10-7 FDOT State Environmental Impact Report Form**

### 3. ENVIRONMENTAL ANALYSIS

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

\* Topical Categories: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

\*\*Basis for decision is documented in the referenced attachment(s).

**Figure 10-7 FDOT State Environmental Impact Report Form (Page 2 of 3)**

#### 4. 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

#### 5. ENGINEERING ANALYSIS

#### 6. COMMITMENTS

#### 7. FDOT SELECTED ALTERNATIVE

#### 8. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
Date

#### 9. A Public Hearing was held on \_\_\_\_/\_\_\_\_/\_\_\_\_\_ Date

#### 10. 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

**Figure 10-7 FDOT State Environmental Impact Report Form (Page 3 of 3)**

### Florida Department of Transportation State Environmental Impact Report Reevaluation Form

**1. GENERAL INFORMATION** (originally approved Environmental Document)

a. Project Phase: \_\_\_\_\_

b. Document Type and Date of Approval: \_\_\_\_\_

c. Project Numbers: \_\_\_\_\_  
Financial Management     ETDM

d. Project Name, Location and Limits (from original document):  
 \_\_\_\_\_  
 \_\_\_\_\_

e. Segments of Highway Being Advanced:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

f. 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
<b>Identify phase(s) being authorized (e.g., PE, ROW, and/or Construction)</b>	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***

g. Name of FDOT Preparer: \_\_\_\_\_

**Figure 10-8 State Environmental Impact Report Reevaluation Form**



## 2. EVALUATION OF CHANGES IN IMPACTS

	YES / NO		COMMENTS
<b>A. SOCIAL &amp; ECONOMIC</b>			
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>B. CULTURAL</b>			
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	_____
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	_____
3. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	_____
<b>C. NATURAL</b>			
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	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	_____
5. Drainage and 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"/>	_____
<b>D. PHYSICAL</b>			
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 10-8 State Environmental Impact Report Reevaluation 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 environmental determination have occurred check the following:

[ ] The above Environmental Document has been reevaluated. It has been determined that there have been no changes to the project that affect the original environmental determination. Therefore, the Administrative Action 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 10-8 State Environmental Impact Report Reevaluation Form (Page 3 of 3)**

## PROJECT ENVIRONMENTAL IMPACT REPORT

### 1. GENERAL INFORMATION:

Project Name: \_\_\_\_\_

Project Limits: \_\_\_\_\_

County: \_\_\_\_\_

ETDM Number (If applicable): \_\_\_\_\_

Financial Management Number: \_\_\_\_\_

### 2. PROJECT DESCRIPTION:

a. Existing:

b. Purpose and Need:

c. Proposed Improvements:

### 3. ENVIRONMENTAL ANALYSIS

*Topical Categories	Substantial Impacts?				**Basis for Decision
	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. Recreation Areas	[ ]	[ ]	[ ]	[ ]	_____

#### C. NATURAL

1. Wetlands and Other Surface Waters	[ ]	[ ]	[ ]	[ ]	_____
2. Aquatic Preserves and Outstanding FL Waters	[ ]	[ ]	[ ]	[ ]	_____
3. Water Quality	[ ]	[ ]	[ ]	[ ]	_____
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[ ]	_____
5. Drainage and Floodplains	[ ]	[ ]	[ ]	[ ]	_____

**Figure 10-9 Project Environmental Impact Report**

	*Topical Categories	Substantial Impacts?				**Basis for Decision
		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	[ ]	[ ]	[ ]	[ ]	_____

\* Topical Categories: Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

\*\*Basis for decision is documented in the referenced attachment(s).

**4. 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

**5. ENGINEERING ANALYSIS**

**6. COMMITMENTS**

**7. SELECTED ALTERNATIVE**

**8. Public Hearing to be Held?**

- Yes - Check and date below
- No - Go to line 10
- APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)**

\_\_\_/\_\_\_/\_\_\_  
 Date

**9. A Public Hearing was held on \_\_\_/\_\_\_/\_\_\_  
 Date**

**Figure 10-9 Project Environmental Impact Report (Page 2 of 3)**

## 10. 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**

**Figure 10-9 Project Environmental Impact Report (Page 3 of 3)**