

# **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

Environmental evaluations are required for state funded projects to comply with state and federal laws and Florida Department of Transportation (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 depends upon the Lead Agency and the actions being taken. FDOT is the Lead Agency for FDOT State Projects, and the District has responsibility for the preparation, review, and approval of the Environmental Document as either a State Environmental Impact Report (SEIR) or Non-Major State Action (NMSA). Some FDOT State Projects may require Federal Actions (see [Section 10.2.1.4](#)).

This chapter primarily focuses on FDOT State 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). When a local agency or private entity is the Lead Agency, FDOT involvement may be required under certain conditions (see [Section 10.2.2](#)).

#### 10.1.1 Definitions

**FDOT Federal Project-** A Federal Project with FDOT as the Lead Agency due to NEPA Assignment. These projects involve FHWA funds and/or affect the interstate during any phase of project development or implementation.

**FDOT State Project –** A project advanced through the FDOT Work Program using only state funding and/or does not affect the interstate during any phase of project development or implementation.

**Lead Agency -** 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. This definition is specific to this chapter.

**Local Agency Managed Project –** a project where a local agency is the Lead Agency

**Non-Major State Action (NMSA) –** A checklist prepared as the Environmental Document (or document type) for FDOT State Projects that do **not** qualify for screening in the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST).

**Private Entity Managed Project-** a project where a private entity is the Lead Agency.

**Project Environmental Impact Report (PEIR) –** A document (or document type) prepared and approved by a local agency or private entity.

**State Environmental Impact Report (SEIR)** - The Environmental Document (or document type) prepared for FDOT State Projects that qualify for screening in the ETDM EST and are approved by the District.

## 10.2 PROCEDURE

### 10.2.1 Florida Department of Transportation State Projects

See [Figure 10-1](#) for a flowchart of the FDOT State Project Process discussed throughout this chapter.

Early communication and collaboration within District offices is beneficial when projects are evaluated for inclusion in the FDOT Tentative Work Program, prior to development of the Scope of Services, to ensure that project decisions get broad input and early support. See [Part 1, Chapter 4, Project Development Process](#) for more details. During this coordination it is determined if the project proceeds as an FDOT State Project or an FDOT Federal Project. A State Funded Only (SFO) identifier is assigned to projects that are recommended to use only state funds and they proceed as an FDOT State Project.

Qualifying projects are screened through FDOT's Efficient Transportation Decision Making (ETDM) process according to the [ETDM Manual, Topic No. 650-000-002](#) to engage other agencies and the public early in project development and facilitate project scoping. The decision of whether a project is entered into the ETDM Environmental Screening Tool (EST) is based on a qualifying project type and the conditions.

A Project Development and Environment (PD&E) Study is prepared for projects that qualify for screening in the EST and a SEIR is prepared ([Section 10.2.1.2](#)). An NMSA is prepared for FDOT State Projects not qualifying for EST screening (See [Section 10.2.1.1](#)).

#### 10.2.1.1 Non-Major State Action

Projects that are to proceed as NMSA's are typically identified during early internal coordination ([Part 1, Chapter 4, Project Development Process](#)). NMSAs are prepared using a **Non-Major State Action Checklist** in the StateWide Environmental Project Tracker (SWEPT) after environmental analysis has been completed. This checklist is typically prepared in the Design phase at the end of the Plans, Specifications, and Estimates (PS&E) development or Final plans.

##### 10.2.1.1.1 Analysis, Coordination, and Public Involvement

Impacts are evaluated and environmental analysis is completed to verify that there are no substantial environmental impacts. The level of detail required to support the NMSA determination depends upon the specific project and the magnitude of environmental impacts. Social, cultural, natural, and physical topics/resources are evaluated using the pertinent chapters in [Part 2 of the PD&E Manual, Topic No. 650-000-001](#) to satisfy applicable federal and state environmental laws, regulations, and executive orders.

Analysis may include desktop and/or field review, local knowledge of the project area, agency coordination, and preparation of supporting documents. Even though NMSAs are not screened in the ETDM EST, the EST Area of Interest (AOI) tool may be used to review the project location and view Geographic Information System (GIS) data layers applicable to the project without initiating Environmental Technical Advisory Team (ETAT) review. See the [ETDM Manual, Topic No. 650-000-002](#) for guidance on using the AOI tool and information on the ETDM screening events. Supporting documents or technical reports may need to be prepared for some topics. Coordination with agencies may be needed as well to ensure there are no substantial impacts to environmental resources.

An NMSA may necessitate public involvement activities as determined by the District. A **Community Awareness Plan (CAP)** is typically prepared for these projects. See the [FDOT Design Manual, Part 1, Chapter 104, Public Involvement, Topic No. 625-000-002](#) for more information on preparing a CAP.

A public hearing is typically not required for NMSAs, unless the project is considered a major transportation improvement under **Section 339.155(5)(b), Florida Statutes (F.S.)** (see [Part 1, Chapter 11, Public Involvement](#)). See the [Public Involvement Handbook](#) for public involvement activities during the Design phase.

If the NMSA project needs a federal permit from an agency such as the U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), U.S. Fish and Wildlife Service (USFWS), or National Marine Fisheries Service (NMFS), follow the federal provisions ([Section 10.2.1.4](#)).

### 10.2.1.1.2 Non-Major State Action Checklist

Guidance on preparing the **Non-Major State Action Checklist** is provided in [Guidance for Part 1, Chapter 10](#). A sample checklist is also provided as a visual in the guidance. During preparation, documentation of analysis, coordination, and results should be uploaded to the SWEPT project file. This documentation should include the results of desktop and/or field review, agency coordination, and any supporting documents and/or technical reports required to substantiate the responses on the checklist. It is important to document that the project will not have substantial impacts and that environmental issues have been addressed.

Approval of the **Non-Major State Action Checklist** is granted by the District Environmental Manager or designee using SWEPT. The District Environmental Manager's electronic signature on this checklist certifies that environmental analysis has been completed and provides environmental clearance to advance to the next phase.

### 10.2.1.1.3 Actions Taken After Approval

Once the **Non-Major State Action Checklist** is approved, the District Environmental Manager or designee completes and provides the date of the determination on the **Environmental Certification for FDOT State Project** form, in SWEPT. A sample form is provided as a visual in the [Guidance for Part 1, Chapter 10](#).

When an NMSA is completed before the conclusion of the Design phase, the District should confirm whether a Re-evaluation of the NMSA is necessary before completing the ***Environmental Certification for FDOT State Project*** form in SWEPT.

NMSA updates or changes are documented as a Re-evaluation through re-submittal of the ***Non-Major State Action Checklist*** in SWEPT. The Re-evaluation process for NMSAs is shown in [Figure 10-2](#).

Re-evaluations should be completed when changes have been made to the project, or existing conditions have changed since the completion and approval of the last ***Non-Major State Action Checklist***. The completion of the checklist is then documented in the ***Environmental Certification for FDOT State Project*** form in SWEPT which provides the District Environmental Office's clearance for the project to advance to the next phase. The ***Status of Environmental Certification for FDOT State Project*** form is distributed/sent to appropriate offices.

## 10.2.1.2 State Environmental Impact Report

### 10.2.1.2.1 Efficient Transportation Decision Making Screenings

When a project is anticipated to be a SEIR, the District decides whether to initiate an ETDM Planning Screen or Programming Screen event in the EST, based on project complexity, intended outcome of the event, as well as funding considerations and project implementation schedule. ETDM Planning Screen events may have been previously completed when considering projects during Long Range Transportation Plan (LRTP) process. It is recommended that the ETDM Programming Screen be completed one year before the year in which PD&E phase funds are programmed. When entering information into the EST, there is an option to select state or federal funding.

An Advance Notification (AN) is circulated for qualifying projects ([ETDM Manual, Topic No. 650-000-002](#)) prior to PD&E Study initiation either with or subsequent to the ETDM Programming Screen event. FDOT State Projects do not require a Federal Consistency Review with the State Clearinghouse as part of the AN ([Part 1, Chapter 3, Preliminary Environmental Documentation and Advance Notification](#)). If a federal permit is needed for the project, the Federal Consistency Review is typically provided as part of the permitting process.

During the Programming Screen review the project is reviewed by appropriate FDOT personnel (i.e., Project Manager, environmental specialist, design and drainage staff) and the ETAT (see [FDOT's ETDM Manual, Topic No. 650-000-002](#)). During the screening, ETAT members use the EST to review project information, identify potential project effects, and submit comments to FDOT. The EST provides access to project information and data about social, cultural, natural, and physical topics/resources in the project area. After reviewing this information, the ETAT members provide input about potential project effects specific to their area of expertise. The results of the screening are published in a Preliminary ***Programming Screen Summary Report*** and reviewed by the District to

assist in determining appropriate topics/resources for additional information-gathering and analysis.

ETDM Screening event results may be used to inform project planning, project scoping and other activities prior to initiation of the PD&E phase. The District should explore options to collect data and conduct technical studies and surveys ahead of the PD&E Study, see [Part 1, Chapter 4, Project Development Process](#). Based upon the Preliminary **Programming Screen Summary Report** and other known information, the District completes a **Class of Action Form** in the EST. The Environmental Document selected should be a SEIR. Even though FDOT State Projects do not have a Class of Action, the **Class of Action Form** is still completed for a SEIR (see [Guidance for Part 1, Chapter 10](#)).

### 10.2.1.2.2 State Environmental Impact Report Preparation

As a PD&E Study, SEIR projects follow the project development and delivery process outlined in [Part 1, Chapter 4, Project Development Process](#). During the PD&E phase, the District prepares a **SEIR Form** in SWEPT. The resulting Environmental Document is commonly referred to as a SEIR. SEIRs are concise, focused documents that summarize the results of the engineering and environmental analysis and input received from stakeholders (e.g., agencies, Federally Recognized Native American Tribes, the public). The level of detail needed can vary and depends on project specific circumstances.

The SEIR includes preparation of a public engagement plan, typically a **Public Involvement Plan (PIP)** or in some cases a **CAP**, early in project development.

The results of the ETDM screening events are used for project scoping and to prepare the SEIR. The SEIR should address comments provided by the ETAT, other stakeholders during the ETDM screening and the AN.

The analysis to support the SEIR should facilitate coordination with stakeholders, include opportunities and approaches to mitigation when needed and provide sufficient detail to support the conclusions and scientific and analytical basis for the comparison of alternatives, if applicable. Chapters in [Part 2 of the PD&E Manual](#) detail how to conduct the engineering and environmental analysis, provide guidance on coordination with agencies and stakeholders, and provide specifics on what should be included in the SEIR depending on the level of impact. The level of analysis should be sufficient to adequately identify the impacts. Social, cultural, natural, and physical topics/resources are evaluated to satisfy applicable federal and state environmental laws, regulations and executive orders.

Project commitment coordination is accomplished prior to and during the PD&E phase consistent with [Part 2, Chapter 22, Commitments](#) and [Procedure No. 650-000-003, Project Commitment Tracking](#). Commitments are coordinated and agreed upon by appropriate FDOT functional area representatives.

Supporting information such as agency coordination letters, technical memorandums, technical reports, and other supporting documents are saved in the SWEPT project file

and are identified as either Technical Materials or Attachments. The [State Environmental Impact Report QA/QC Checklist](#) lists these documents and specifies which are to be categorized as Technical Materials and which as Attachments.

Technical Materials are documents contained under separate cover that are incorporated by reference, meaning they should be referenced in the SEIR. Technical Materials include technical reports [e.g., *Project Traffic Analysis Report (PTAR)*, *Conceptual Stage Relocation Plan (CSR)*, *Natural Resource Evaluation (NRE)*, *Preliminary Engineering Report (PER)*], technical memorandums, and studies. For a list of reports and design information typically completed in the PD&E phase that should be in the SWEPT project file see [Part 1, Chapter 4, Project Development Process](#).

Documents added as Attachments are included in the Appendix and are considered to be a part of the SEIR. This may include coordination letters, determinations of effect, and Memorandum of Understanding (MOUs).

Guidance on preparing the SEIR in SWEPT is provided in the [Guidance for Part 1, Chapter 10](#). An outline is provided in [Figure 10-3](#) to show the layout of the SEIR. Once the form is approved, it is saved as a PDF which becomes the SEIR Environmental Document.

Other considerations for completing a SEIR are as follows:

1. **Historic Resources:** If no federal permit is required, consultation with the Florida Division of Historical Resources (FDHR) is required per *Chapter 267, F.S.*, to address historic or archaeological resources. However, if a federal permit is required then the project must comply with *Section 106* of the *National Historic Preservation Act (NHPA)*. See [Part 2, Chapter 8, Historic and Archeological Resources](#) and [Section 10.2.1.4](#) for additional guidance.
2. **Protected Species and Habitat:** If a federal permit will be required, then technical assistance from the USFWS or NMFS should occur and be documented in the SEIR. See [Part 2, Chapter 16, Protected Species and Habitat](#) and [Section 10.2.1.4](#) for additional guidance. If no federal permit is required, any required consultation with USFWS or NMFS regarding federally listed species occurs under *Section 10* of the *Endangered Species Act (ESA)*.
3. **Section 4(f):** *Section 4(f)* does not apply to FDOT State Projects since there is no United States Department of Transportation (USDOT) action; however, coordination with the public entity of jurisdiction of the public recreation area should still occur ([Part 2, Chapter 7, Section 4\(f\) Resources](#)). For example, coordination with the Florida Department of Environmental Protection (FDEP) is necessary on projects affecting state owned parks or other program areas such as the Florida Forever land acquisition program ([Part 2, Chapter 23, State-owned Upland Conservation Land Coordination](#)).

4. **Water Resources:** SEIRs are not subject to Environmental Protection Agency (EPA) review for sole source aquifers since they do not receive federal financial assistance ([Part 2, Chapter 11, Water Resources](#)).
5. **Farmlands and Coastal Barrier Resources:** Unique and Prime Farmland and Coastal Barrier Resources are not analyzed for SEIR projects since analysis of these resources is only required for Federal Projects. Agricultural lands that are not subject to the **Farmland Protection Policy Act (FPPA)** are considered in the Land Use Changes subsection.
6. **Planning Consistency:** Planning consistency information is not required for the approval of the SEIR; however, to the extent planning consistency information is available it should be provided as it serves to inform stakeholders and assists in the timely advancement of project funds for the next phase. If planning consistency information is not available, a description of actions required for obtaining planning consistency may be provided.
7. **Alternatives Analysis:** There is no requirement for the analysis of multiple build 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-build alternative, if determined appropriate.

As a best practice SEIRs go through a Quality Assurance (QA)/Quality Control (QC) check before the public hearing, if held (see QA/QC Tools for PD&E Studies on OEM's [Documents and Resources Website](#)). During this process the applicable [State Environmental Impact Report QA/QC Checklist](#) is completed.

The SEIR is then signed by the Environmental or Project Development Manager confirming that the document has completed the QA/QC review and approving it for public availability. This signature is obtained electronically during preparation of the form in SWEPT.

SEIRs require a public hearing if the project is a major transportation improvement as described in **Section 339.155, F.S.** This includes the following types of projects:

1. increasing capacity through the addition of new lanes;
2. providing new access to a limited or controlled access facility (new interchanges);  
and
3. construction of a facility in a new location.

See [Part 1, Chapter 11, Public Involvement](#) for information on holding a public hearing and publication requirements.

Under limited circumstances, when a SEIR does not constitute a major transportation improvement as described in **Section 339.155(5), F.S.**, the District offers the public an opportunity to request a public hearing in lieu of holding it without a public request. A

notice of opportunity to request a public hearing is then published, see ([Part 1, Chapter 11, Public Involvement](#)) for publication requirements.

It is normally expected that a preferred alternative is chosen prior to the public hearing. If in unusual circumstances a preferred alternative cannot be selected before the public hearing, additional public involvement after the hearing could be necessary and could range from another public hearing to a meeting, or a flyer/mailler. The SEIR should also be posted on the project website.

After the public hearing, if held, the District updates the SEIR and written statements from the public, both submitted at the public hearing or during the public hearing comment period, are included in the **Summary of Public Involvement (SPI)**. See [Part 1, Chapter 11, Public Involvement](#) for information on the **SPI**.

The public hearing is certified when the Project Manager prepares a **Public Hearing Certification Form**. This form may be completed in SWEPT or by using the **Public Hearing Certification, Form No. 650-050-56**. If completed in SWEPT, the **Public Hearing Transcript** is uploaded to SWEPT and a link to it is provided in the certification form. If completed outside of SWEPT, the certification form and the **Public Hearing Transcript** are uploaded to SWEPT for the project file. These two documents are included in the Appendix of the SEIR.

The District confirms the project file in SWEPT is complete. Districts should maintain the project file according to [Part 1, Chapter 15, Project File and Records Management](#).

OEM may review the SEIR at the District's request. The District Secretary or designee signs and approves the SEIR within SWEPT and may post it on the project website.

The District Environmental Office also completes and provides the date of the approval on the **Environmental Certification for FDOT State Project** form. A sample form is provided as a visual in [Guidance for Part 1, Chapter 10](#).

### 10.2.1.3 Re-evaluation

A Re-evaluation is needed to document changes that may have occurred in the project since approval of the Environmental Document or prior Re-evaluation(s). Sometimes there are changes to the proposed project, new information or circumstances, or there is a lapse of time between preparation of the Environmental Document and implementation of the project. This might include changes in the design, project limits, or project scope, new or modified laws, circumstances or project area changes, or any other new information affecting the project. Re-evaluations also update the status of commitments. Documenting these changes helps ensure compliance with applicable federal and state regulations.

Re-evaluations are conducted when:

1. Design changes result in new or additional impacts, possibly requiring agency consultation or public involvement

2. Changes in laws, passage of time, or changes in topic/resource need to be documented
3. Advancing to Right of Way (ROW) or Construction phase, more than three years since approval of the SEIR or last Re-evaluation. Often there may be an overlap of phases, such as ROW and design phases. In this case a Re-evaluation could cover both.

A Re-evaluation of a SEIR is prepared by using the **State Environmental Impact Report Re-evaluation Form** in SWEPT. An outline of this form is provided in [Figure 10-4](#). See [Guidance for Part 1, Chapter 10](#) for detailed information to assist with preparing this form and a sample SEIR Re-evaluation. Information supporting the SEIR Re-evaluation is submitted with the form and uploaded to the project file in SWEPT.

Approval is granted by the District approving authority or designee electronically. The approved Re-evaluation is maintained in the project file and the District notifies other phase managers e.g., Design, ROW, and Construction, and others as appropriate.

The District Environmental Office also provides the date of the signed Re-evaluation on the **Environmental Certification for FDOT State Project**, as shown in [Guidance for Part 1, Chapter 10](#), which is required as part of the contract file.

#### 10.2.1.4 FDOT State Projects with Federal Actions

Federal permits, such as those from a federal agency (e.g., USCG, USACE, USFWS, NMFS), may be required for FDOT State Projects and require a **National Environmental Policy Act (NEPA)** document be prepared by the lead federal permitting agency. In such cases, consultation or technical assistance with the appropriate federal agency(ies) should be performed early. OEM should be contacted with any questions regarding federal coordination on FDOT State Projects. The lead federal permitting agency may adopt or modify the FDOT Environmental Document to use as their **NEPA** document.

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

#### 10.2.2 Local or Privately Funded Projects

A thorough understanding of funding sources, system designation, proposed work activity and existing or proposed agreements, such as a Joint Participation Agreement (JPA) or MOA, assists in determining if the project should advance as a Project Environmental Impact Report (PEIR), a SEIR or an FDOT Federal Project.

#### Local Agency or Private Entity Managed Projects

FDOT may enter into comprehensive agreements with private entities for the building, operation, ownership or financing of transportation facilities through the process provided

in **Section 334.30, F.S., Public-private transportation facilities.**

**Section 334.30(3), F.S.**, provides that “[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 fully funded by others (with no Federal Highway Administration [FHWA] funding or involvement), requires execution of an **FDOT Construction Agreement, Form No. 850-040-89**. The local agency or private entity must apply for this Construction Agreement through FDOT’s District Maintenance Office. The Construction Agreement application package should include evidence of acquisition of all applicable federal and state environmental permits. For Local Agency or Private Entity Managed 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 local agency or private entity prior to environmental permit application, may be documented as a PEIR. The PEIR analysis may include both environmental and engineering analyses as described in [this Manual](#), as applicable. PEIRs are not FDOT documents, as they are not prepared or approved by FDOT and therefore not prepared in SWEPT. A PEIR is prepared and approved by the local agency or private entity to document environmental analysis. The [Guidance for Part 1, Chapter 10](#) provides a PEIR outline.

### **Local or Privately Funded Projects with Potential Transfer of Jurisdiction**

In cases where a privately or locally funded project is developed under **Chapter 14-107, F.A.C.** 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 within SWEPT. The District should coordinate with the local agency or private entity to determine the level of analysis to satisfy documentation requirements. Prior to commencement of the study, the project sponsor should consult with the District to consider the following:

1. How the PEIR (or SEIR) will be processed
2. How it will be coordinated with FDOT
3. Project schedule
4. How public involvement and public hearing activities will be conducted

5. How the project Re-evaluation will be coordinated with FDOT (see [Section 10.2.1.3](#))

These decisions should be documented in the project file.

### **Local Agency Managed Projects with Only State Funding**

A local agency may advance a project through any one of several state funding programs described in **Chapter 339, F.S.**, and FDOT's Work Program Instructions; examples include: County Incentive Grant Program (CIGP), Small County Outreach Program (SCOP), 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 the [Guidance for Part 1, Chapter 10](#) to prepare a PEIR.

### **Local Agency Using Federal Funds**

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 the project will become a Local Agency Program (LAP) project, and therefore an FDOT Federal Project. The **NEPA** document would generally be prepared by the local agency with FDOT support as deemed appropriate through early project coordination (per [FDOT Local Programs Manual, Topic No. 525-010-300](#)).

### **Environmental Certification**

A local agency or private entity may **not** provide FDOT Environmental Certification to advance a project in the FDOT Work Program, and FDOT **should not** provide a certification to a local agency or private entity.

## **10.3 REFERENCES**

Chapter 267, Florida Statutes (F.S.), Historical Resources.  
<http://www.leg.state.fl.us/Statutes/>

FDOT, Efficient Transportation Decision Making (ETDM) Manual, Topic No. 650-000-002. <https://www.fdot.gov/environment/oem-divisions/qa-qc/etdm-manual>

FDOT, Local Programs Manual, Topic No. 525-010-300  
[http://www.fdot.gov/programmanagement/LAP/LAP\\_TOC.shtm](http://www.fdot.gov/programmanagement/LAP/LAP_TOC.shtm)

FDOT, Planning Consistency for NEPA Practitioners.  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/planning-consistency-for-nepa-practitioners.pdf?sfvrsn=895090ea\\_1](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/planning-consistency-for-nepa-practitioners.pdf?sfvrsn=895090ea_1)

FDOT, Project Commitment Tracking, Procedure No. 650-000-003. <https://pdl.fdot.gov/>

FDOT, Public Involvement Handbook. <https://www.fdot.gov/planning/policy/community-engagement/resource-guide.shtm>

FDOT, Re-evaluation Guidance for Section 3 - Changes in Applicable Law or Regulation. [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/reeval-regs-laws-checklist\\_2025-0916.pdf?sfvrsn=52041e4e\\_1](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/reeval-regs-laws-checklist_2025-0916.pdf?sfvrsn=52041e4e_1)

FDOT, State Environmental Impact Report QA/QC Checklist

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

Section 334.30, F.S., Public-private Transportation Facilities.  
<http://www.leg.state.fl.us/Statutes/>

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

Section 339.125, F.S., Covenants to complete on revenue-producing projects.  
<http://www.leg.state.fl.us/Statutes/>

Section 339.155(5), F.S., Procedures for Public Participation in Planning.  
<http://www.leg.state.fl.us/Statutes/>

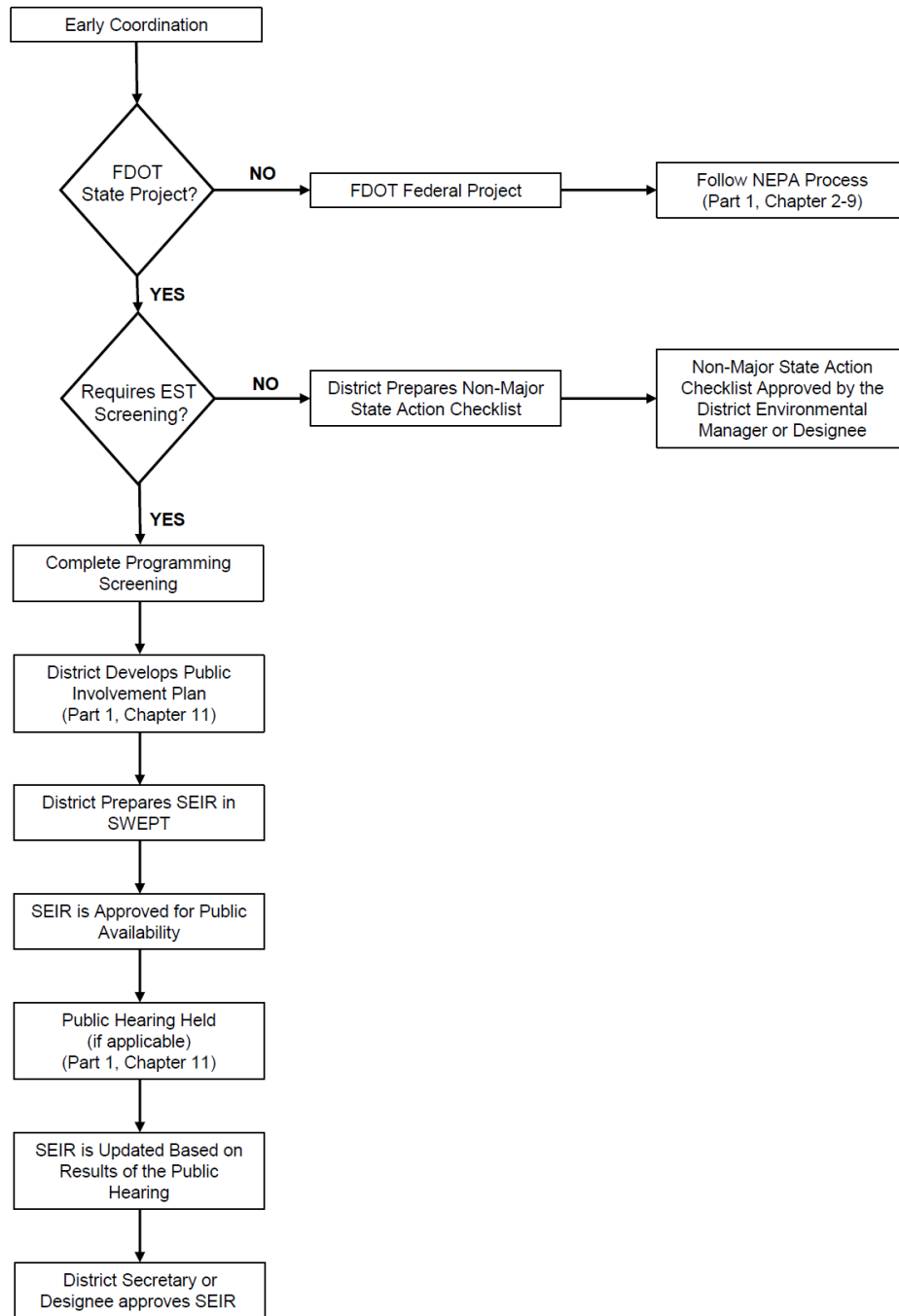
Section 339.61, F.S., Florida Strategic Intermodal System (SIS); legislative findings, declaration, and intent. <http://www.leg.state.fl.us/Statutes/>

## **10.4 FORMS**

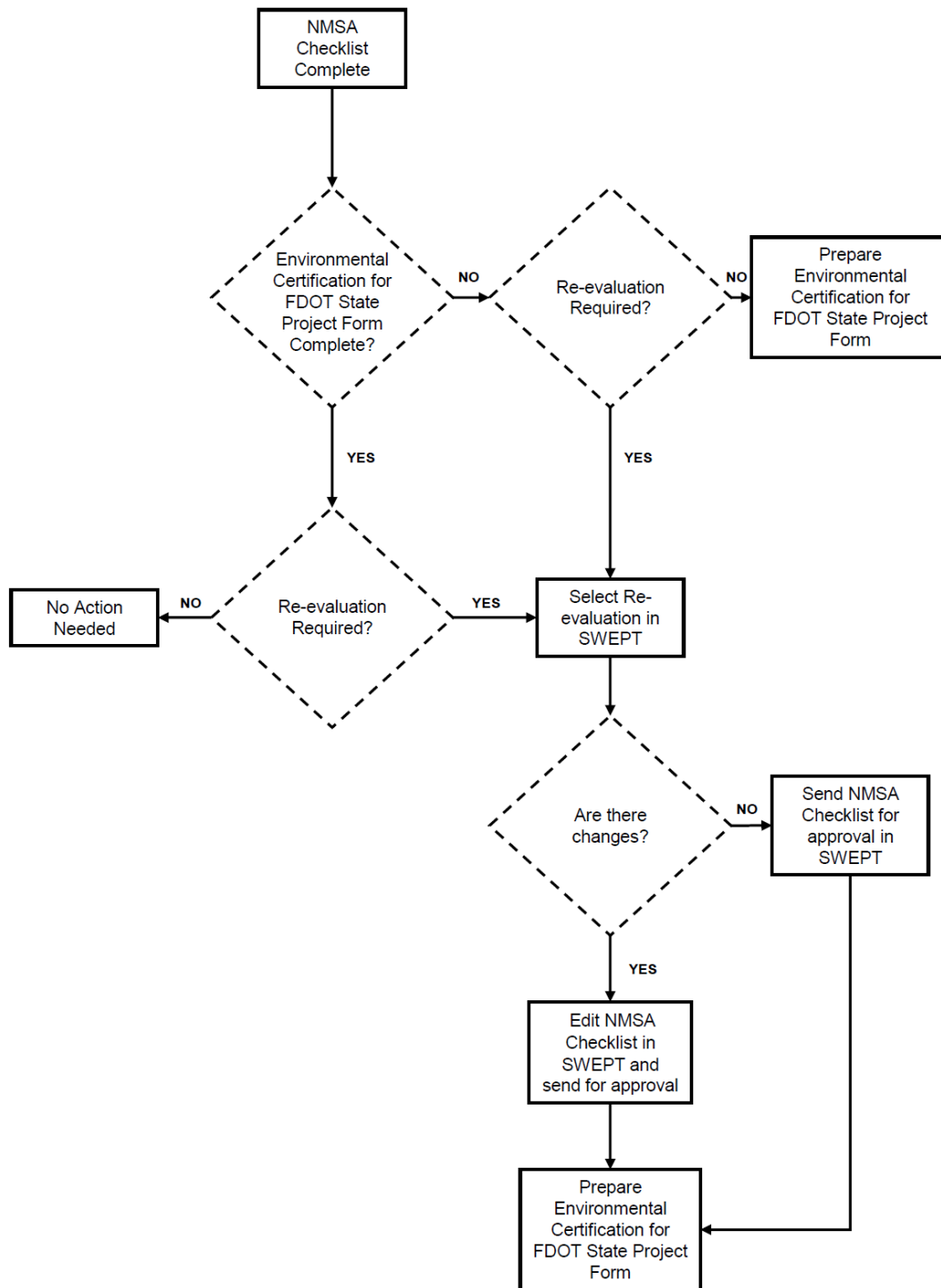
FDOT Construction Agreement, Form No. 850-040-89

Public Hearing Certification, Form 650-050-56

FDOT Forms are found in the [Procedural Document Library](#)



**Figure 10-1 FDOT State Project Process**



**Figure 10-2 Non-Major State Action Re-evaluation Process**

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Section 6: Physical Resources

6.1 Highway Traffic Noise

6.2 Air Quality

6.3 Contamination

6.4 Utilities and Railroads

6.5 Construction

6.6 Bicycles and Pedestrians

6.7 Navigation

Section 7: Permits

Section 8: Engineering Analysis Support

Section 9: Commitments

Section 10: Approved for Public Availability

Section 11: Public Involvement

Section 12: Technical Materials

Attachments

### **Figure 10-3 State Environmental Impact Report Outline**

Section 1 – GENERAL PROJECT INFORMATION

- A. Re-evaluation Type
- B. Original approved Environmental Document
- C. Prior Re-evaluation(s)
- D. Project or project segment(s) being evaluated

Section 2- PROJECT DESCRIPTION

Section 3 – CHANGES IN APPLICABLE LAW OR REGULATION

Section 4 – EVALUATION OF DESIGN CHANGES

Section 5 – PUBLIC INVOLVEMENT

Section 6 – PROJECT OR SEGMENT(S) PLANNING CONSISTENCY

Section 7 – EVALUATION OF CHANGES IN IMPACTS

Section 8 – COMMITMENT STATUS

Section 9 – STATUS OF PERMITS

Section 10 - CONCLUSION

Section 11 – DISTRICT REVIEW AND APPROVAL

Section 12 – LINKS TO SUPPORTING DOCUMENTATION

**Figure 10-4 State Environmental Impact Report Re-evaluation Outline**