

Changing Transportation

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2017 Nevada Transportation Conference
May 2 and 3, 2017
Silver Legacy Hotel/Casino
Reno, Nevada

Everyone is Feeling the Changes in Transportation

- Moving people, not just cars
- Changing travel habits
- Intelligent mobility
 - Autonomous vehicles
 - Connected vehicles
- Funding
- Laws and regulations

NEPA is Changing

Federal transportation bills that streamline the application of NEPA

- Intermodal Surface Transportation Efficiency Act (ISTEA), 1991
- Transportation Equity Act for the 21st Century (TEA-21), 1998
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 2005
- Moving Ahead for Progress in the 21st Century Act (Map-21), 2012
- Fixing America's Surface Transportation Act (FAST), 2015

FHWA's "Every Day Counts" Initiative

- Shorten the project delivery process
- Deliver more for the same money
- Enhance roadway safety
- Reduce congestion
- Improve environmental sustainability

NEPA Streamlining is Working

- 90% of federally assisted highway projects are processed as Categorical Exclusions
- EAs range from 1 to 3 years (average) to complete
- EIS completion time has dropped from 5.5 years to just over 3.5 years (average)



Executive Order 13766, January 24, 2017
Expediting Environmental Reviews and Approvals for High
Priority Infrastructure Projects



Permitting Process Flowchart for a Federally Funded Highway Project in the U.S.

FHWA and CDOT Developed a Template EA

- Save money and time in environmental review
- Improve the quality of environmental documents
- Conducted three pilot programs to test template

Key Template EA Attributes

- Gets back to the intent of NEPA
- Focuses on issues that influence the decision
- Makes document reader friendly, with limited technical jargon
- Presents information in a Q&A format
- Uses tables to summarize findings

Pilot Programs are a Success!

- Reduced four months off schedule for SH 9 project and saved \$40k to \$80k
- Completed two other projects in one year instead of three years – a 75% time savings
- Reduced document size by 75%

Good Candidates for the Template EA

- One build alternative
- No public controversy
- Funding is available for implementation

But....

- Still requires rigorous assessment of resources and impacts that are documented in technical memoranda
- Still requires collaboration with resource agencies and the public

The Template EA

ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

NOTE: ONLY INCLUDE SECTION 4(f) EVALUATION IN THE TITLE IF IT APPLIES TO YOUR PROJECT. OTHERWISE, DELETE.

PROJECT NAME

Project Number: X, Project Code: X

INSERT LOCATION (CITY OR COUNTY), Colorado

NOTE: TEXT IN CAPITALS AND/OR YELLOW HIGHLIGHTS ARE NOTES OR TEXT THAT NEEDS TO BE CHANGED FOR YOUR PROJECT. NOTES SHOULD BE DELETED AFTER YOU GO THROUGH THEM. YOU CAN INSERT A PHOTO IN THE BACKGROUND OF THE COVER PAGE OR MAKE OTHER MINOR CHANGES TO THE COVER PAGE, AS NEEDED. DELETE THIS WHOLE TEXT BOX WHEN DONE.

THIS VERSION IS DATED OCTOBER 2, 2014 — THE WEBSITE WILL ALWAYS HAVE THE MOST CURRENT VERSION, SO PLEASE VERIFY BEFORE USING THIS TEMPLATE.

<http://www.coloradodot.info/programs/environmental/resources/forms>

Lead Agencies

Highway Administration

Department of Transportation



COLORADO
Department of Transportation

Cooperating Agency(ies)

NAME(S)

LOGO(S)

MONTH X, 201X

ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

PROJECT NAME

CONTENTS

CHANGE THE TABLE OF CONTENTS BASED ON THE PROJECT.

Introduction	2
What is the Purpose of the Project?	2
What are the Needs for the Project?	2
What is the Proposed Action?	3
What Will Happen if the Proposed Action is Not Implemented?	4
How Well Do the No Action Alternative and Proposed Action Meet the Purpose and Need?	5
Why are FHWA and CDOT Recommending the Proposed Action?	5
What are the Impacts Associated with the No Action Alternative and Proposed Action?	5
What Mitigation Commitments will be Made for the Proposed Action?	8
What Additional Clearances are Required for this Project?	11
What Permits are Required for this Project?	11
What Outreach and Opportunities for Stakeholder Participation were Provided?	11
What Additional Opportunities for Stakeholder Participation will be Provided?	11
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ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

PROJECT NAME

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Figure 2	Proposed Action.....	3
Figure 3	Proposed Action Typical Section(s).....	3
Figure 4	No Action Alternative	4
Figure 5	No Action Alternative Typical Section(s)	4

APPENDICES – PROVIDED ON CD

THE APPENDICES ARE PROJECT SPECIFIC. APPENDICES SHOULD INCLUDE THE TECHNICAL REPORTS THAT SUPPORT THIS DOCUMENT AT A MINIMUM. APPENDICES COULD ALSO INCLUDE CONCEPT PLANS, AGENCY COORDINATION DOCUMENTATION, OR WHATEVER ELSE IS NECESSARY TO SUPPORT THE EA. LIST WHAT IS INCLUDED IN EACH APPENDIX.

APPENDIX A	ADD SUPPORTING TECHNICAL DOCUMENTATION (FOR EXAMPLE - AIR QUALITY TECHNICAL REPORT, BIOLOGICAL RESOURCES REPORT)
APPENDIX B	ADD OTHER SUPPORTING INFORMATION (FOR EXAMPLE - CONCEPT PLANS OR AGENCY COORDINATION) OR DELETE IF NOT NEEDED
APPENDIX C	ADD OTHER SUPPORTING INFORMATION (FOR EXAMPLE - CONCEPT PLANS OR AGENCY COORDINATION) OR DELETE IF NOT NEEDED

INSERT PAGE NUMBERS

INSERT DATE

ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

PROJECT NAME

1 HOW WELL DO THE NO ACTION ALTERNATIVE AND PROPOSED ACTION MEET THE PURPOSE AND NEED?

2 *INSERT BRIEF INTRO TEXT.*

3 Table 1 summarizes the specific project needs and how they are addressed by the No Action Alternative and the Proposed Action.

4 *INSERT PROJECT-SPECIFIC NEEDS IN TABLE 1, AS IDENTIFIED IN THE ABOVE PURPOSE AND NEED TEXTS. INSERT BRIEF TEXT THAT STATES HOW WELL
5 EACH ALTERNATIVE MEETS THE PURPOSE AND NEED. EXAMPLES ARE PROVIDED IN THE TABLE BELOW – CHANGE TO BE PROJECT-SPECIFIC.*

6 Table 1. Purpose and Need Summary for the No Action Alternative and Proposed Action

Project Needs	No Action Alternative	Proposed Action
Roadway Capacity/ Mobility	Does not have adequate capacity to accommodate AM peak travel demand.	Provides added capacity to accommodate peak travel demand by adding a third lane in the eastbound direction.
Safety		
Transit		

7

8 WHY ARE FHWA AND CDOT RECOMMENDING THE PROPOSED ACTION?

9 *INSERT CONCLUSION TEXT HERE – FOR EXAMPLE, FHWA AND CDOT ARE RECOMMENDING THAT THE PROPOSED ACTION BE IMPLEMENTED BECAUSE IT
10 IMPROVES ROADWAY CAPACITY/MOBILITY AND SAFETY AND ACCOMMODATES BICYCLE/PEDESTRIAN FACILITIES BASED ON THE ADDITION OF A THIRD LANE
11 IN THE EASTBOUND DIRECTION AND BICYCLE/PEDESTRIAN TRAIL CONNECTIONS.*

12 WHAT ARE THE IMPACTS ASSOCIATED WITH THE NO ACTION ALTERNATIVE AND PROPOSED ACTION?

13 The No Action Alternative and Proposed Action have been evaluated for impacts to various resources present within the study area. Table 2 provides a
14 summary of impacts to these resources for the No Action Alternative and Proposed Action. For more detailed information on the impacts, see the
15 corresponding technical documentation in Appendix A. *IF THERE ARE PARTICULAR RESOURCES THAT ARE NOT PRESENT IN THE PROJECT AREA OR IF
16 THERE ARE NO IMPACTS TO A PARTICULAR RESOURCE, NOTE THOSE HERE BECAUSE THEY DO NOT NEED TO BE IN THE TABLE AND REFERENCE APPENDIX
17 FOR INFORMATION (FOR RESOURCES THAT WERE ANALYZED BUT HAVE NO IMPACTS). RESOURCES CAN BE LISTED IN WHATEVER ORDER MAKES SENSE

INSERT PAGE NUMBERS

INSERT DATE

ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

PROJECT NAME

1 FOR A SPECIFIC DOCUMENT, ROWS MAY BE ADDED OR DELETED DEPENDING ON WHAT RESOURCES ARE IN YOUR PROJECT AREA AND IMPACTED BY THE
 2 PROJECT.*

3 Table 2. Environmental Impacts of the No Action Alternative and Proposed Action

Resource	Context	No Action Alternative	Proposed Action	Mitigation Number
Air Quality	INSERT BRIEF CONTEXT DESCRIPTION – FOR EXAMPLE, PROJECT IN X COUNTY THAT IS IN ATTAINMENT	Permanent Impacts: INSERT BRIEF PERMANENT IMPACTS INFORMATION (QUANTITATIVE WHENEVER POSSIBLE). DO NOT COMPARE TO PROPOSED ACTION. Temporary Impacts: INSERT BRIEF TEMPORARY IMPACTS (DUE TO CONSTRUCTION)	Permanent Impacts: INSERT BRIEF PERMANENT IMPACTS INFORMATION (QUANTITATIVE WHENEVER POSSIBLE). CAN BE COMPARED TO NO ACTION IF NECESSARY, BUT DATA IS PREFERRED SO THAT READER CAN SEE DIFFERENCES. Temporary Impacts: INSERT BRIEF TEMPORARY IMPACTS (DUE TO CONSTRUCTION)	INSERT NUMBER FROM TABLE 3
Farmlands				
Geologic Resources and Soils				
Water Quality				
Wetlands/Waters of the US				
Vegetation				
Noxious Weeds				
Fish				
Wildlife				
Threatened/Endangered				

INSERT PAGE NUMBERS

INSERT DATE

ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION

PROJECT NAME

Resource	Context	No Action Alternative	Proposed Action	Mitigation Number
Section 6(f)				
Section 4(f)				

1

2 WHAT MITIGATION COMMITMENTS WILL BE MADE FOR THE PROPOSED ACTION?

3 Additional details regarding the methodology and analysis of impacts and mitigations are found in their respective technical memorandums in Appendix A.

4 *RESOURCES IN TABLE 3 SHOULD BE IN THE SAME ORDER AS TABLE 2. MULTIPLE ROWS MAY BE NEEDED FOR SOME RESOURCES WITH MULTIPLE
5 MITIGATION COMMITMENTS.*

6 Table 3. Summary of Impacts and Mitigation for the Proposed Action, INSERT PROJECT NAME

#	Mitigation Category	Impact	Mitigation Commitment From Source Document	Responsible Branch	Timing/Phase that Mitigation will be Implemented
1	Air Quality	INSERT IMPACT – THERE MUST BE AN IMPACT LISTED IN THE PREVIOUS TABLE IF THERE'S A MITIGATION. FOR EXAMPLE, INCREASED DUST DURING CONSTRUCTION.	INSERT MITIGATION – FOR EXAMPLE, USE DUST SUPPRESSION METHODS DURING CONSTRUCTION SUCH AS WETTING DISTURBED AREAS. NOTE: MITIGATION COMMITMENT LANGUAGE CAN BE A SUMMARY OF WHAT IS OUTLINED IN THE TECHNICAL REPORTS.	LIST WHO IN CDOT IS RESPONSIBLE -- DESIGN, CONSTRUCTION, ROW, ENVIRONMENTAL, ETC.. IT IS ULTIMATELY CDOT'S RESPONSIBILITY TO ENSURE ALL MITIGATION COMMITMENTS HAVE BEEN	THIS COULD INCLUDE PHASES SUCH AS DESIGN, ROW ACQUISITION, PRE-CONSTRUCTION (E.G., FOR SURVEYS), CONSTRUCTION, POST-CONSTRUCTION, (E.G., FOR PERMIT CLOSE-OUTS,

INSERT PAGE NUMBERS

INSERT DATE

Finding of No Significant Impact (FONSI) Template

- Template EAs
- Traditional EAs



All great changes are preceded by chaos.

-Deepak Chopra

Thank you

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