

NEPA Introductory Course: Environmental Assessments

Welcome

Welcome to the National Environmental Policy Act, also known as NEPA Introductory Course on Environmental Assessments provided by the Florida Department of Transportation's or FDOT's Office of Environmental Management.

To begin, select the start button or press Shift+N on your computer.

This CBT contains audio, please adjust your speakers accordingly.

This training is part of a series of introductory courses that provide guidance on FDOT's process for complying with NEPA, called Project Development and Environment or PD&E. Please see the Environmental Management Academy Course Catalog in the FDOT Learning Curve or the OEM website PD&E Training Track for other computer based trainings in this series. Several of these trainings are referenced throughout this CBT. A link to these sites can be found on the resources page of this CBT.

The environmental review, consultation, and other actions required by applicable federal environmental laws described in this training are carried out by FDOT pursuant to 23 U.S.C. Section 327 and a Memorandum of Understanding dated December 14, 2016, executed by the Federal Highway Administration and FDOT.

The purpose of this course is to provide instruction on preparing Environmental Assessments as described in Part 1, Chapter 6 of the PD&E Manual. Please note you may pause this training at any time.

Lesson Outline (ppt s02)

This training will have six lessons:

- Lesson 1 will provide the basics on Environmental Assessments, referred to as EAs (*say each letter*) throughout this training.
- Lesson 2 will discuss pre-PD& E activities for an EA (*say each letter*)
- Lesson 3 will outline typical PD&E activities for an EA
- Lesson 4 will provide guidance on how to prepare the EA document

- Lesson 5 will provide an overview of the EA review process.
- And Lesson 6 will discuss the possible outcomes of an EA.

Lesson 1: Environmental Assessment Basics

First, in Lesson 1 we'll go over the Environmental Assessment Basics.

Part 1, Chapter 6 of the PD&E Manual

Guidance on EAs is provided in Part 1, Chapter 6 of the PD&E Manual. You may want to have this chapter handy as you go through this training. This chapter is available on FDOT's Office of Environmental Management Office or OEM's website.

A link to this website can be found on the Resources page.

What is an Environmental Assessment?

The determination of which Class of Action is appropriate for your project is based on the significance of environmental impacts. Significance and its components of Context and Intensity – are discussed in the NEPA 101, Part 1 CBT. Significance is initially determined by the District, but the final judgement is made by OEM. Class of action determination is discussed in detail in Part 1, Chapter 2 of the PD&E Manual and the computer based NEPA Introductory Course: Class of Action.

EAs are defined in Title 23 CFR Section 771.115 as Class III actions in which the significance of the environmental impact is not clearly established. So, basically an EA is prepared when the significance of impacts is not known.

The CFR also states that all actions that are not Environmental Impact Statements (Class I) or Categorical Exclusions (Class II) are EAs, and all actions in this class require the preparation of an EA to determine the appropriate environmental documentation required.

Actions that are classified as Categorical Exclusions are discussed in Part 1, Chapter 2 of the PD&E Manual as well as the computer based training – NEPA Introductory Course: Categorical Exclusions. Environmental Impact Statements are discussed in Part 1, Chapter 8 of the PD&E Manual and the computer based training- NEPA Introductory Course: Environmental Impact Statement Overview and the Draft Environmental Impact Statement.

The Basics

The EA Class of Action can be determined during any of the following activities:

- During Statewide Acceleration Transformation, or SWAT team meetings,
- Efficient Transportation Decision Making Screenings,
- or later, during the PD&E phase.

We will go into more detail on each of these later in this training.

Lesson 2: Pre-PD&E Actions

In Lesson 2 we will discuss project activities that take place before preparing an EA.

Statewide Acceleration Transformation Process

The Statewide Acceleration Transformation, or SWAT (*say “swat”*) process is a project management approach that streamlines the Project delivery process through early coordination and communication among the different FDOT functional offices within the District.

The first meeting, a SWAT Planning Meeting is held to review candidate projects that may be selected for the 5 Year Work Program. Early SWAT analysis identifies the project description, justification, and urgency – and then considers anticipated project challenges, risks, or special studies. At this meeting, it is determined whether a project will be state funded only or if the project will use federal funds. At this point, an anticipated Class of Action may be determined.

During the spring, and after projects have been selected for the Five Year Work Program: each Districts holds a SWAT Strategy Meeting to evaluate those projects that are waiting for PD&E to begin. The Strategy Meeting evaluates each project

and its unique challenges, and then formulates the best strategic approach to meet the FDOT schedule need. In most cases, certain tasks are identified for each project - which will occur before the start of PD&E. These so-called “pre-PD&E tasks” advance project studies and therefore shorten the PD&E phase duration.

Finally, a SWAT Kick-off Meeting is scheduled for each PD&E project - about a year from the start of PD&E phase. This meeting considers all project information and known challenges, and then combines staff preparation with managerial overview – to establish a project scope for consultant acquisition. The project schedule is then adjusted, as appropriate to any decisions made.

Guidance on the SWAT process is provided in Part 1,

Chapter 4 of the PD&E Manual, and the SWAT Training Workbook. A link to the workbook is provided on the resources page of this CBT.

Overview of the Efficient Transportation Decision Making (ETDM) Process

Another Pre-PD&E action is the Efficient Transportation Decision Making, or ETDM process, which provides agencies and other stakeholders the opportunity for early input and consideration of the environment in FDOT transportation planning.

In the ETDM process, interaction is accomplished through an Environmental Technical Advisory Team, or ETAT (*say “E-tat.”*). ETAT members use FDOT’s Environmental Screening Tool, or EST (*say each letter*) to review project information, review preliminary alternatives, identify potential project effects, and submit comments to FDOT.

There are two ETDM screening events in the EST:

The Planning Screen and the Programming Screen.

The ETDM Planning Screen is an early review that typically occurs prior to a project being selected to the Five-year Work program. Often conducted by planning staff at Metropolitan Planning Organizations, counties, and even District staff - the Planning Screen is a project sponsor’s preliminary attempt to address consistency with local plans, while considering the input of agencies and other stakeholders. Refinements to project scope and description may result.

The ETDM Programming Screen is required for all qualifying projects that will be included or are already included in the Five-Year Work Program but have not started the PD&E Study. The screening looks deeper into anticipated project effects and agency coordination, which then assists appropriate project scoping for the PD&E phase.

FDOT uses information obtained during the screening events to focus on the issues that should be addressed during the PD&E phase. If at the finalization of the Programming Screen, there are questions on the significance regarding environmental impacts from the proposed project, an EA class of action may be determined. More detailed information on this process can be found in FDOT's ETDM Manual. A link to this manual can be found on the resources page of this CBT.

Information from ETDM Screening

As a project moves into the PD&E phase, it is important to review the Final Programming Screen Summary Report to identify preliminary information on the Project purpose and need, the Planning consistency status, environmental issues and concerns, ETAT comments on the project, environmental studies or reports that are needed for the project, the types of permits that may be needed, and relevant issues for analysis.

Advance Notification

Another pre-PD&E activity is the preparation of an Advance Notification or AN (*say each letter*) package which is sent to agencies, tribes, local officials, and other stakeholders to notify them of an upcoming project.

The AN is required for EAs to satisfy intergovernmental coordination and review requirements for federal projects.

It is a package of documents that is distributed at the initiation of the Programming screen, or later, just before the project enters the PD&E phase.

The project schedule will determine when the AN is distributed.

Additional information about the AN is provided in Part 1, Chapter 3 of the PD&E Manual, as well as in the computer based training - NEPA Introductory Course: Preliminary Environmental Discussion and Advance Notification.

PD&E Scope of Services

Generally, consultants conduct the PD&E studies for FDOT. In order to ensure that the appropriate type of studies and supporting documentation are provided, FDOT develops a PD&E scope of service for the consultant effort required.

Development of a preliminary PD&E scope of services begins during the SWAT Kickoff Meeting that occurs about 12 months before PD&E. The Scope of Services may use information from the ETDM Programming Screen.

After the project goes through the ETDM programming screen, it can be further developed and refined for the PD&E Study. The scope of services focuses the project activities to issues that have a potential to impact the project and actions needed during the PD&E phase to avoid, minimize or mitigate project's potential impacts.

FDOT has developed Standard Scopes of Services for procuring PD&E services and for estimating and negotiating staff hours.

The standard scope of Service template for an EA is available using the PD&E Study Standard Scope of Services Development Tool available through the StateWide Environmental Project Tracker, also called SWEPT.

A link to SWEPT can be found on the resources page.

More information on preparing a PD&E scope of services

can be found in the SWAT Training Workbook, Part 1, Chapter 4 of the PD&E Manual,
and the computer based training-
NEPA Introductory Course: Project Development Process.

Lesson 3: PD&E Activities and Guidance

In Lesson 3 we will outline the activities that take place during the PD&E phase for an EA.

Overview of Activities during PD&E Phase

The NEPA process for an EA begins with the Notice to Proceed for the PD&E Study. One of the major components of the PD&E phase is the implementation of a Public Involvement Plan.

Guidance on this topic can be found in Part 1, Chapter 11 of the PD&E Manual.

OEM also offers a public involvement page on its website. A link to this site can be found on the resources page.

One of the outcomes of the Public Involvement Plan, and a major milestone of an EA, is the Public Hearing. A public hearing is required for EAs, since they qualify as a major transportation improvement pursuant to Section 339.115 5 (b) (*say 339-point 115 5 b*) of the Florida Statutes. ***show statute now***

Major transportation improvements are identified as

- 1) ***highlight "increasing the capacity of a facility through the addition of new lanes" in the statute*** projects that will increase the capacity of a facility through the addition of new lanes;
- 2) ***highlight "providing new access to a limited or controlled access facility" *** provide new access to a limited or controlled access facility; or
- 3) ***highlight "construction of a facility in a new location" *** construction of a facility in a new location.

During the PD&E Phase for an EA, engineering analysis, alternatives analysis, and environmental analysis

is conducted as described in Part 2 of the PD&E Manual.

Also, during this phase project impacts are assessed, consultation with resource agencies takes place, and technical reports are completed.

The results of this coordination, analysis and the technical reports are summarized in a document called an Environmental Assessment and documented in the Project File.

The project file is maintained electronically in SWEPT.

Part 2 of the PD&E Manual

Chapters in Part 2 of the PD&E Manual detail how to conduct the environmental and engineering analysis.

Many of the PD&E manual chapters in Part 2 also have associated computer based NEPA Introductory Courses.

See the NEPA Introductory Course Catalog for a listing and links to these trainings.

Issues/Resources in Part 2 of the PD&E Manual

The chapters in Part 2 of the PD&E Manual provide guidance for each environmental resource or issue listed here. They fall under the categories of Social and Economic, Cultural, Natural, and Physical.

We will discuss each of these in more detail later in this training.

Lesson 4: Preparing the Environmental Assessment

In Lesson 4 we will provide guidance on how to prepare the EA as the Environmental Document.

Environmental Assessment Document

Once the engineering analysis and impact assessments have been completed, the EA is prepared.

It is prepared by the District in consultation with OEM and includes agency and public coordination.

It should be a concise document focused on relevant issues or resources where the significance of impacts is in question.

The EA should provide sufficient information and analysis to determine Significance:

If impacts are not Significant, then a Finding of No Significant Impact document is prepared, which follows the EA.

Or, an Environmental Impact Statement, referred to as an EIS, must be prepared if impacts are going to be significant.

The preparation of an EA complies with NEPA and other applicable federal environmental laws, regulations, and Executive Orders when an EIS is not necessary.

If an EA is being prepared and it becomes apparent that an EIS is necessary, the information from the EA is then used to facilitate the preparation of an EIS as the Environmental Document.

The EA preparer should refer to the comments submitted from the ETAT during the ETDM process and identify any concerns or issues raised.

This information should then be used to determine the content of the EA. In preparing an EA, it is important to convey information using high quality maps and exhibits, incorporate supporting documentation (such as technical reports) by reference, and summarize background data and analysis.

Environmental Assessment Cover Page

Shown here is the EA cover page, which is only prepared in the StateWide Environmental Project Tracker, or SWEPT.

The cover page includes basic project information such as the project name and any cooperating agencies.

Cooperating agencies are those agencies that have legal or jurisdiction requirements tied to the preparation of the EA.

The cover page also includes the project numbers, the project location.

It should be noted that the cover page includes this NEPA Assignment statement.

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

Once the EA is approved for Public Notice, the Director of the Office of Environmental Management signs the cover page in SWEPT. Also included is the contact information for the project contact persons at the District and OEM (*say each letter*) at the bottom of the cover sheet as shown.

As mentioned earlier, this cover page is an FDOT form that must be prepared in SWEPT. A sample of the form is provided as a visual in Part 1, Chapter 6 of the PD&E Manual ***keep cover page as visual***

Environmental Assessment/ Draft Section 4(f) Evaluation Cover Page

If the EA includes a Draft Section 4(f) Evaluation for any properties protected under 49 U.S.C. 303, a different form is used to prepare the cover page. This cover page is also prepared in SWEPT and a sample of the form is provided in the chapter.

Table of Contents

The Table of Contents of the EA document includes six major sections. Shown here on the first page of the Table of Contents are Project Description and Purpose and Need; Alternatives; Environmental Analysis; and Comments and Coordination.

Project Description and Purpose and Need Section

The first major section of the EA is the Project Description and Purpose and Need section. This information is developed early in the planning process, but may evolve until it is finalized in the PD&E Study.

The Project Description and Purpose and Need is developed by first reviewing what was included in the ETDM Screenings and refining it as necessary to prepare this section of the EA. This section of the EA should also include information demonstrating the project's fulfillment of planning consistency requirements.

Additional information and guidance on preparing this section can be found in Part 2, Chapter 1 of the PD&E Manual, as well as the computer based training- NEPA Introductory Course: Project Description and Purpose and Need.

Alternatives Section

The next section of the EA titled "Alternatives" should include information regarding the engineering analysis conducted, considerations concerning evaluation of existing conditions, selection of design parameters, development and analysis of alternatives, selection of a Preferred Alternative, and documentation.

Alternatives Section

The EA does not need to evaluate in detail all reasonable alternatives for the project.

The EA may be prepared for one or more viable build alternatives and must evaluate a No-Action alternative.

Additionally, any alternative considered but eliminated prior to preparation of the EA should be discussed and the reasons for its elimination documented.

Further guidance on preparing this section of the EA can be found in Part 2, Chapter 3 of the PD&E Manual, and the computer based training – NEPA Introductory Course: Engineering Analysis.

Alternatives Subsections

The Alternatives section is divided up into subsections including:

- Alternatives Development
- Alternatives Considered but Eliminated
- Alternatives Considered for Additional Study
- Comparative Alternatives Evaluation
- And, Preferred Alternative.

Alternate development and elimination is steered by the established Purpose and Need, while considering cost, impacts, and numerous other factors. Reasons for alternative elimination should be stated. Guidance on what information to include in each of these subsections is provided in Part 2, Chapter 3 of the PD&E Manual.

Environmental Analysis Section

The next section of the EA titled “Environmental Analysis” discusses existing conditions of the project area, identifies the impacts of the proposed alternatives and provides the actual impact determinations for each applicable issue or resource, as well as any enhancements.

This should include any known proposed drainage areas and pond sites. There are three types of impacts: direct, indirect, and if applicable, cumulative impacts

The level of analysis for resources/issues should be sufficient to adequately identify the impacts and address comments provided by the ETAT, other agencies, interested parties, or the public during the Programming Screen and/or the Advance Notification (AN) process.

The analysis should also fulfill the resource agency consultative processes, address opportunities and approaches to mitigation when needed, and aid in coordination with the public or other interested stakeholders.

The Environmental Analysis Section should also provide sufficient detail to support the conclusions and scientific and analytic basis for the comparison of alternatives.

The subsections of each Environmental Analysis section are determined based on the issues and resources affected by the project, and based on applicable federal laws, regulations, and Executive Orders.

Guidance for preparing each of these subsections is provided in the applicable chapter in Part 2 of the PD&E Manual and in computer based NEPA Introductory Course trainings. See the NEPA Introductory Course Catalog for available CBTs in this series.

Chapter References for Issues/Resources

Shown here is a Table from Part 1, Chapter 6 of the PD&E Manual, which provides guidance on where to find information to prepare each Environmental Analysis subsection. This table lists issues and resources and their corresponding chapters in Part 2 of the PD&E Manual where guidance can be found for each resource or issue. For example, information on how to do the analysis for and prepare the Wild and Scenic Rivers subsection is provided in Part 2, Chapter 12.

Issues/Resource Areas in Part 2 of the PD&E Manual

As discussed, Part 2 of the PD&E Manual provides guidance on the following resource areas and issues:

- Social and Economic
- Cultural
- Natural
- And Physical

Social and Economic issues include Sociocultural Effects, Aesthetics, and Farmlands. Cultural resources include Section 4(f) Resources and Archaeological and Historic Resources.

Natural Resources detailed in Part 2 of the Manual include:

- Wetlands and Other Surface Waters

- Aquatic Preserves and Outstanding Florida Waters
- Water Quality and Stormwater
- Wild and Scenic Rivers
- Floodplains
- Coastal Zone Consistency
- Coastal Barrier Resources
- Protected Species and Habitat
- And, Essential Fish Habitat

Physical resources include:

- Highway traffic noise
- Air quality
- Contamination and
- Utilities and Railroads

Environmental Analysis Subsections

The subsections within each Environmental Analysis section should describe the potential impacts of the proposed project on that issue or resource for each alternative evaluated.

The subsection should also discuss any enhancements and identify potential benefits to the applicable issue or resource.

It is recommended that charts, tables, maps, and other graphics illustrating comparisons between the alternatives and their impacts be used.

If there is no involvement with, or impact to a particular issue or resource, the applicable Part 2 chapter often provides standard statements to include in the subsection.

The preparer should include agency coordination and concurrence letters in the project file and the Appendix of the EA.

Concurrence Letters

It is recommended that the preparer obtain certain concurrence letters, as applicable to the project resources, before the public hearing to ensure the public is informed of agency coordination and input. Such as a:

- State Historic Preservation Officer determination of eligibility letter
- US Fish and Wildlife Service informal consultation letter
- Section 4(f) determination of applicability
- Environmental Protection Agency sole source aquifer letter

Anticipated Permits Subsection

The Anticipated Permit Subsection of the Environmental Analysis section is not based on a specific issue or resource like the others, instead it basically lists the anticipated environmental permits that through analysis have been determined to be needed for the project. The completion of this subsection requires coordination with the District Permit Coordinator.

This subsection should list the anticipated permits identified during the PD&E Study, include the name of the permit, the name of the permitting agency, and the permit status. Documentation of coordination with regulatory agencies should be added to the project file. This could be letters, emails, or other correspondence. Guidance on Environmental Permits that may be needed for a project is provided in Part 1, Chapter 12 of the PD&E Manual.

Comments and Coordination Section

After the Environmental Analysis section comes the Comments and Coordination section. It summarizes the public and interagency comments and coordination (including agreements) involved in developing the EA. It also includes early comments received during the AN or if combined, during the ETDM Programming Screen, as well as documentation of meetings and coordination with government officials, government agencies, community groups and individual citizens.

Subsections of the Comments and Coordination Section

Within the Comments and Coordination section of the EA, there should be subsections for discussion of the Efficient Transportation Decision Making Programming Screen and Advance Notification; coordination and consultation with stakeholders, and a concluding Statement.

Discussion of ETDM Programming Screen and Advance Notification

The subsection, “Discussion of ETDM Programming Screen and Advance Notification”, serves to reference or summarize the comments received during the Advance Notification, or AN.

If the AN is combined with the ETDM Programming Screen, the ETDM Programming Screen is referenced in this subsection. Please note, the ETDM Programming Screen Summary Report should not be included in the EA.

The Discussion of the ETDM Programming Screen and Advance Notification subsection should include the date of the AN distribution, or if combined with the ETDM Programming Screen, the screening date; a list of federal, state, and local agencies, and other interested parties that provided comments; and, a reference to relevant comments on the project and District responses. When discussing agency comments, reference the appropriate section where comments and District responses can be located.

Coordination and Consultation Subsection

Coordination and consultation with agencies, the public, and other interested parties during preparation of the EA is summarized in the next subsection titled “Coordination and Consultation”.

This summary should include a chronology of meetings, events, attendees, comments received, and District responses to the comments.

This section may be exhibited as a table for ease of reference.

Concluding Statement Subsection

The last subsection titled “Concluding Statement” consists of a standard concluding statement that is used for all EAs. It states: *“FDOT will not make a final decision on the proposed action or any alternative until a public hearing or the opportunity for a public hearing has been provided for on this project and comments received have been taken into consideration.”*

Commitments Section

After the Comments and Coordination section comes a Commitments section. It provides a list of all commitments made during the PD&E process and identified in associated technical reports.

Guidance on preparing and documenting commitments is available from Part 2, Chapter 22 of the PD&E Manual and the computer based training NEPA Introductory Course: Commitments.

Appendix

The Appendix is the last section of the EA and includes documents which support the significance findings.

This may include concurrence letters, determinations of effect, Letters of Agreement, Memoranda of Understanding, and Referendums.

The appendix also includes correspondence from agencies, elected or appointed officials, statewide and regional clearinghouses, cooperating agencies, citizens and citizen groups, and private interest groups.

The EA Appendix should include a divider page that lists all documents in the Appendix.

These documents must be numbered, but the organization of letters is up to the preparer.

The preparer may choose to group letters by government type, stakeholder, chronology, or another logical organization based on the issues associated with the project.

The Appendix should not include materials that do not support the significance finding such as internal memos, letters between FDOT and its consultant, comments on draft documents, or ETDM Planning or Programming Screen Summary Reports. Support materials under a separate cover, such as technical reports, technical memoranda, and studies, should be *referenced* in the EA and included in the project file.

Lesson 5: Environmental Assessment Review Process

In Lesson 5 we will provide an overview of the EA review process.

This diagram shows an overview of the EA review process up to document approval. Once the EA is prepared and the District has done their quality control review, the District submits the EA to OEM and cooperating agencies for review. OEM will then send it to the legal office for review. The District then updates the document based on comments and resubmits for OEM and Legal Office approval.

Documents Submitted for Review and Approval

Now let's get into more detail on this review process.

The District should complete an Environmental Document Submittal Form in the State-Wide Environmental Project Tracker or SWEPT before submitting the EA to OEM.

Then the District should submit the Environmental Assessment using FDOT's Electronic Review Comments system or ERC. Detailed guidance on the OEM review process, including legal review for EAs can be found in Part 1, Chapter 6 of the PD&E Manual, as well as the computer based training- NEPA Assignment: Why is NEPA Assignment Important – Part 2.

The District should submit the EA to agencies identified as Cooperating Agencies for the project through the EST at the same time it is submitted to OEM, if possible. Remember cooperating agencies are those that have legal or jurisdiction requirements tied to the preparation of the EA.

Overview of Activities after Approval

Here we show an overview of the process after document approval. Once comments from the submittal are resolved and OEM approves the EA, it is distributed to agencies and stakeholders, and Notice of the document's location and availability are published in one or more local newspapers. Then the public hearing is held.

Making the EA Available for Review

After OEM approves the EA, the District transmits it to interested parties and agencies primarily through the EST.

The District also publishes a notice in one or more local newspapers. This notice is typically combined with the public hearing notice, and lists where the EA is available for public inspection, such as libraries or the District Office. It is recommended that project websites or other electronic means be used to make the EA available. The EA must be made available for public review 21 days prior to the public hearing. This review period is included in the 30-day comment period for the EA.

Hold Public Hearing: Part 1, Chapter 11

The public hearing is then held. Information on Public Hearing preparation and activities is available in Part 1, Chapter 11 of the PD&E Manual. FDOT also offers a public involvement page on OEM's website.

Lesson 6: Outcomes of an Environmental Assessment

In Lesson 6 we will discuss the possible outcomes of an EA

Next Steps

After the public hearing and subsequent 10 day public comment period for the EA, the final Environmental Document is prepared. If no significant impacts were identified,

the District prepares a Finding of No Significant Impact or FONSI.

If significant Impacts were identified at any point: The project scope can be modified, additional mitigation considered, or other alternatives can be considered to change the consideration of the project impacts as having No Significant Impact. Or the project can stay the same and the Class of Action is elevated to an EIS The District then prepares a Draft EIS.

Coordination with OEM is needed to determine which of these actions to take.

Prepare the Final Decision Document

Guidance on preparing a Finding of No Significant Impact, or FONSI can be found in Part 1, Chapter 7 of the PD&E Manual, and the computer based training- NEPA Introductory Course: Finding of No Significant Impact.

If an EIS is needed you can find guidance on preparing the Draft EIS or DEIS in Part 1, Chapter 8 of the PD&E Manual, as well as the computer based training- NEPA Introductory Course: Environmental Impact Statement Overview and the Draft Environmental Impact Statement. If a DEIS is prepared, then it is followed by the preparation of a Final Impact Statement or FEIS and a Record of Decision or ROD as the final decision document.

Guidance on preparing the FEIS and the ROD can be found in Part 1, Chapter 9 of the PD&E Manual, and the computer based training NEPA Introductory Course: Final Environmental Impact Statement and Record of Decision.

Resources

The Office of Environmental Management maintains a central library of training materials as well as documents and publications including manuals, handbooks, guidelines and agreements.

Key references pertinent to this training include the Environmental Management Academy Course Catalog which is in FDOT Learning Curve's

Conclusion *CBT Server Version

You have now completed the NEPA Environmental Assessment course. Thank you for your time and attention. Please select the Exam button or press SHIFT + Q to take the quiz.

You must score with an 80% to pass. Good luck!

Conclusion *LMS Version

You have now completed the NEPA Environmental Assessment course. Thank you for your time and attention. Please close this window and select the link for the quiz.

You must score with an 80% to pass. Good luck!