

Fall 2025 Industry Forum



Teams Webinar- Q&A

BRIDGING THE GAP
OEM
STATEWIDE PD&E INDUSTRY FORUM
ENVIRONMENTALLY RESPONSIBLE, TRANSPORTATION DELIVERED

Office of Environmental Management
ENVIRONMENTALLY RESPONSIBLE
TRANSPORTATION DELIVERED

Fall 2025
Industry Forum

Q&A

Ask a question

Ask

All My posts Archived

No posts yet
Start a discussion or ask a question
Create post

Teams Webinar- Technical Support

BRIDGING THE GAP
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STATEWIDE PD&E INDUSTRY FORUM
ENVIRONMENTALLY RESPONSIBLE, TRANSPORTATION DELIVERED

FDOT Office of Environmental Management
ENVIRONMENTALLY RESPONSIBLE
TRANSPORTATION DELIVERED

Fall 2025
Industry Forum

1 of 122

Pop out Chat Q&A People Raise React View Notes Whiteboard More Camera Mic Share Leave

Record and transcribe
Meeting info
Video effects and settings
Audio settings
Language and speech
Settings
Call me
Help

Whiteboard More Camera Mic Share Leave

Record and transcribe
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Call me
Help



Fall Industry Forum 2025 Agenda

Welcome

Guest Speaker: Corrie Melton

Updates

- PD&E Updates
- Stormwater Rule Impacts

Guest Speaker: Office of Design

Break (5 minutes)

WOTUS vs. Wetlands

Streamlining in PD&E

- Engineering
- Technology

Audience Q&A

Poll #1





Workforce Development

Corrie Melton

Vice President of Membership and Talent Development

Tallahassee Chamber of Commerce

NORTH FLORIDA
WOW
WORLDS OF WORK™

OCTOBER 23-24, 2025
Lively & TSC Campuses

-  **11 Worlds, 19 Industries**
-  **3,000+ 9th Graders**
-  **100+ Local Businesses**

www.NorthFloridaWorldsofWork.com

THE RISING STORM

The workforce crisis is brewing.

**The conditions are favorable for
what Lightcast calls
*The Rising Storm.***

THE DEMOGRAPHIC CLIFF



Aging Workforce

+

Fewer New Workers

=

Talent Shortage

THE OUTER BANDS

Today's labor market

Skills Gap Reality –
*too many open jobs, not
enough ready workers.*



LANDFALL

Four Ways to Weather the Storm:

- Immigration
- Globalization
- Off-shoring
- Automation



Category

1

- IT and Tech
- Finance and Insurance
- Entertainment

Category

2

- Education

Category

3

- Durable Manufacturing
- Retail and Trade

Category

4

- Food and Hospitality
- Transportation and Logistics
- Utilities

Category

5

- Healthcare
- Construction

The more avenues you have to getting work done, the less severe the storm's impact

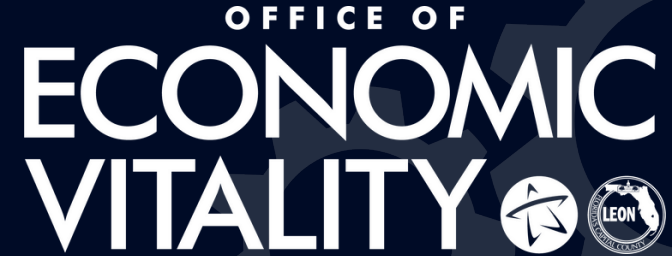
NORTH FLORIDA
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WOW PARTNERS







Explore North Florida Worlds Of Work

OCTOBER 24-25, 2024

TALLAHASSEE COMMUNITY COLLEGE | LIVELY TECHNICAL COLLEGE

WOW exists to encourage, inspire, and inform students, parents and educators of high-demand, high-wage career options in the North Florida region.

[EVENT DETAILS](#)

WHAT TO EXPECT

- ⚙ Schools are assigned a day and time to attend WOW
- ⚙ Students are given a colored backpack and separated into groups
- ⚙ WOW volunteers will help lead and wrangle students to ensure they visit each world.



WHAT TO EXPECT



Students will have 30 minutes to explore each zone. Volunteers will keep time and move groups from zone to zone.



Each world features hands-on activities related to high-demand, high-wage careers in our area

TITLE	EDUCATION	SALARY RANGE
Help Desk/Computer User Support	Associate's	\$30,430 - \$53,600
Business Intelligence Analyst	Bachelor's	\$54,430 - \$90,510
Computer Hardware Engineer	Bachelor's	\$95,680 - \$131,100
Database Administrator	Bachelor's	\$55,990 - \$80,390
Information Security Analyst	Bachelor's	\$57,320 - \$117,160
IT Project Manager	Bachelor's	\$31,200 - \$74,750
Network Administrator	Bachelor's	\$46,640 - \$69,900
Network Support Specialist	Bachelor's	\$43,440 - \$69,900
Software Developer	Bachelor's	\$62,620 - \$119,170
Software Quality Tester	Bachelor's	\$43,330 - \$90,030
Systems Analyst	Bachelor's	\$46,740 - \$73,370
Web Developer	Bachelor's	\$48,870 - \$79,450







TOGETHER FOR TALENT: COMMUNITY WOW

COMMUNITY



WORLDS OF WORK™

OCTOBER 23, 2025

Lively & TSC Campuses

2:00 PM - 5:00 PM

WHY COMMUNITY WOW?



1

MORE THAN A CAREER FAIR

It's a movement for economic mobility.

On-the-Spot Opportunities – 30+ employers offering immediate interviews.
Meet people who do the work, not just the hiring manager.

2

SHARED RESPONSIBILITY

Schools can't do it alone, employers can't do it alone — community is key.

3

PARENTS AS PARTNERS

Encouraging students, and maybe finding opportunities themselves.

4

BUSINESS BENEFITS

Employers fill roles, reduce turnover and build pipelines.

WHAT SUCCESS LOOKS LIKE

- Students *inspired*.
- Jobseekers *employed*.
- Employers *staffed*.
- Community *stronger*.



What's Next?



WOW JOBS

This event is for high school seniors who do not have plans post-graduation, whether it be enrolled, employed, or enlisted. Employers interview students on the spot and offer conditional job offers.

SIGNING DAY

A celebration of those who have accepted job offers, apprenticeships, or have enlisted in our armed forces.



Together for Talent:
*We can turn the Rising Storm into a
Rising Tide for our community.*

TOGETHER FOR TALENT: COMMUNITY WOW

Corrie Melton

**Vice President, Membership and Talent
Development**

Greater Tallahassee Chamber of Commerce

cmelton@talchamber.com

850-570-0613



PD&E Updates

Katasha Gruver, Director of OEM

Fiscal Year in Review

Environmental Document Approvals

53%

**Increase In
Production**

	D1	D2	D3	D4	D5	D6	D7	TPE	Statewide
EIS	0	0	0	0	0	0	0	0	0
EA	0	0	0	0	1	0	0	1	1
Type II CE	3	1	1	2	6	3	3	0	19
Fed Re-eval	4	3	5	8	7	0	7	0	34
Type I CE	159	144	96	79	240	49	134	0	871
Total Fed Approvals	166	118	102	89	254	52	144	0	925
SEIR	1	0	0	0	0	0	1	0	2
NMSA	41	10	47	27	33	59	21	15	253
State Re-eval	1	1	0	0	0	0	0	9	11
Total State Approvals	43	11	47	27	33	59	22	24	266
Total Approvals	209	129	149	116	287	111	166	24	1191

ETDM Screenings

	D1	D2	D3	D4	D5	D6	D7	TPE	Statewide
Planning Screen	0	0	0	0	0	0	0	0	0
Programming Screen	10	3	2	1	2	2	1	2	23
Total ETDM Screenings	10	3	2	1	2	2	1	2	23

Section 106 Cultural Resources Submittals

	D1	D2	D3	D4	D5	D6	D7	TPE	Statewide
Total 106 Submittals	205	50	109	92	135	119	219	28	957

4f Reviews and Endangered Species Consultations

	Statewide
Total Section 4(f) Submittals	184

	Statewide
Total ESA Programmatic Consultations	315

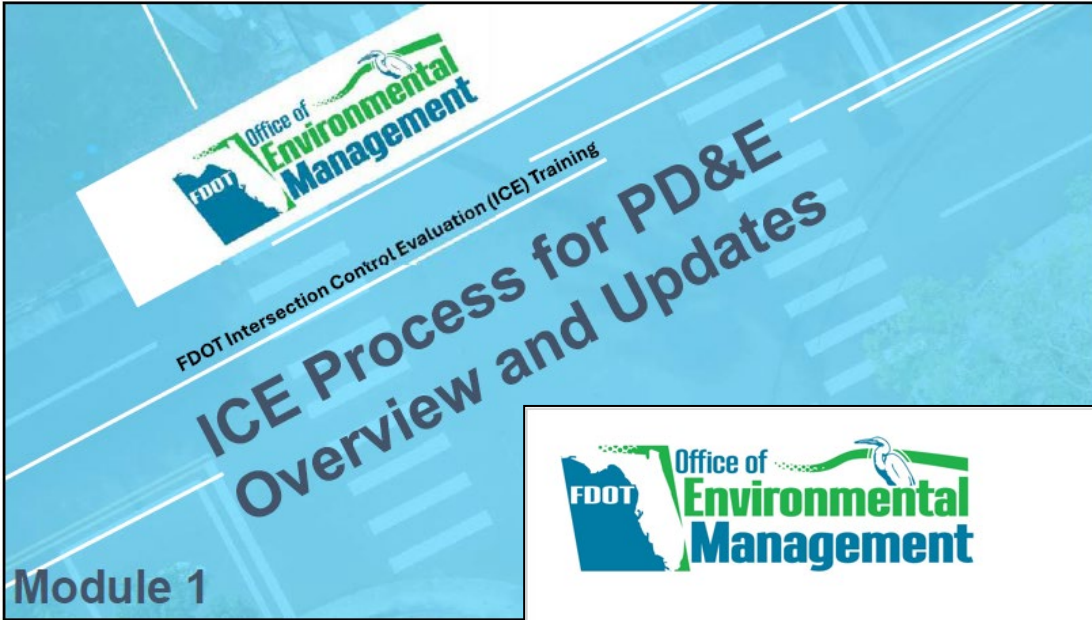
Environmental Permitting Overview

- **Weekly meetings with ACOE 408 Team** to maintain schedules and resolve concerns
- **Weekly meetings with ACOE 404 Team** since March 2024 to maintain schedule and resolve concerns
- **Quarterly meetings with ACOE leadership** regarding workload



Training and Help Desk Support

23 Training Sessions

The image shows a training session cover with a white background. It features the FDOT Office of Environmental Management logo and the text: "FDOT Office of Environmental Management", "**Highway Traffic Noise Updates:**", "A Look at New Noise Policies, Tools and Resources", "June 24, 2025", and the FDOT logo at the bottom right.

Highway Traffic Noise Updates:
A Look at New Noise Policies, Tools and Resources

June 24, 2025



- 1220 Help Desk Calls
- Many of these involved system walkthroughs and training-related support

Outreach - Industry



Virtual Industry Forum #3

- September 19, 2024
- 252 Attendees
- Coordinated with ACEC for 5 project spotlights presented by consultants

Virtual Industry Forum #4

- April 28, 2025
- 327 Attendees
- Policy and industry updates presented by OEM staff

Florida Department of Transportation
Office of Design

2025
**TRANSPORTATION
SYMPOSIUM**

June 19-20, 2025
Hollywood, Florida

transportationsymposium.fdot.gov

Outreach - Statewide



OEM PRESENTS A
HISTORY'S MYSTERIES
ARTIFACT EXHIBIT

THIS WEDNESDAY,
MARCH 26TH
11:00 AM - 2:00 PM

LOCATED IN THE
BURNS BUILDING
CAFETERIA



RANGER'S TOP TIP!
STAY ALERT FOR THESE COMMON ANIMALS IN AND AROUND THE ROAD!

DOMESTIC	LIVESTOCK	WILDLIFE
• Cats	• Cows*	• Alligators
• Dogs*	• Mules*	• Armadillos
	• Goats	• Skunks
	• Horses*	• Bobcats
	• Sheep	• Coyotes
		• Deer*
		• Rabbits
		• Squirrels
		• Turkeys
		• Wild turkeys
		• Woodchucks
		• Weasels
		• Wild boars
		• Wild dogs

GUARDIANS OF ROADWAY SAFETY
RANGER

RANGER
LENGTH: 7'
SUPERPOWER: Super Jump
TOOLS: Backpack of Tools and Medical Kit
One day while exploring the Florida Everglades, Ranger came across an old backpack inside. That backpack had natural items inside that fit in. Ranger used these items through his eyes that he saw that day.

MAY ~ OCTOBER
• BEACH FRONT LIGHTS OFF 10PM - 6AM
• RED LIGHTS ONLY ON BEACH
• FILL HOLES & FLATTEN SAND STRUCTURES
• LEAVE TURTLE NESTS UNDISTURBED
• REMOVE ALL PROPERTY & LITTER

Over 20 Workshops, Conferences, Events, and Videos

Outreach – National



ER NEPA Process & Documentation (In-Person Peer Exchange)



NEPA Assignment Support

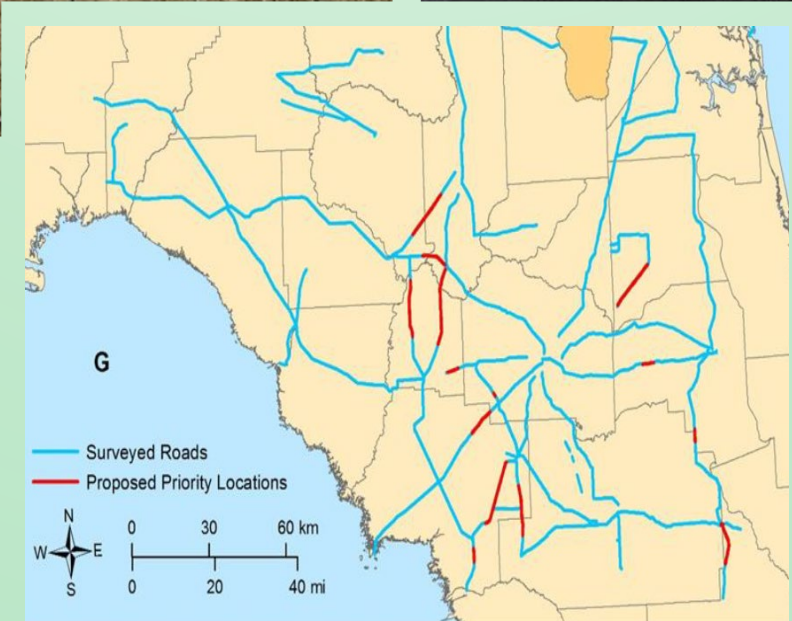


Technical Assistance

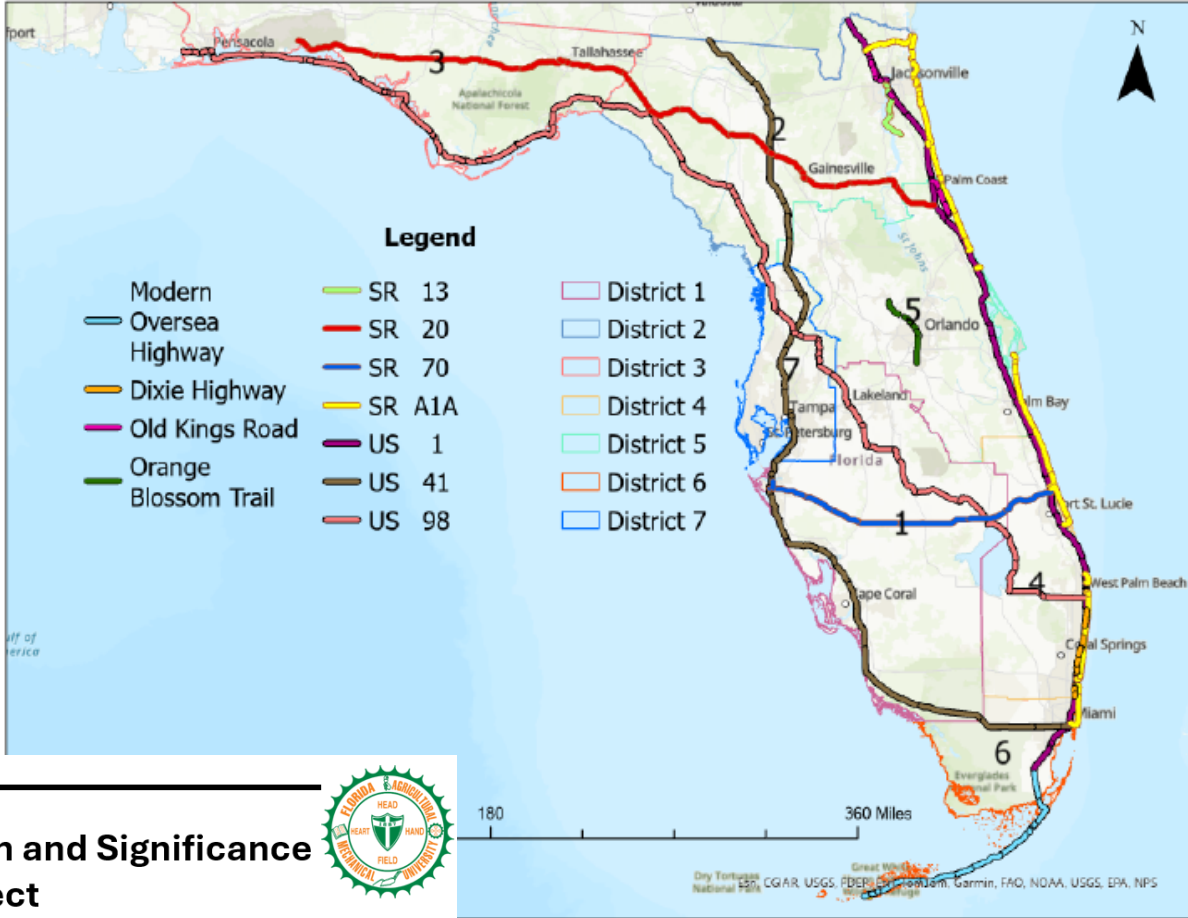


Wildlife Action Plan

Research Projects



Research Projects



Linear Resource Documentation and Significance Evaluation Project

452411-1-C2-01
Contract No. BEH69

Project Manager:
Lindsay S. Rothrock, MA, RPA
 State Cultural Resources Coordinator
 Office of Environmental Management
 Florida Department of Transportation
 Phone: 850-414-5269
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Principal Investigator:
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 Website: <https://eng.famu.fsu.edu/cee/people/guo>

Co-Principal Investigators:
 Eren Erman Ozguven, Ph.D., Department of Civil & Environmental Engineering, FSU
 Kathleen Powers Conti, Ph.D., Department of History, FSU
 Kelly L. Kinahan, Ph.D., AICP, Department of Urban & Regional Planning, FSU
 Doreen Kobelo, Ph.D., School of Architecture and Engineering Technology, FAMU
 Sang Bum Park, Ph.D., School of Architecture and Engineering Technology, FAMU
 Andrew Chin, Dean, School of Architecture and Engineering Technology, FAMU



Kickoff Meeting
Jan 13.2025

Top 11 Prioritized Road Recommendations



Awards



I-4 at SR 557 Interchange Design-Build



FY 26 Outlook



Focus on Efficiency



Strategic Updates to Policies & Processes



Using AI / Technology Enhancements



Training Opportunities / Workforce Development



Continued Purposeful Outreach

Current Events

Monitoring Agency and ETAT Availability

- Advisory Council on Historic Preservation: Most staff are furloughed, some still working, can still submit e106 forms.
- Federal Highway Administration: Still working.
- National Marine Fisheries Service: ETAT are still reviewing projects. If a Biological Opinion is needed, someone should be available to sign in the field or regional office.
- National Park Service: No paid ETAT position; possibly furloughed.
- Natural Resource Conservation Service: No paid position; Reports of furloughed positions.
- State Agency ETAT: Working as normal.
- **U.S. Army Corps of Engineers: ETAT are still working, 404 group funded through 10/17, 408 funded through end of month.**
- **U.S. Coast Guard: No paid ETAT position; Positions are Furloughed.**
- U.S. Environmental Protection Agency: Still working, limited reviews.
- U.S. Fish and Wildlife Service: ETAT are still reviewing projects. If a Biological Opinion is needed, someone should be available to sign in the field or regional office.
- U.S. Forest Service: No paid ETAT position; Reports of furloughed positions.

USDOT Order 5610.1D June 2025

FHWA Revision of NEPA Act Regulations July 2025

- **FHWA Interim Final Rule**
- Working through a detailed analysis of potential changes to PD&E Manual
 - **PAGE LIMITS:**
 - EAs must be formatted for an 8.5”x11” page with one-inch margins using a word processor with 12-point proportionally spaced font, single spaced. Footnotes may be in 10-point font. Such size restrictions do not apply to explanatory maps, diagrams, graphs, tables, and other means of graphically displaying quantitative or geospatial information, although pages containing such material do count towards the page limit. When an item of graphical material is larger than 8.5”x11”, each such item shall count as one page.
- 771.138 b(2) The text of an EA must not exceed 75 pages, not including any citations or appendices

DEPARTMENT OF TRANSPORTATION

[4910-22-P]

Federal Highway Administration

23 CFR Part 771

Federal Railroad Administration

49 CFR Part 264

Federal Transit Administration

49 CFR Part 622

[Docket No. FHWA-2025-0007]

RIN 2125-AF80

RIN 2130-AD05

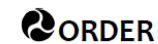
RIN 2132-AB51

Revision of National Environmental Policy Act Regulations

ACTION: Interim Final Rule.

AGENCY: Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Department of Transportation (DOT).

SUMMARY: FHWA, FRA, and FTA are publishing this interim final rule (IFR) to modify the regulations implementing the National Environmental Policy Act (NEPA) that apply to all three agencies to be consistent with the removal of regulations previously issued by the Council on Environmental Quality (CEQ), the amendments to NEPA included in the section of the Fiscal Responsibility Act of 2023 known as the Building



U.S. DEPARTMENT OF
TRANSPORTATION
Office of the Secretary
of Transportation

DOT 5610.1D
06252025

SUBJECT: DOT'S PROCEDURES
FOR CONSIDERING
ENVIRONMENTAL IMPACTS

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3. APPLICABILITY	2
4. POLICY	3
5. ROLES AND RESPONSIBILITIES	3

CEQ Guidance – Implementation of NEPA – September 2025



EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
WASHINGTON, D.C. 20503

September 29, 2025

MEMORANDUM FOR HEADS OF FEDERAL DEPARTMENTS AND AGENCIES

FROM: Katherine R. Scarlett **KATHERINE** Digitally signed by
KATHERINE SCARLETT
Date: 2025.09.29
08:59:24 -04'00'
Chairman **SCARLETT**

SUBJECT: Implementation of the National Environmental Policy Act

I. Purpose and Overview

The purpose of this memorandum is to provide guidance¹ to Federal agencies as to their implementation of the National Environmental Policy Act (NEPA or the Act).² This memorandum includes an overview of NEPA, including a discussion of recent amendments to the statute and recent case law as relevant to agency implementation of NEPA. This memorandum also provides guidance for agencies to use when establishing or revising agency-specific NEPA implementing procedures. As part of this guidance, CEQ has provided a template that agencies are encouraged to follow for such NEPA implementing procedures, attached as Appendix 1.

This guidance and the associated template are intended to be used by agencies that routinely undertake, or anticipate undertaking, actions subject to NEPA. Agencies that only implement NEPA very rarely and that do not foresee the need to prepare environmental documents under the statute may find more streamlined procedures appropriate. Such agencies should consult with CEQ regarding the appropriateness of such streamlined procedures.

This guidance and the associated template are not mandatory or binding on Federal agencies. Rather, they are intended to provide clarity as to NEPA's requirements and promote consistency as to NEPA's implementation.

As the E.O. further directed,²⁰ CEQ has worked and continues to work with agencies for consistency as they revise their agency-level NEPA implementing procedures. Based on the *Seven County* opinion, the efforts of the working group, and the statutory amendments to NEPA, CEQ is issuing this revised guidance to further assist agencies in establishing or revising their NEPA implementing procedures. Included with this guidance, CEQ is providing a template to assist agencies in developing revisions to their individual agency-level NEPA implementing procedures.

While these revisions are ongoing, agencies should continue to follow their existing practices and procedures for implementing NEPA to the extent consistent with the text of NEPA, E.O. 14154, case law, and this guidance. Agencies should not delay pending or ongoing NEPA analyses while undertaking these revisions. For such analyses, until agencies revise their current NEPA implementing procedures via the appropriate process, agencies should apply their current NEPA implementing procedures with any adjustments needed to be consistent with the NEPA statute, as revised by the FRA, and, as appropriate, this guidance. Moreover, although CEQ rescinded its NEPA implementing regulations at 40 C.F.R. parts 1500–1508, agencies should consider voluntarily relying on those regulations in completing ongoing NEPA reviews or defending against challenges to reviews completed while those regulations were in effect. CEQ intends to provide on an ongoing basis guidance and assistance through meetings of the Federal Agency NEPA Contacts. CEQ encourages agencies to use the accompanying template as an

Other current events:

18 month PD&E Schedules /
Elevated Alternative

Stormwater Rule

977 Section 19. Section 334.63, Florida Statutes, is created to
978 read:
979 334.63 Project concept studies and project development and
980 environment studies.-
981 (1) Project concept studies and project development and
982 environment studies for capacity improvement projects on limited
983 access facilities must include the evaluation of alternatives
984 that provide transportation capacity using elevated roadway
985 above existing lanes.
986 (2) Project development and environment studies for new

Page 34 of 54

CODING: Words ~~striken~~ are deletions; words underlined are additions.

ENROLLED

2025 Legislature

CS for CS for CS for SB 462, 1st Engrossed

2025462er

987 alignment projects and capacity improvement projects must be
988 completed to the maximum extent possible within 18 months after
989 the date of commencement.



Stormwater Permitting Criteria

Brian Coogan, E.I.
State Project Development
Engineer

Jonathan Turner
Environmental Permits
Specialist/ Project Delivery
Coordinator₄₇ -

History on Stormwater Rule Updates

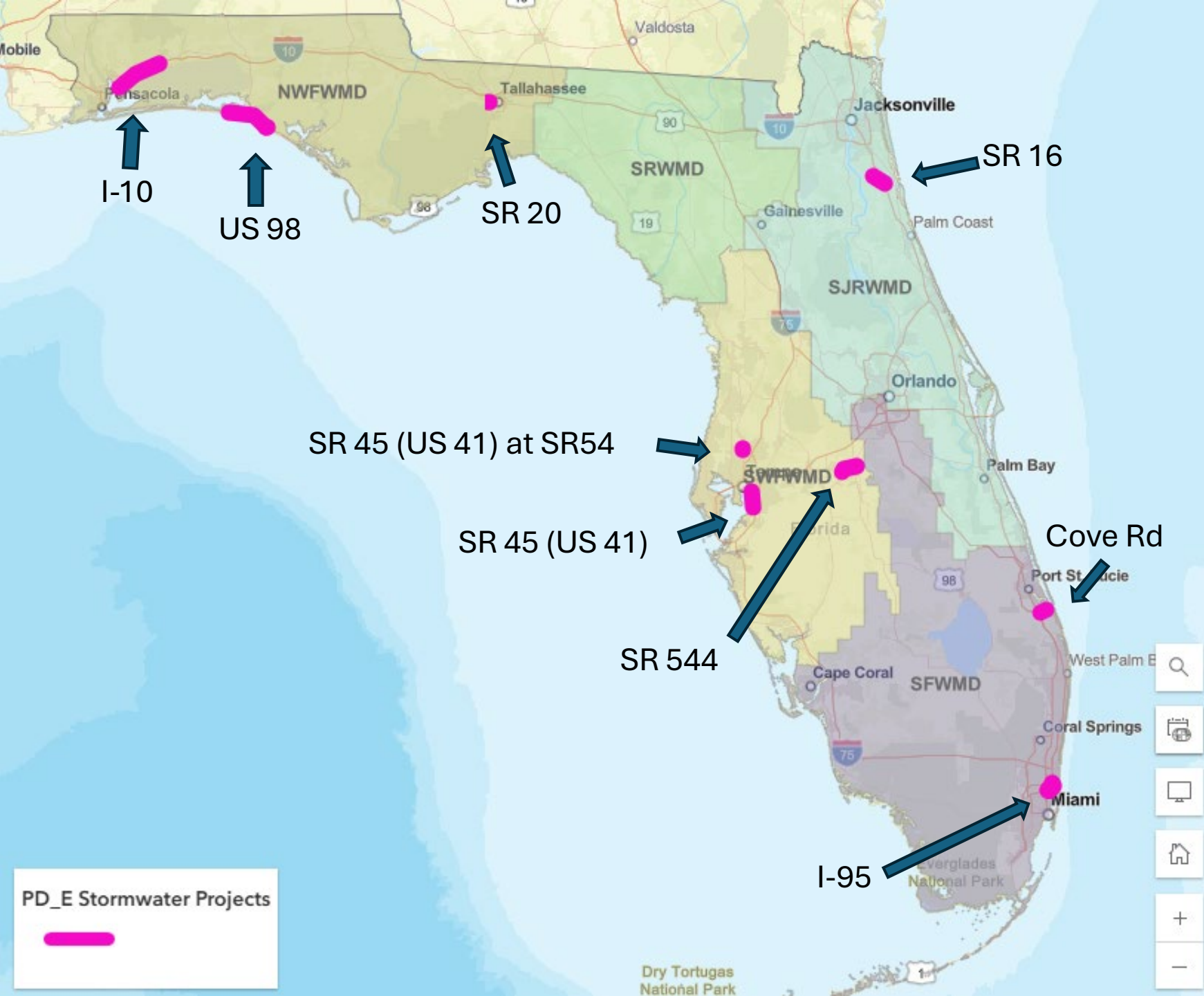
- Changes to 62-330, F.A.C. and ERP Applicant's Handbook Vol. I
- Rule effective on June 28, 2024
- Revised to nutrient loading reduction approach instead of first flush volume capture
- Grandfathering provisions for FDOT projects w/ approved PD&E by June 28th, 2026

Table 1 - ERP Grandfathering Guidance Summary

Scenarios	Grandfathered?
Projects with PD&E Studies⁽¹⁾	
PD&E Study completed by 6/28/2026	Yes ⁽²⁾
PD&E Study completed after 6/28/2026	No
Projects without PD&E Studies	

PROJECTS REVIEWED

FPID	Description	FDOT District	WMD	Typical Section
219820-2	SR 20 From SR 263 to Appleyard Dr. (1.0 miles)	D3	NWF	Curb & Gutter
413062-4	I-10 From SR 281 to Log Lake Road (23.4 miles)	D3	NWF	Flush Shoulder
430056-1	SR 45 From Kracker Ave. to South of SR 676 (7.0 miles)	D7	SWF	Flush Shoulder / Curb & Gutter
440273-1	SR 544 From MLK Jr. Blvd. to SR 17 (3.5 miles)	D1	SWF	Curb & Gutter
437179-1	US 98 From CR 30A to West Phillips Inlet Bridge (19.4 miles)	D3	NWF	Flush Shoulder / Curb & Gutter
210447-5	SR 16 From IGP to I-95 (5.1 miles)	D2	SJR	Curb & Gutter
441700-1	Cove Road From SR 76 to SR 5 (3.2 miles)	D4	SF	Curb & Gutter
419182-1	SR 45 From South of SR 54 Intersection to North of SR 54 (1.5 miles)	D7	SWF	Curb & Gutter
414964-1	I-95 From S. Miami Garden's Drive to Broward CL (4 miles)	D6	SF	Curb & Gutter



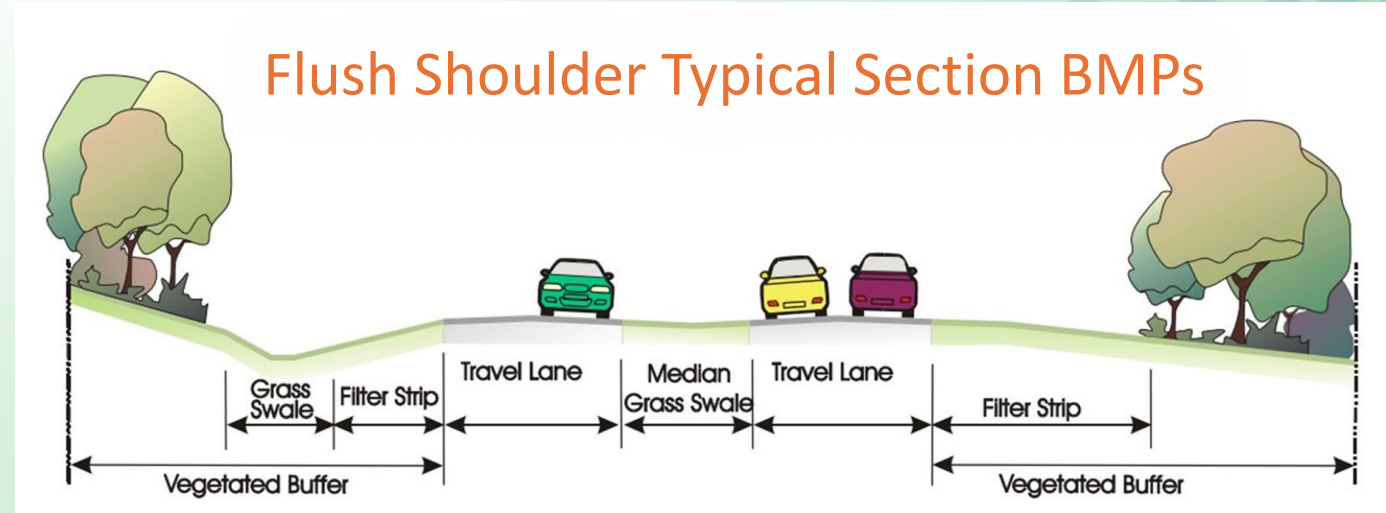
Map of Projects

- NFWWMD – D3 (3 projects)
- SJRWMD – D2 (1 Project)
- SWFWMD – D7 and D1 (3 Projects)
- SFWMD – D4 and D6 (2 Projects)

Findings from Analysis:

New Rule is Achievable!*

- Typical section controls Best Management Practice (BMP) opportunities
 - Rural Typical Section – SOP
 - Vegetated Filter Strips, Swales
 - Urban Typical Sections - Complex
 - BMP Opportunities Limited
- The new nutrient reduction criteria controlled over pre-/post- (99% of Basins)
- Utilizing BMPs listed in Applicant's Handbook (AH) Vol. 1 App. O



NCHRP 25-25 (53): Stormwater Treatment with Vegetated Buffers
AASHTO, Standing Committee on Environment

Minimum Performance Standards

Ambient Water Quality	Whichever is more protective:		
	Nutrient Reduction Rate TN	Nutrient Reduction Rate TP	Nutrient Loading
All Sites	55%	80%	or Post < Pre
Impaired	80%	80%	
OFW	80%	90%	
Impaired + OFW	95%	95%	

* In most cases

BMPs Used to Meet New Rule Criteria

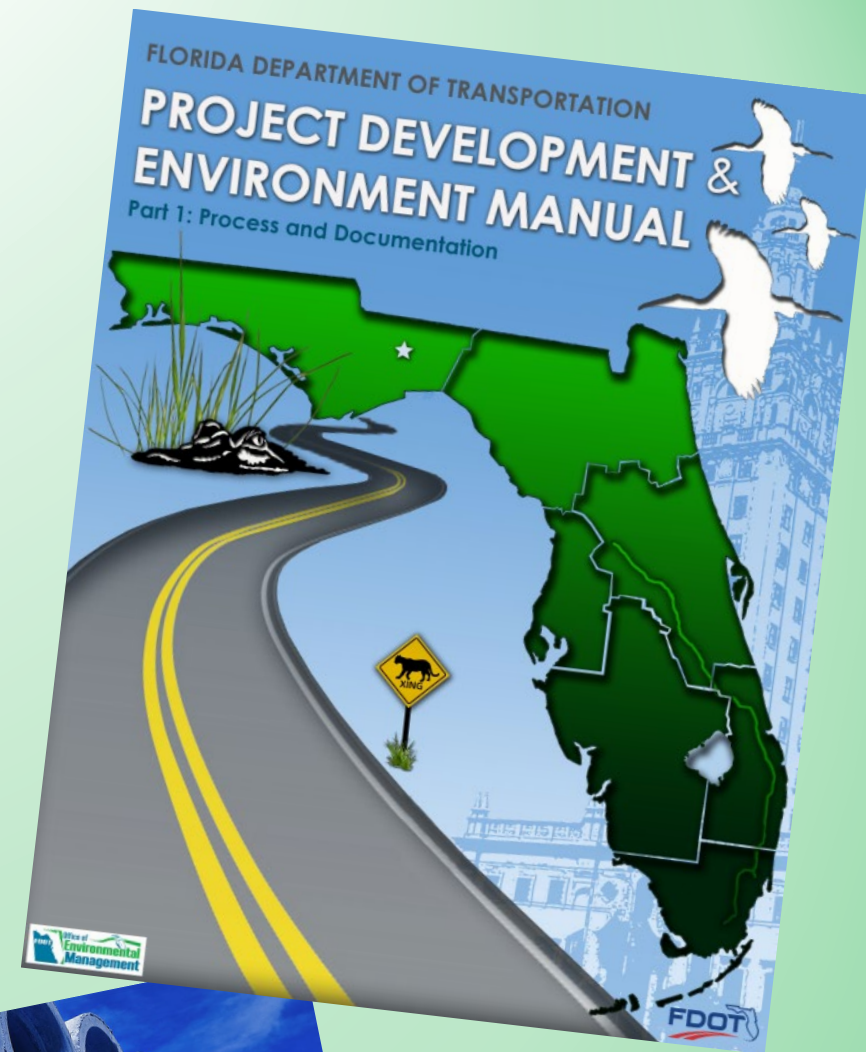
Project Name	Met Rule?	BMPs Beyond Original PSR	Approximate Construction Cost of Additional BMPs (\$)
SR 20	Yes	No additional BMPs (dry ponds)	\$0
I-10	Yes	Vegetated Filter Strip & Swales	\$0
US 98	Yes	Vegetated Filter Strip (flush shoulder)	\$0
SR 45	Yes	Vegetated Filter Strip, Split BMP	\$ 500,000
SR 544	Yes	Side Bank Filters	\$ 1,000,000
SR 16	Yes	Swales, Side Bank Filters	\$ 1,000,000
Cove Road	Yes	Swales (alt 1) Exfiltration Trench (alt 2)	\$0 (alt. 1) \$ 4,000,000 (alt. 2)
SR 45 at SR 54	Yes	Swales, Split BMP, Side Bank Filters	\$ 2,500,000
I-95	Partially	EcoVaults®* , Exfiltration Trench, Swales, Additional Pond Site	\$ 500,000 (3 EcoVaults®) + \$\$\$\$ (Additional ROW) \$\$\$\$\$

Note: Cost for Construction only – maintenance, and mitigation costs are not included

* Strategy has risks (i.e. external partnerships or costly maintenance-intensive devices)

Updated FDOT Publications

- Complete –
 - Drainage Manual
 - Drainage Manual Forms (Comprehensive O&M Plan and Cost Estimate)
- Ongoing (by end of 2025) –
 - Drainage Design Guide, PD&E Manual, Standard Plans (for BMPs)
- Future –
 - Review Permit Handbook
 - Review WATERSS process



Available Tools and Resources

- Complete - Published
 - Drainage Manual Forms (Temporary E&SC, Comp. O&M Plan, & O&M Cost Estimate)
 - FAQs & Grandfathering Matrix (updating as needed)
 - BMP Trains 2020 ver. 4.3.5
- Ongoing
 - Ambient Water Quality GIS Map
 - District Reviewer Checklist
- In Development
 - BMP Fact Sheets
 - Narratives for Non-Nutrient Impairments
 - Standard RAI Responses (as project RAIs come in)
 - WATERSS Success Stories



Developing Statewide Training (2026)

- Permitting Strategies:
 - Understanding Permit types/exemptions
 - Support the Districts – know requirements and strengthen positions/project approach
- FDOT Standard Requirements for BMP usage
 - ROW needs per BMP
 - Understanding of BMP recommendations in PD&E to Design and Maintenance
 - Early coordination with District Drainage Design Engineer on Non-Standard BMP selection



Conclusions

- **Can meet updated SW Criteria in most cases!**
 - Rural Typical Sections may even reduce pond sizes due to the use of swales/vegetated filter strips
 - Complex Scenarios include:
 - Urban Typical Section
 - Impaired/OFW exist
 - Little clearance from SHWL
- Updated Tools
- Training and Outreach



Resources

FAQ-FDOT Projects and ERP Criteria:

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/drainage/files/faq-fdot-projects-and-erp-criteria.pdf>

FDEP's Stormwater Resource Site & WMDs:

<https://floridadep.gov/water/engineering-hydrology-geology/content/erp-stormwater-resource-center>
<https://floridadep.gov/owper/water-policy/content/water-management-districts>

FDOT Drainage Criteria & Guidance:

<https://www.fdot.gov/roadway/drainage/drainage-design-aids>

Central Office - Drainage Design Office

Central Office - Office of Environmental Management

Central Office – Office of General Counsel



Innovation from PD&E to Design

FDOT Office of Design

Ben Goldsberry, PE
State Structures Design
Engineer

William Potter, PE
Director

SDG Chapter 9

- SDG unit costs are primarily intended for comparison of structure alternatives
- *Use caution for other purposes:*
 - The 2025 SDG unit costs were updated in mid-2024
 - Mostly based on data from 2019 to 2023
- For example:
 - Bridge Analysis performed in 2026
 - Begin construction in 2028 to 2032? (depending on contracting method)
 - If using SDG Chapter 9 → costs could be outdated by a decade

This process should produce a reasonably accurate cost estimate...
for comparing structure alternatives

9 BDR COST ESTIMATING

9.1 GENERAL

Modification for Non-Conventional Projects:

Delete **SDG** Chapter 9.

- A. The purpose of the Bridge Development Report (BDR) is to select the most cost efficient and appropriate structure type for the site under consideration. This chapter describes a three-step process to estimate bridge costs based on FDOT historical bid data. The first step is to utilize the average unit costs to develop an estimate based on the completed preliminary design. Unless noted otherwise, the unit costs are for the final installed product including fabrication, testing, delivery, installation, etc. The second step is to adjust the total bridge cost for the unique site conditions by use of the site adjustment factors. The third and final step is to review the computed total bridge cost on a cost per square foot basis and compare this cost against the historical cost range for similar structure types. **This process should produce a reasonably accurate cost estimate.** However, if a site has a set of odd circumstances, which will affect the bridge cost, account for these unique site conditions in the estimate. If the estimated cost is outside the cost range, step three



Forecasting & Performance Office

- Bid Price Search Dashboard: <https://www.fdot.gov/fpo/fpc/home>

[Home](#) / [Forecasting and Performance](#) / [Forecasting and Project Cost](#)

Forecasting and Project Cost

The Forecasting and Project Cost section of the Forecasting and Performance Office is the home of both the Long Range Estimates (LRE) and the Design Quantities and Estimates (DQE) applications. The DQE application is where you can find BOE Pay Item Details and the Master Pay Item List. We also publish the Basis of Estimates (BOE) Manual, Historical Item Cost Averages reports and Strategic Resource Evaluation Study (SRES) reports.

Forecasting & Project Cost Engineer

Ashley Anderson, P.E.
605 Suwannee Street
Tallahassee, FL 32399
Ashley.Anderson@dot.state.fl.us
(850) 414-4184
[Staff Directory](#)

Applications

[Design Quantities and Estimates \(DQE\)](#)

- [BOE Pay Item Details](#)
- [Master Pay Item List](#)
- [DQE Help](#)

[Long Range Estimates \(LRE\)](#)

- [LRE Training \(2 hours\)](#)

[AASHTOWare Project Webgate](#)

Publications


[Basis of Estimates Manual](#)
[Bulletins and Memos](#)

Reports

[Bid Price Search Dashboard](#)

[Cost Per Mile Models Reports](#)
[Historical Item Average Cost Reports](#)
[Strategic Resource Evaluation Study Reports](#)

FDOT Bid Price Search Dashboard



Welcome to our bid price analysis platform, designed to empower your project pricing with real-time insights from past bids. Navigate our specialized dashboards to explore detailed bid data, and visualize trends customized for your projects. Each dashboard offers unique filters and tools to support informed pricing decisions.

Advanced	Advanced: Explore bid prices with detailed filters, a scatter plot of unit price versus quantity, and key performance indicators like weighted average price with and without outliers.
Basic	Basic: Explore bid prices with simplified filters, a project location map, including weighted average prices by market area, with and without outliers.
Percentage	Percentage: View Maintenance of Traffic and Mobilization percentages visualized on a chart with filters for regional areas, contract types, and more.
Item Range	Item Range: View all pay items within selected filters, with dynamic regional columns for weighted average bid price analysis.
Item Range (No outliers)	Item Range (No Outliers): View all pay items within selected filters, with dynamic regional columns for weighted average bid price analysis removing outliers using a weighted standard deviation.
Bidder	Bidder: Review bidder performance displayed on a map and summarized in a table of contracts won and bid.
Item Trend	Item Trend: Visualize cost and pay item trends over time with filters for Year, Quarter, and Month. Identify inflation, market shifts, and pricing dynamics using weighted average price, quantity, and number of bid points across selected timeframes.

Forecasting and Project Cost Office

Questions? [Contact FPC Support](#)

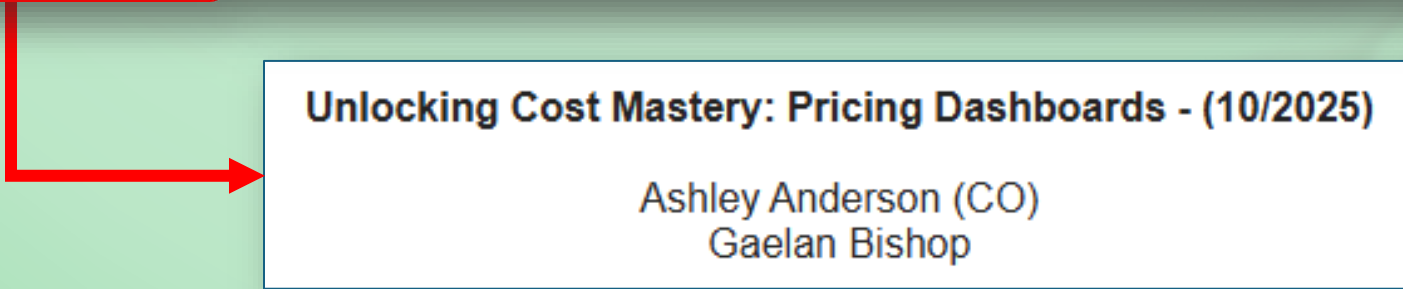
Transportation Symposium – Orlando

- Unlocking Cost Mastery: Pricing Dashboards
- Tuesday October 28 at 8:30am



The banner features the FDOT logo on the left, surrounded by icons for various transportation modes. The main text reads "TRANSPORTATION SYMPOSIUM" in large blue and green letters. Below this, a calendar icon is next to the word "AGENDA". On the right, a location pin icon is next to the text "October 28-29, 2025 Orlando, FL", which is enclosed in a red box with a red arrow pointing to it.

Tuesday, October 28th					
Time	Orange A	Orange B/C	Orange D	Orange E	Orange F/G
8.30am	Unlocking Cost Mastery: Pricing Dashboards - (10/2025) Ashley Anderson (CO) Gaelan Bishop	* Tampa Bay Next Program - (10/2025) Mary Lou Godfrey (D7) Kirk Bogen (D7) Matt Lewis	* Connected & Automated Vehicles - (10/2025) Christine Shafik (CO) Omar Faruk	FDOT Steel Bridge Design Updates - (10/2025) Hayder Al-Salih (CO)	Stormwater Runoff Control Concept - (10/2025) Jennifer Johnson (CO) Jason Russell (CO)



A red arrow points from the session title in the table to a larger callout box containing the following text:

Unlocking Cost Mastery: Pricing Dashboards - (10/2025)

Ashley Anderson (CO)
 Gaelan Bishop

Bridge Analysis during PD&E

- Engage Early with Department Structures Staff

- Potential Category 1 Structures → District Structures Design Office
- Potential Category 2 Structures → State Structures Design Office (CO)

FDM Chapter 121 – Bridge Project Development

121.8 Bridge Analysis

121.8.1 General

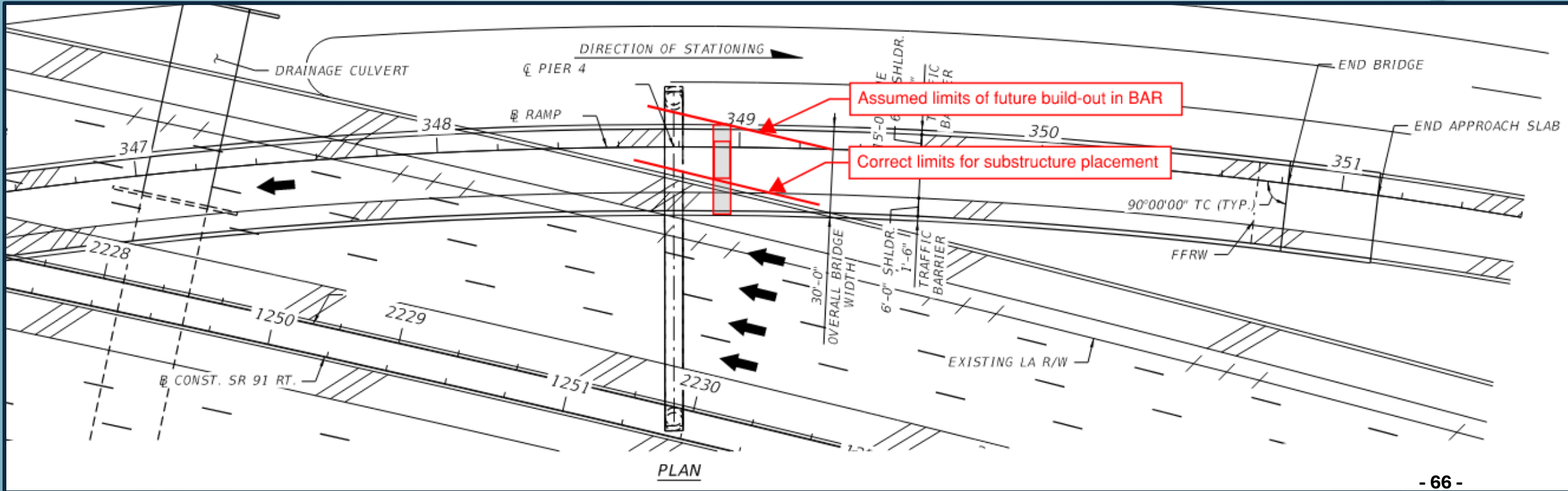
The bridge analysis is performed during the PD&E phase by qualified bridge engineers. The findings of the bridge analysis must be approved by the District Structures Design Office or the State Structures Design Office, as applicable, in accordance with the responsible review authority specified in **FDM 121.5**. The function of the bridge analysis is to determine the general attributes for the recommended bridge. The specific attributes of the bridge will be defined in the BDR.

For bridges over water, a Location Hydraulics Report will be prepared in conjunction with the bridge analysis. General site geotechnical knowledge is also required (usually from existing bridge plans) or, in some cases, it may be desirable to obtain borings.

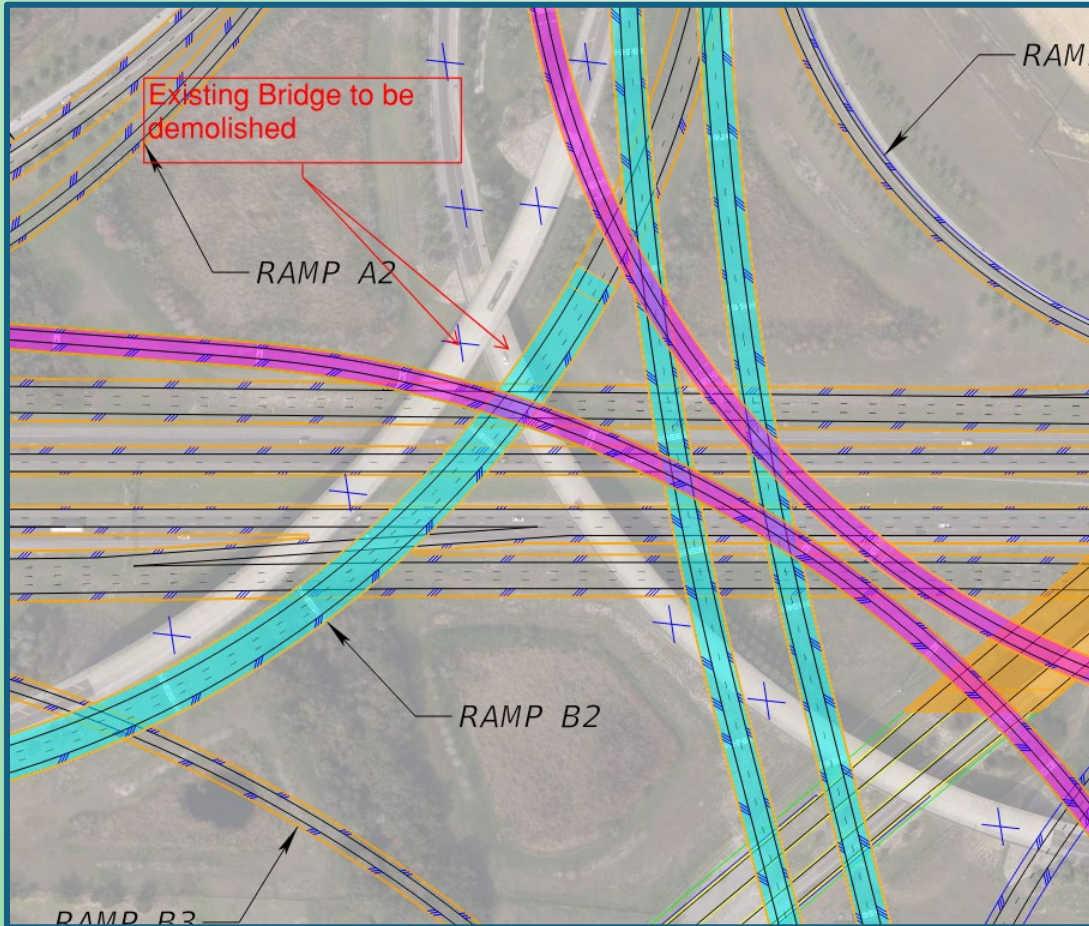


Case Study #1

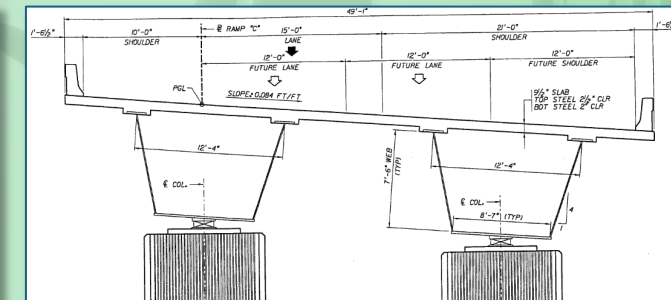
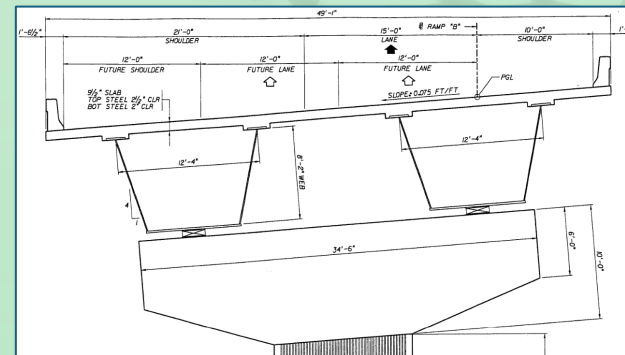
- Elimination of steel straddle piers and potential elimination of end spans
- Significant cost savings
 - Initial construction
 - Long-term inspection and maintenance



Case Study #2

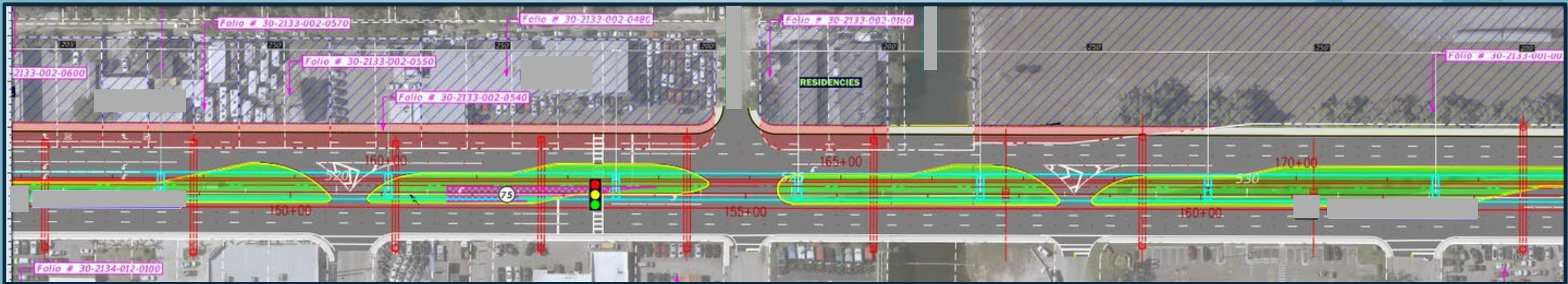


- Interchange improvement project
 - Two long steel box girder bridges
 - Constructed in early 2000s
 - Lengths of 1,038-ft and 1,168-ft
- PD&E
 - Demo and replacement recommended
- Final Design
 - Retaining bridges feasible and advantageous
 - Estimated savings over \$30M



Case Study #3

- Long elevated viaduct
- High density of straddle piers recommended in PD&E
- Through coordination with SDO:
 - Some areas changed to roadway widening with very minor R/W acquisition
 - Numerous straddle piers replaced with single column piers in median
 - Estimated savings over \$100M (includes R/W acquisition)



New Stormwater Rule: Resources

FDOT Cost Estimate Worksheet

FDEP Form 62-330.301(26)

Florida Department of Transportation
Cost Estimate for FDEP Form 62-330.301(26)

Project Name:

FPID Project Number:

FDEP/WMD Permit/Application Number:

As directed by the Florida Legislature, the Florida Department of Transportation's (FDOT) prevailing principles include the preservation of its infrastructure investment and Florida's natural resources [Section 334.046(4), Florida Statutes (F.S.)]. As a state agency, FDOT is funded annually by the Florida Legislature and receives a multi-billion-dollar budget. Consistent with its charge to ensure that 100 percent of the acceptable maintenance standards are met on the state highway system, FDOT first budgets for operation and maintenance (O&M) costs of approximately one billion dollars per year, which includes stormwater infrastructure O&M.

FDOT must follow Chapters 287 and 337, F.S., and adopted rules for competitive solicitation to obtain commodities and contractual services, which includes the maintenance of the State Highway System. Pursuant to Section 337.168, F.S., FDOT project specific cost estimates in development are exempt from Public Records Requests under Section 119.07, F.S., which includes contracting for stormwater management systems along the State Highway System.

Development of the official confidential cost estimate must follow defined procedures and associated scope of work for the forecasted tentative work program. The FDOT Office of Maintenance compiles these estimates to determine the Maintenance Program's total budget for the State Transportation Trust Fund (STTF) Work Program and Legislative Budget Request [Section 339.135, F.S.]

The budgeted stormwater O&M activities account for annual operating expenses, including inspection costs, and maintenance costs for the estimated remaining useful life of the system, accounting for replacement costs or deferred maintenance expenses for non-annual expenditures, for all components of the stormwater management system, including for each BMP in the stormwater management system.

FDOT O&M Cost Estimator Tool:

STTF Tentative Work Program Financial Plan				Above Referenced Project	
6-year Total Maintenance Expenditures ¹	Average Annual Maintenance Expenditures	FDOT Centerline (CL) Miles ²	Average Annual O&M Budget per CL Mile ³	Project Length (miles)	Estimated Average Annual O&M Budget for the Project
\$ 5,645,100,000	\$ 940,850,000	12,157	\$ 77,391.63	<input type="text"/>	<input type="text"/>

1. Source: FDOT State Transportation Trust Fund (STTF) Tentative Work Program Financial Plan (FY 2024/25 through FY 2029/29)

2. Source: Florida Transportation Fast Facts by FDOT's Systems Forecasting and Trends Office (May 2024). Centerline Miles account for all roads that are maintained by FDOT.

3. Assumes a uniform distribution of the budget. Includes all aspects of maintaining the State Highway System – e.g. pavement, signage, lighting, roadside safety, and associated stormwater management features. O&M activities include routine and periodic maintenance during the useful life of the system.

*Note: This tool and its estimated results are not to be used to make FDOT financial or contractual decisions. This cost estimate is provided solely to comply with Chapter 62-330, F.A.C., and Section 12.3.5, AH Vol. 1, subject to the limitations of Chapter 337, F.S., and the prevailing principles specified under Section 334.046, F.S. Actual maintenance needs and expenditures are based on factors such as, but not limited to, site-specific conditions and unexpected non-annual expenses, contract negotiations, location, year, scoping, complexity, staffing, and selected means and methods.

September 2024

New Stormwater Rule: Resources

FDOT Operation and Maintenance Plan Form

Florida Department of Transportation
Operation & Maintenance (O&M) Plan

Project Name: _____
FPID Project Number: _____
FDEPWMD Permit/Application Number: _____

O&M Letter of Intent

Pursuant to Section 12.3.1 AH Vol. 1, an acceptable operation and maintenance (O&M) entity shall have the financial, administrative, and legal capability to access, monitor, operate, and maintain its permitted projects. As a state agency, the Florida Department of Transportation (FDOT) is identified under Section 12.3.1(c), AH Vol. 1, as an acceptable entity for ensuring that an activity will be operated and maintained in compliance with the requirements of Section 373.416(2), F.S., and Chapter 62-330, F.A.C. Per Section 12.3.2, AH Vol. 1, FDOT provides this document as its letter of intent to accept responsibility for the operation and maintenance of the entire stormwater management system(s) associated with the above referenced permit number.

Comprehensive O&M Program

Section 12.4.1 AH Vol. 1 requires preparation of an operation and maintenance (O&M) plan to describe the O&M activities necessary to ensure the stormwater management system's perpetual performance. Municipal Separate Storm Sewer System (MS4) permittees subject to Chapter 62-624, F.A.C. (MS4 Entity) are not required to submit a separate O&M Plan but shall instead conduct operation and maintenance of the ERP-permitted stormwater management systems in accordance with their MS4 permit requirements and any associated stormwater management program requirements.

FDOT is an MS4 Entity throughout most of the state and has developed a comprehensive stormwater management program which includes inspection and maintenance activities to ensure perpetual operation and maintenance of the FDOT's permitted stormwater management systems. This comprehensive O&M program is consistent with the MS4 stormwater management program and is applicable within those areas where FDOT is an MS4 Entity. For those ERP projects which extend outside of permitted MS4 areas (i.e., non-regulated MS4 areas), FDOT is implementing the same consistent and comprehensive statewide O&M Program as described herein.

To meet the requirements of Section 12.4.1 AH Vol. 1, FDOT, in coordination with FDEP, has agreed to apply this comprehensive O&M Program on a statewide basis. The FDEP and FDOT therefore have agreed that separate or individual O&M Plan submittals are not required as the O&M activities for the above referenced project will be implemented pursuant to FDOT's statewide Comprehensive O&M Program.

*FDOT herein refers to both the Florida Department of Transportation and the Florida Turnpike Enterprise.

September 2024
Page 1

New Stormwater Rule: Resources

FDOT O&M Cost Estimator Tool

STTF Tentative Work Program Financial Plan				Above Referenced Project	
6-year Total Maintenance Expenditures ¹	Average Annual Maintenance Expenditures	FDOT Centerline (CL) Miles ²	Average Annual O&M Budget per CL Mile ³	Project Length (miles)	Estimated Average Annual O&M Budget for the Project
\$ 5,645,100,000	\$ 940,850,000	12,157	\$ 77,391.63		■

1. Source: [FDOT State Transportation Trust Fund \(STTF\) Tentative Work Program Financial Plan \(FY 2024/25 through FY 2028/29\)](#)
2. Source: [Florida Transportation Fast Facts](#) by FDOT's Systems Forecasting and Trends Office (May 2024). Centerline Miles account for all roads that are maintained by FDOT.
3. Assumes a uniform distribution of the budget. Includes all aspects of maintaining the State Highway System – e.g. pavement, signage, lighting, roadside safety, and associated stormwater management features. O&M activities include routine and periodic maintenance during the useful life of the system.

STORMWATER RESOURCES



FDOT Criteria
and Guidance



FDOT
Drainage
Manual
Forms



ERP
Stormwater
Resource
Center



FDOT Roadway Design Office - Drainage Design

<https://www.fdot.gov/roadway/Drainage/Default.shtm>



Cut & Fill Activities



Minimizing Impacts

Implement strategies to reduce environmental disturbance and enhance natural habitats during construction processes.



Borrow Pit

Select borrow pits carefully to avoid depleting local resources and ensure minimal ecological disruption.

Balancing Efforts

Achieving balance between cut and fill operations is crucial for efficient land use and sustainability.



Coordination on Complex Projects





Question & Answer



Streamlining PD&E

Katasha Gruver,
Director of OEM

Catherine Bradley, PE
State Environmental
Development Engineer

Jonathon Bennett,
State Environmental
Quality and Performance
Administrator

334.63, Florida Statutes

18-month PD&E Schedules and Elevated Alternatives

977 Section 19. Section 334.63, Florida Statutes, is created to
978 read:
979 334.63 Project concept studies and project development and
980 environment studies.-
981 (1) Project concept studies and project development and
982 environment studies for capacity improvement projects on limited
983 access facilities must include the evaluation of alternatives
984 that provide transportation capacity using elevated roadway
985 above existing lanes.
986 (2) Project development and environment studies for new

Page 34 of 54

CODING: Words ~~striken~~ are deletions; words underlined are additions.

ENROLLED

2025 Legislature

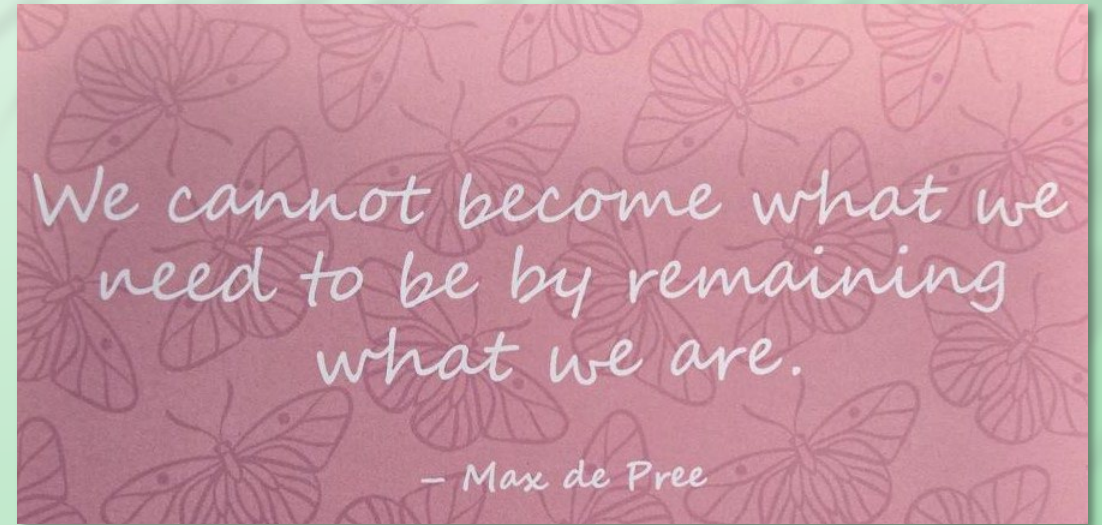
CS for CS for CS for SB 462, 1st Engrossed

2025462er

987 alignment projects and capacity improvement projects must be
988 completed to the maximum extent possible within 18 months after
989 the date of commencement.

Shifting Focus

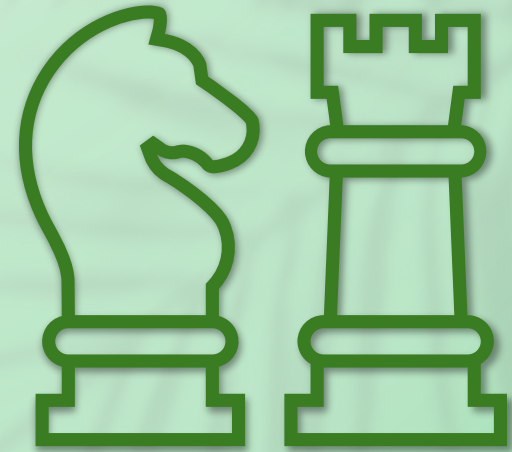
- Recognize PD&E as an action step in production process
- Actions to date
 - Identified existing best practices
 - Developed new ideas
 - Polled districts



Options for District decision making based on project needs

3 Main Categories of Focus

1. Long Lead Time Items
2. Alternatives Development
3. Delivery Strategies



Long Lead Time Items

- Traffic
- Species Surveys
- Cultural Resources Surveys for Ponds



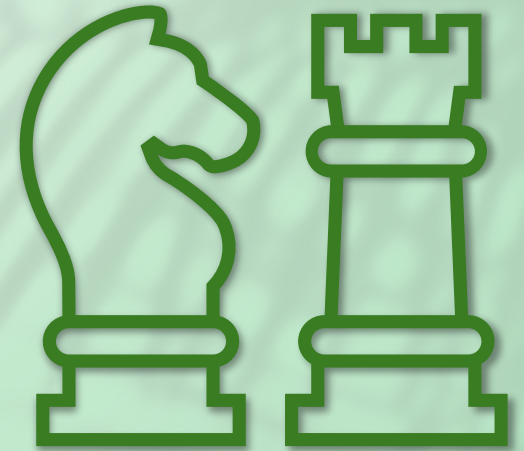
Alternatives Development

- Range of Alternatives (build and no-build)
- Ponds
 - Pond sizing
 - Supports Stormwater Rule
 - Reduces environmental re-work in Design



Delivery Strategies

- More Type 1 CEs (OEM review not required)
- PD&E/Design Overlap when funding available
- Streamline existing Type 2 CE documentation
- More document templates
- Eliminate unnecessary documentation (WQIE, Air, LHR)
- 'One page' FONSI



Enhancing Performance Metrics

- Enhancing performance metrics
 - All environmental document reviews will be in SWEPT
 - Technical document reviews can be tracked as developed
 - Supports workload balancing



Updates from OEM Engineering – New Legislation



- **Elevated Roadways**

- Projects Beginning PD&E after July 1, 2025
- Concept Studies/Planning

- **18-month PD&E Studies**
- Strategies to meet rule
- Optimizing Planning Studies
- Reducing Reports and Redundancy



Strategies to Reduce Time – Currently Available Option

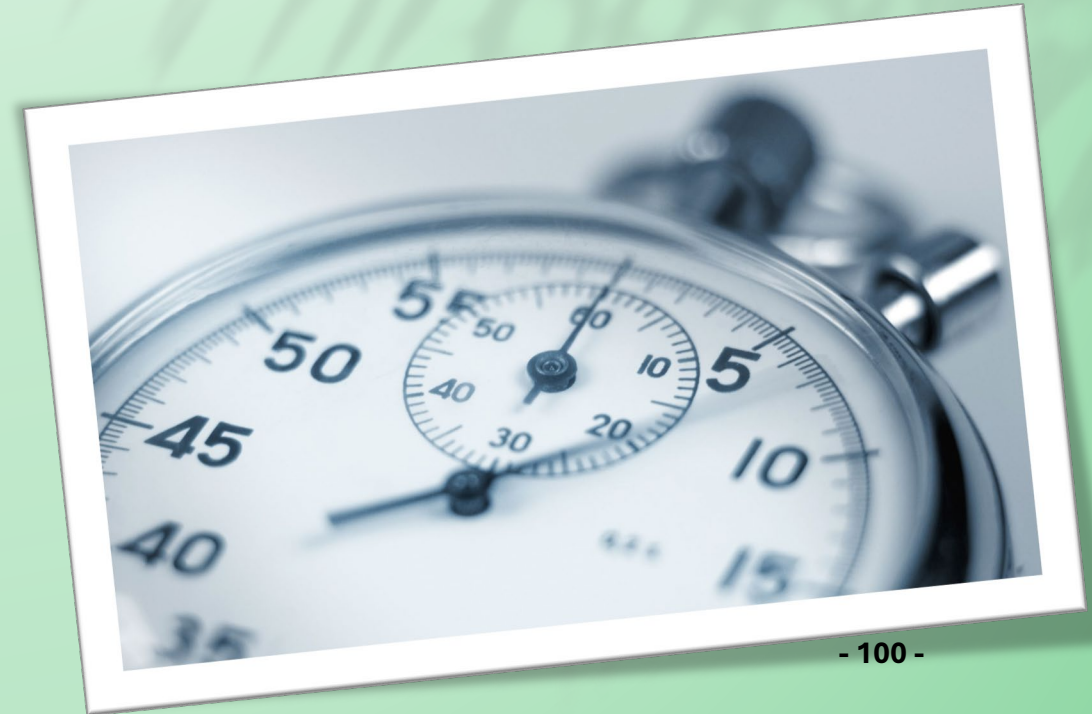
PD&E/Design Overlap

Positives

- Reduces overall schedule
- Build and no-build options where practical
- Less Rework
 - Survey
 - Geotech
 - SUE
 - Can go past 60% plans at risk
- May eliminate need for ROW/Construction re-evals
- Addressed in PD&E Manual Part 1, Chapter 4

Challenges

- Design Funding
- Possibility to encounter unknowns during Design



Strategies to Reduce Time – Currently Available Option

Pond “Sizing” instead of Pond Siting

Positives

- Being done by some districts
- No waiting on additional cultural or species field work
- No lost effort when ponds change in Design

Challenges

- Possibility to encounter unknowns during Design

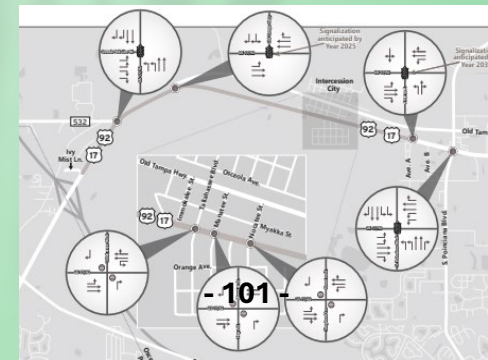
Traffic - Obtained Prior to PD&E

Positives

- Being done by some districts
- Reduces Changes to Purpose and Need

Challenges

- Keeping data current



Strategy to Reduce Time – 6-month implementation

PER and NRE Templates in SWEPT

- Includes refining PER to remove duplicative info in other technical documents (including Environmental Document)
- Species descriptions built into NRE (e.g., pick-list)

Other Possible Report Templates

- Contamination Screening Evaluations
- Location Hydraulic Reports

Analyze Type 2 CE footprint to move to more quickly to Design

- NEPA in a rectangle
- One build alternative (best fit)
- Refine alternatives analysis to identify constraints

Planning and Environmental Linkages (PEL)

- Optimizing PEL to reduce re-work in PD&E
- Focused Studies
- Products that can be adopted in PD&E
- Eliminate Alternatives
- Agency Coordination through the ETDM Planning Screen
- Guidance Document Coming soon!



Utilize Full Range of Type 1 Categorical Exclusions

Currently Available Option

Positives

- Addressed in PD&E Manual Part 1, Chapter 2
- Approved by District
- OEM review not required
 - Requires OEM coordination in some instances
- Similar level of analysis as Type 2 CE
- c(22), c(23), & d(13) offer a lot of flexibility

Challenges

- Perception

2.2.2.1.1 Actions listed in 23 CFR 771.117(c)

The following actions are listed in **23 CFR 771.117(c)** and meet the criteria for CEs in the CEQ regulations and **23 CFR § 771.117(a)** and normally do not require any further **NEPA** approvals by OEM. This list includes additional clarification and flexibility in the use of CEs under **23 CFR §771.117(c)** as provided in **FHWA Informational Memos: Additional Flexibilities in Categorical Exclusions**, dated May 22, 2017 and June 12, 2018.

1. Activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and federal-aid system revisions which establish classes of highways on the federal-aid highway system.
2. Approval of utility installations along or across a transportation facility. The replacement of existing utility powerline poles for overhead utilities and installation of new poles are considered approval of utility installation projects.
3. Construction of bicycle and pedestrian lanes, paths, and facilities.
4. Activities included in the **State's Highway Safety Plan** under **23 U.S.C. § 402**.
5. Transfer of federal lands pursuant to **23 U.S.C. § 107(d)** and/or **23 U.S.C. § 317** when the land transfer is in support of an action that is not otherwise subject to FHWA (OEM as Assigned) review under **NEPA**.
6. The installation of noise barriers, or alterations, to existing publicly owned buildings to provide for noise reduction.
7. Landscaping.
8. Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in **23 CFR § 771.117(e)**. Bridge removal may be a component of a bridge replacement project under this CE.
29. Purchase, construction, replacement, or rehabilitation of ferry vessels (including improvements to ferry vessel safety, navigation, and security systems) that would not require a change in the function of the ferry terminals and can be accommodated by existing facilities or by new facilities which themselves are within a CE.
30. Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facility's capacity. Example actions include work on pedestrian and vehicle transfer structures and associated utilities, buildings, and terminals.

Streamline Type 2 Form

6 Month Implementation

Positives

- Provide tabular data for most resources
 - Reduces duplication of effort
 - Less errors
 - Faster to develop
- Reduces OEM review time
- Focus on information decision maker needs

Challenges

- Timeline to enhancement of SWEPT
- Communicating new process
- Revising QA/QC expectations



'One Page' FONSI for EAs

3 Month Implementation


Positives

- Being done by other state DOTs, Military
- Less preparation/review time for consultant/District
- Faster OEM approval

Challenges

- None anticipated

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 **Finding of No Significant Impact
for a FHWA Project**

Proposed Action: Kenney Fort Boulevard – Segments 2 and 3
Project Limits: Forest Creek Drive south to SH 45
City: Round Rock **County:** Williamson **State:** Texas
TxDOT CSJ(s): 0914-05-195

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT), in cooperation with the City of Round Rock, has determined that Kenney Fort Boulevard – Segments 2 and 3 Project will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated April 2021 and the entire project record. This decision documents the selection of Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

A limited-access six-lane divided major arterial consisting of three 12-foot travel lanes in each direction. Directions of travel would be separated by a variable-width raised median. A curb, gutter and storm sewer would be installed the entire length of the project. A continuous sidewalk and a shared-use path would connect neighborhoods along the route to the existing Brushy Creek Trail system and Old Settler's Park. Improvements to the intersections of Kenney Fort Boulevard with Gattis School Road and with State Highway 45 would be included in the project.

A Notice of Availability of the draft EA was issued on November 14, 2020.
A public hearing for this project was held on December 3, 2020.

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

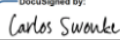
The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the Kenney Fort Boulevard – Segments 2 and 3 project from Forest Creek Drive south to State Highway 45.

TxDOT will ensure adherence and completion of all project commitments described in the final EA (April 2021), Section 8.0 (Post-Environmental Clearance Activities and Design/Construction Commitment). TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

Mitigation required by the following environmental laws will be implemented for this project: Procedures for Abatement of Highway Traffic Noise and Construction Noise (pending the results of the noise workshop and potential design considerations).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

DocuSigned by:

303f418851c140c
TxDOT Environmental Affairs Division Director

5/21/2021
Date

All Environmental Document Reviews in SWEPT

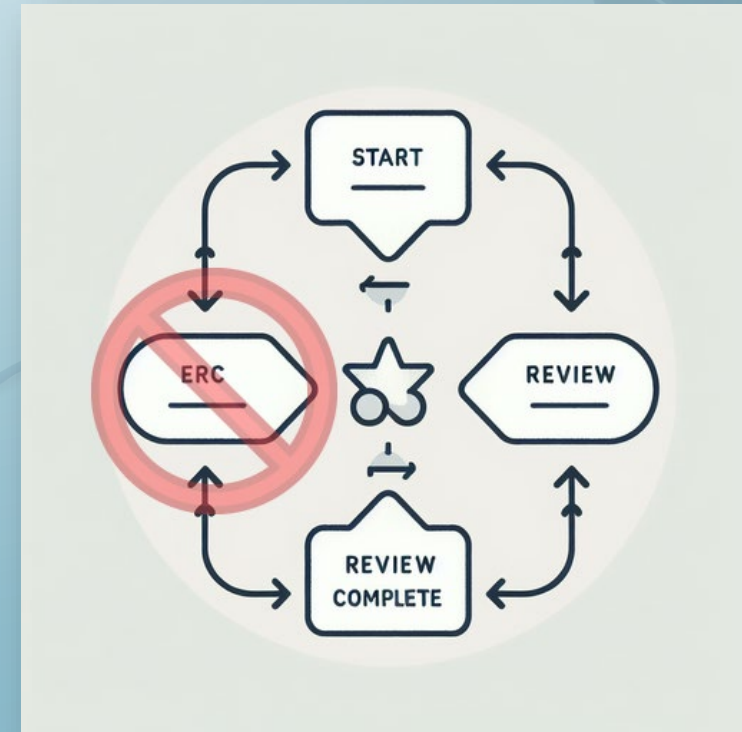
6 Month Implementation

Positives

- Adds tracking and timelines to Districts for reviews and responses
- Environmental document development, review, and approval within one application

Challenges

- Timely enhancements to SWEPT
- Communicating new process



EST Updates – Wildlife Crossing Report

The report is organized into four tiers:

- Tier 1 – Wildlife Connectivity
- Tier 2 – Wildlife-Vehicle Collision/Hotspots
- Tier 3 – Habitat, Wetlands, and Species Occurrence
- Tier 4 – Crossing Opportunities and Conflicts

The screenshot displays the Environmental Screening Tool (EST) interface. At the top, the breadcrumb navigation reads "Home > Project Details > FM# 426964-2 SR 15 Area of Interest". The main header is "Environmental Screening Tool" in a green bar. Below this, the "AOI Details" section shows "FM# 426964-2 SR 15 Area of Interest". The "Geospatial Analysis Reports" section includes a map with a purple line indicating a feature and a "show Feature 1 on map" link. To the right, a list of reports is shown with counts: GIS Reports (3), Sociocultural Data Reports (SDR) (3), Cultural Resources Data Report (CRDR) (0), Wildlife Crossings Potential Report (1), and Wildlife Crossings Potential Report (1). A green arrow points to the second "Wildlife Crossings Potential Report" entry. Below this, the "Wildlife Crossings Potential Report" is displayed, featuring the ETDM EST logo and the title "Wildlife Crossings Potential Report". The report details include the project name "FM# 426964-2 SR 15 Area of Interest", a description, project type "Type 1 CE (T1CE)", expiration date "11/01/2025", and last updated date "10/02/2025". A small map shows the location of "Feature 1". The "Overview" section explains the purpose of the report and lists the four tiers: Tier 1 (Wildlife Connectivity), Tier 2 (Wildlife-Vehicle Collision/Hotspots), Tier 3 (Habitat, Wetlands, and Species Occurrence), and Tier 4 (Crossing Opportunities and Conflicts). The footer includes "Page 1 of 10", "Wildlife Crossings Potential Report: ETDM #37639", and "Created on: 10/08/2025".

From the OEM Helpdesk

Third Quarter:

First three Quarters of 2025

- 1,119 requests

Total 2024

- 1,118 requests

APPLICATION		
SWEPT	226 (+18)	60.4% (+4.2%)
EST	118 (-17)	31.6% (-4.9%)
DSOS	14 (-5)	3.7% (-1.4%)

CATEGORY		
User Access	129 (+27)	34.5% (+6.9%)
T2CE	42 (+20)	11.2% (+5.3%)
Section 106	20 (-2)	5.3% (-0.6%)

REPORTING DISTRICT/AGENCY		
D4	52 (+4)	27.8% (+1.9%)
D1	51 (+/-0)	27.3% (-0.3%)
D5	36 (-3)	19.3% (-1.8%)



Question & Answer



Thank You!