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NEPA Compliance Final Report

National Environmental Policy Act SFY 2021

Location and Environment Bureau: NEPA Section

NEPA Compliance

The NEPA Section in the Iowa Department of Transportation's Office of Location and Environment (OLE) is responsible for compliance with the National Environmental Policy Act (NEPA). NEPA, signed into law on January 1, 1970, acknowledged the decades of environmental neglect that had significantly degraded the nation's landscape and damaged the human environment. The law was established to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals. NEPA also requires Federal agencies to use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment.

NEPA requires the examination and avoidance of potential impacts to the social and natural environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, transportation needs of the public must also be taken into account when reaching a decision that is in the best overall public interest. The FHWA NEPA project development process is an approach to balanced transportation decision-making that takes into account the potential impacts on the human and natural environment and the public's need for safe and efficient transportation.

Classification Process

The definitions contained in CEQ regulation and Titles 23 and 49 of the United States Code, state that a Federal action is a highway project proposed for FHWA funding. It also includes activities such as joint and multiple use permits, changes in access control, etc., which may or may not involve a commitment of Federal funds.

The policies and procedures are prescribed in §23 CFR 771 for implementing NEPA for a transportation project. There are three classes of actions for the level of documentation and procedures required in the NEPA process. Table 1 lists the classes of actions, level of impacts for each action, and example projects for the different classes.

Table 1: Classes of Actions

Class I Environmental Impact Statement (EIS)	Class II Categorical Exclusion (CE)	Class III Environmental Assessment (EA)
<p>Required for actions likely to have significant environmental effects that cannot be mitigated.</p>	<p>Required For actions that Do Not individually or cumulatively have a significant environmental effect. Necessary environmental studies and compliance with all applicable requirements are still required for the project.</p>	<p>Required for actions that do not qualify as a CE, but where there is insufficient information to determine whether the project's impacts warrant an EIS. An EA may also be a useful tool in that it incorporates environmental considerations with project design and can aid in NEPA compliance when an EIS is not required.</p>
<p>Examples include:</p> <ul style="list-style-type: none"> • A New, controlled-access freeway • A highway project of four or more lanes in a New location 	<p>Examples include:</p> <ul style="list-style-type: none"> • Pedestrian facilities • Landscaping • Routine maintenance, including resurfacing, bridge replacement and rehabilitation, and minor widening <p>In Iowa, FHWA and Iowa DOT signed a programmatic agreement for some CEs</p>	<p>Examples include:</p> <ul style="list-style-type: none"> • New construction of a highway interchange • Adding thru-lanes to an existing highway

Table 2: NEPA Classification

Classification Type	Current Year Count	Percentage
PCE	193	29%
CE	6	1%
EA	0	0%
EIS	0	0%
No NEPA	273	41%
Packaged Projects	199	30%
	671	100%

Project concepts that are received from an Iowa DOT District Office, Office of Design, Office of Systems Planning, or the Office of Local Systems are used to make the NEPA class of action determinations.

This NEPA class determination is based on the concept's type of work, the location of the activity, and the potential social and environmental impacts. Table 2 and Figure 1 identify how the concepts were classified during this fiscal year:

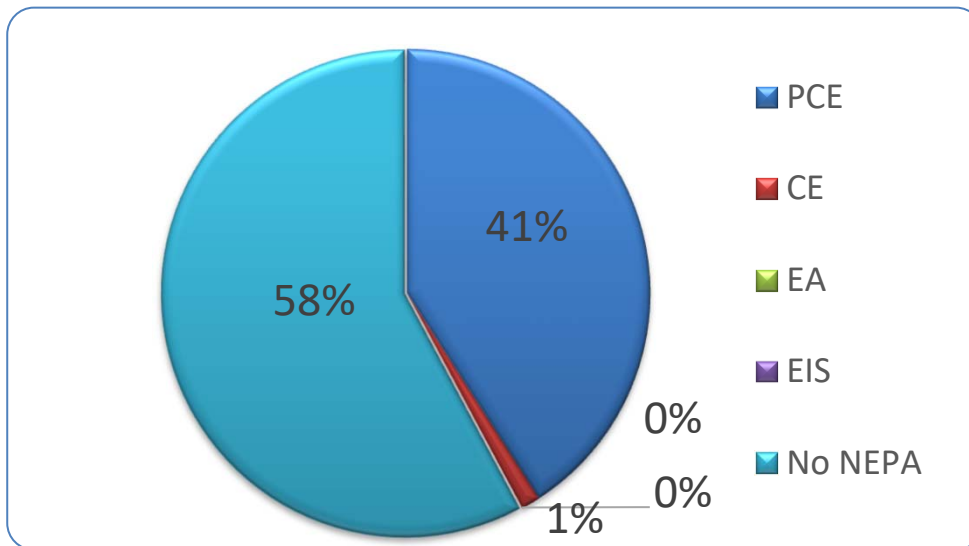


Figure 1: NEPA Classification

- PCE - Programmatic Categorical Exclusion
- CE - Categorical Exclusion
- EA - Environmental Assessment
- EIS - Environmental Impact Statement
- No NEPA - There is no FHWA federal undertaking
- Packaged Project - Project was cleared under a previously cleared FHWA NEPA effort

A comparison of the NEPA classifications made over the last five fiscal years is shown on Table 3.

Table 3: Classifications for the last 5 years

Classification	2017	2018	2019	2020	2021
PCE	302	218	197	199	193
CE	9	3	7	12	6
EA	1	2	1	1	0
No NEPA	83	387	243	283	273
Packaged Projects	124	80	72	284	199
	519	690	520	779	671

Process for Environmental Clearance

The FHWA/Iowa DOT Joint Program Goal Number 7 was signed by FHWA and Iowa DOT on March 11, 1999. The agreement outlined procedural changes that would greatly enhance the efficiency of the environmental processing of many projects which have minimal environmental effects (Class II Categorical Exclusions). The change was to minimize the flow of paperwork between offices. This signed agreement which is now known as the 'PCE Agreement' has been revised and updated throughout the years. As part of this agreement, all projects certified through the PCE agreement are reported to FHWA and made public on a quarterly basis and documented in this report.

Programmatic Categorical Exclusion

The PCE agreement outlines two methods for certifying projects, the non-evaluated method or the evaluated method. To certify or to provide certification means the Iowa DOT determines the action meets the criteria as set forth in the PCE agreement. Once this certification is complete, the project may continue toward letting. It is the responsibility of the project sponsor to notify OLE of significant changes in the project as changes could nullify the certification.

Non Evaluated Programmatic Categorical Exclusions (NE PCE)

The non-evaluated programmatic categorical exclusions (NE PCE) are projects that meet the criteria of the current PCE Agreement. The agreement states that action types meeting the NE PCE; by having no potential for significant environmental effect such as non-construction actions or construction projects within the previously disturbed right-of-way; will have concluded the environmental review process. Table 4 includes the CFR project type and how many have been completed each year for the past five years. Figures 2 and 3 demonstrate the results from the current year and for the last five years.

Table 4: PCE for the last 5 years

Types of Projects	§ 771.117	2017	2018	2019	2020	2021
(c)(01)	Design Exception	2	0	0	0	0
(c)(01)	Funding	22	21	15	17	19
(c)(01)	Planning	1	0	0	0	0
(c)(03)	Safe Routes to School	1	0	0	0	0
(c)(08)	Railroad Warning Devices or Crossings	20	1	0	0	0
(c)(09)(i)	Emergency Repair	0	0	1	0	0
(c)(26)	Rehabilitation	0	0	1	0	0
(c)(27)	Iowa Clean Air Attainment Program	1	1	0	0	0
(c)(27)	Safety Improvement	0	1	1	0	0
(d)(06)	Disposal of excess ROW	2	1	0	0	0
	TOTAL	49	25	18	17	19

Figure 2 indicates the action type of each project, and the 23 CFR 771.117 citation reference for the current review year.

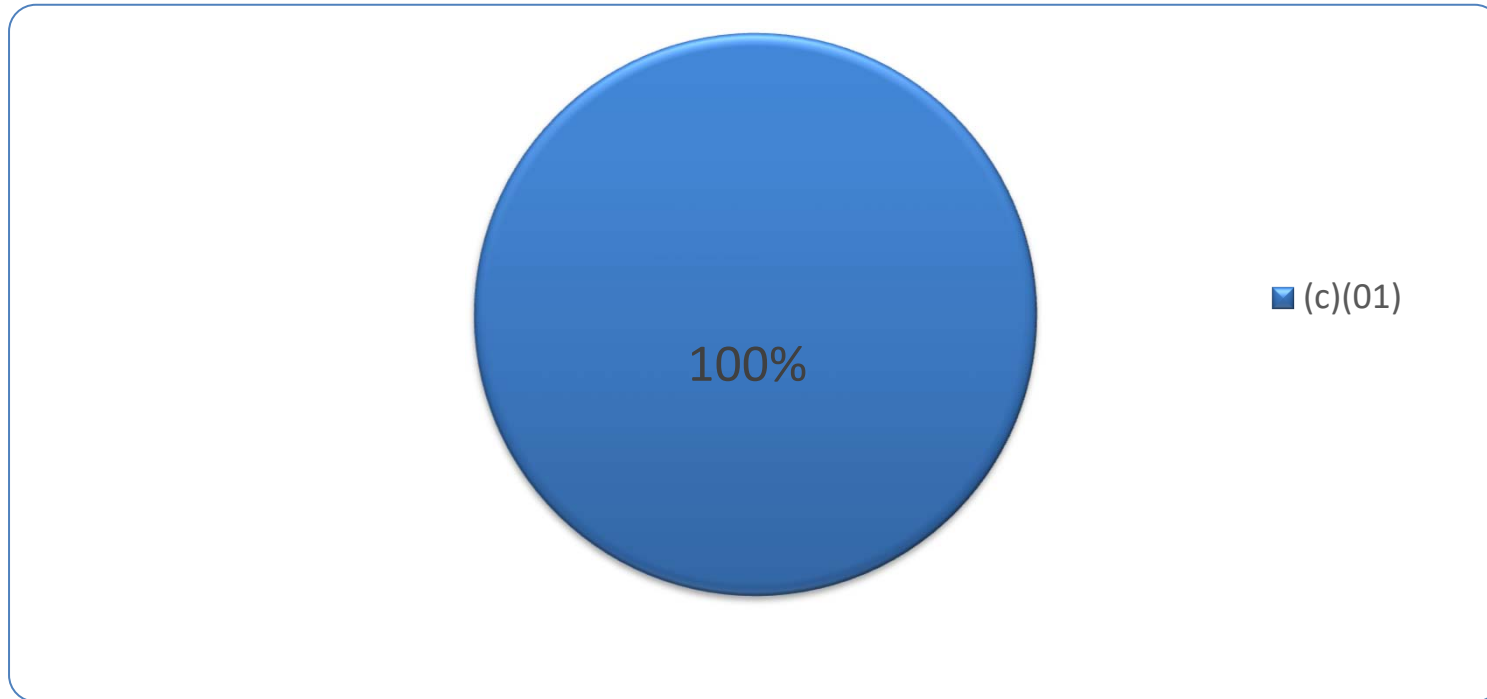


Figure 2: Non Evaluated PCE

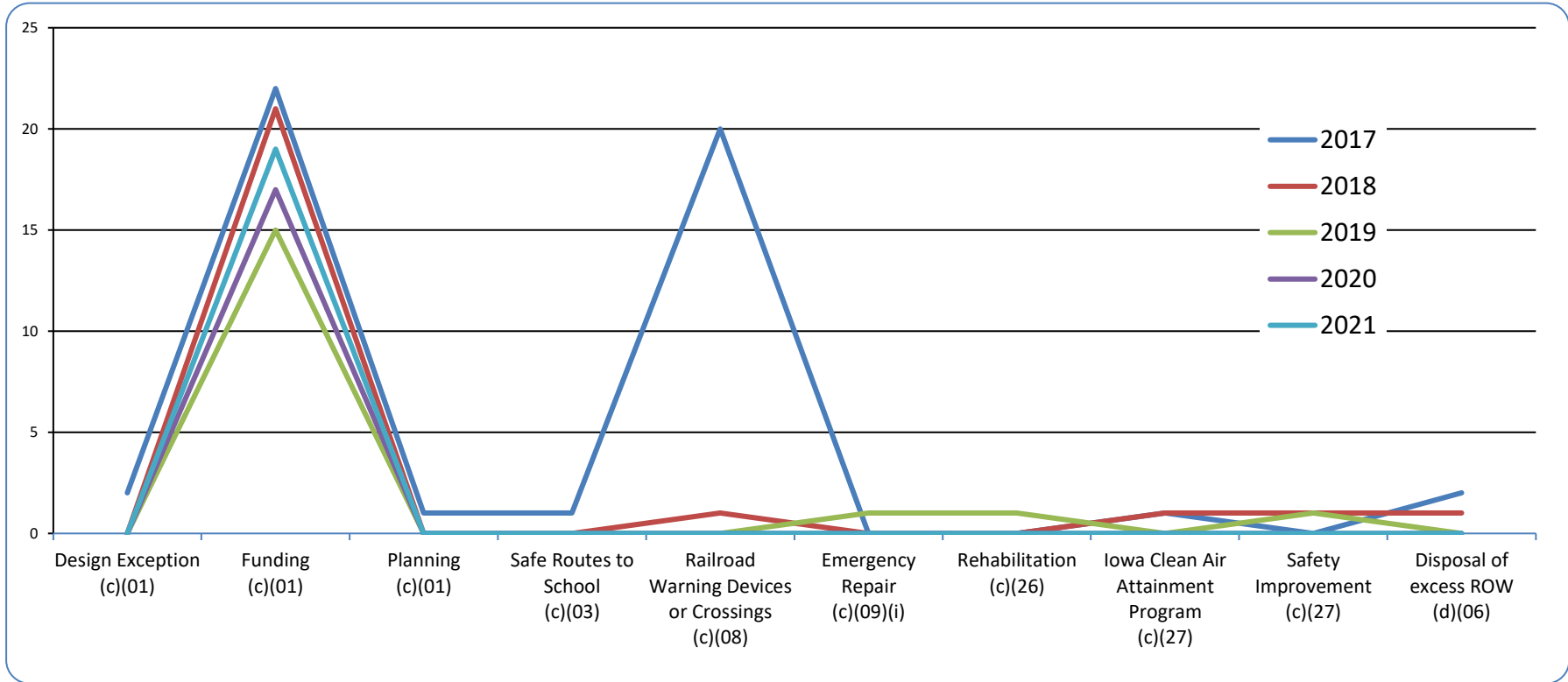


Figure 3: Non Evaluated PCE Project Types

Table 5: PCE for the last 5 years

Types of Projects	§ 771.117	2017	2018	2019	2020	2021
(c)(01)	Design Exception	0	1	0	0	0
(c)(01)	Funding	1	2	2	1	1
(c)(01)	Non Construction	0	0	3	0	0
(c)(01)	Planning	0	0	1	0	0
(c)(03)	Enhancement	1	1	2	0	0
(c)(03)	Safe Routes to School	1	0	0	0	2
(c)(03)	Trail	22	19	40	32	22
(c)(07)	Landscaping	3	4	2	1	1
(c)(08)	Fencing, signs, pavement markings, traffic signals	0	0	0	0	1
(c)(08)	Railroad Warning Devices or Crossings	0	2	8	1	2
(c)(09)(i)	Emergency Repair	0	0	2	0	6
(c)(09)(ii)	Emergency Repair	2	0	9	38	13
(c)(22)	Existing Operational ROW	0	1	0	0	0
(c)(23)	Federally Funded Projects	0	0	1	0	1
(c)(24)	Geotechnical Investigation	0	0	0	0	1
(c)(25)	Environmental Restoration	0	0	0	2	0
(c)(26)	Improvement	3	1	0	0	3
(c)(26)	Maintenance	6	2	0	3	0
(c)(26)	New Pavement	6	7	0	0	2
(c)(26)	Reconstruction	22	7	2	7	7
(c)(26)	Rehabilitation	11	15	19	20	27
(c)(26)	Resurfacing	41	32	18	13	20
(c)(27)	Iowa Clean Air Attainment Program	5	5	0	0	0
(c)(27)	Safety Improvement	16	15	4	8	4
(c)(28)	Bridge	110	94	19	73	45
(c)(28)	Culvert	17	4	2	2	3
(d)(06)	Disposal of excess ROW	6	13	3	6	6
(d)(07)	Access Control Changes	0	0	0	0	1
(d)(12)i	Hardship Acquisition	1	1	2	3	0
	TOTAL	274	226	139	210	168

Evaluated PCEs require environmental review while NE PCE certifications are based on project type. Table 5 and Figure 4 include the CFR project type and how many completed each year for the past five years.

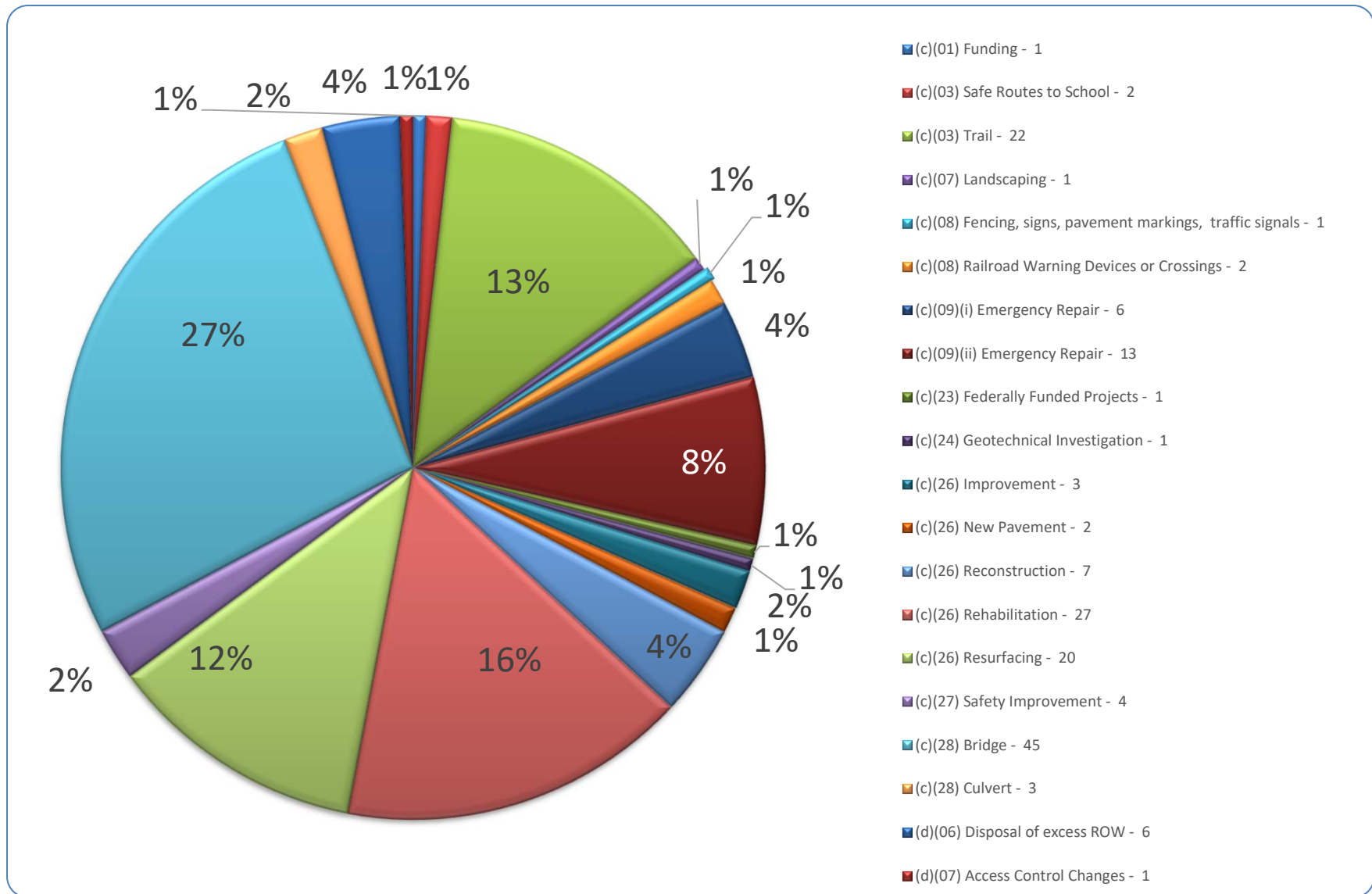


Figure 4: PCE cleared by CFR Project Type

PCE Duration NonEvaluated

Table 6 and figure 5 indicate how long it takes to clear a Non-Evaluated PCE.

Table 6: Non Evaluated PCE Duration

	2017	2018	2019	2020	2021	5 Year Avg
Weeks	2	1	2	1	1	1

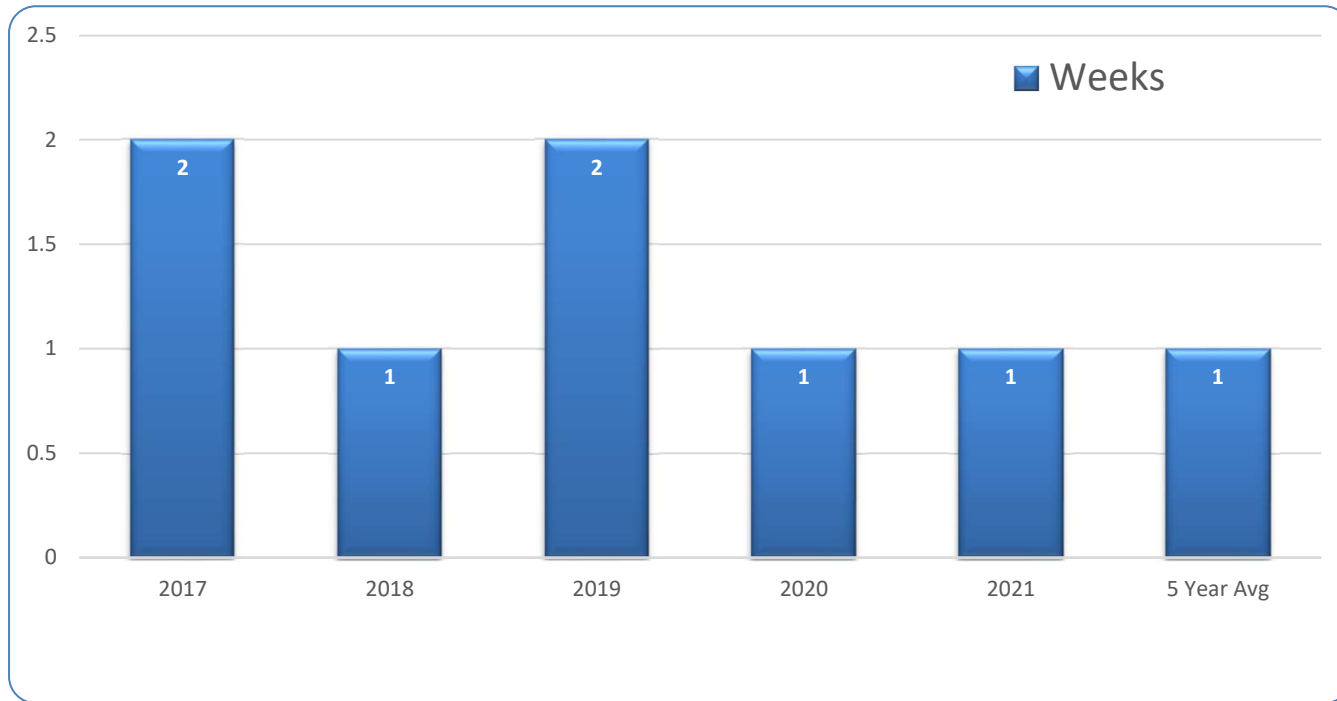


Figure 5: Non Evaluated PCE Duration

PCE Duration Evaluated

Table 7 and Figure 6 indicate how long it has taken to clear a Programmatic Categorical Exclusion each year for the last five years and includes the 5-year average.

Table 7: Evaluated PCE Duration

	2017	2018	2019	2020	2021	5 Year Avg
Weeks	15	16	13	16	20	16

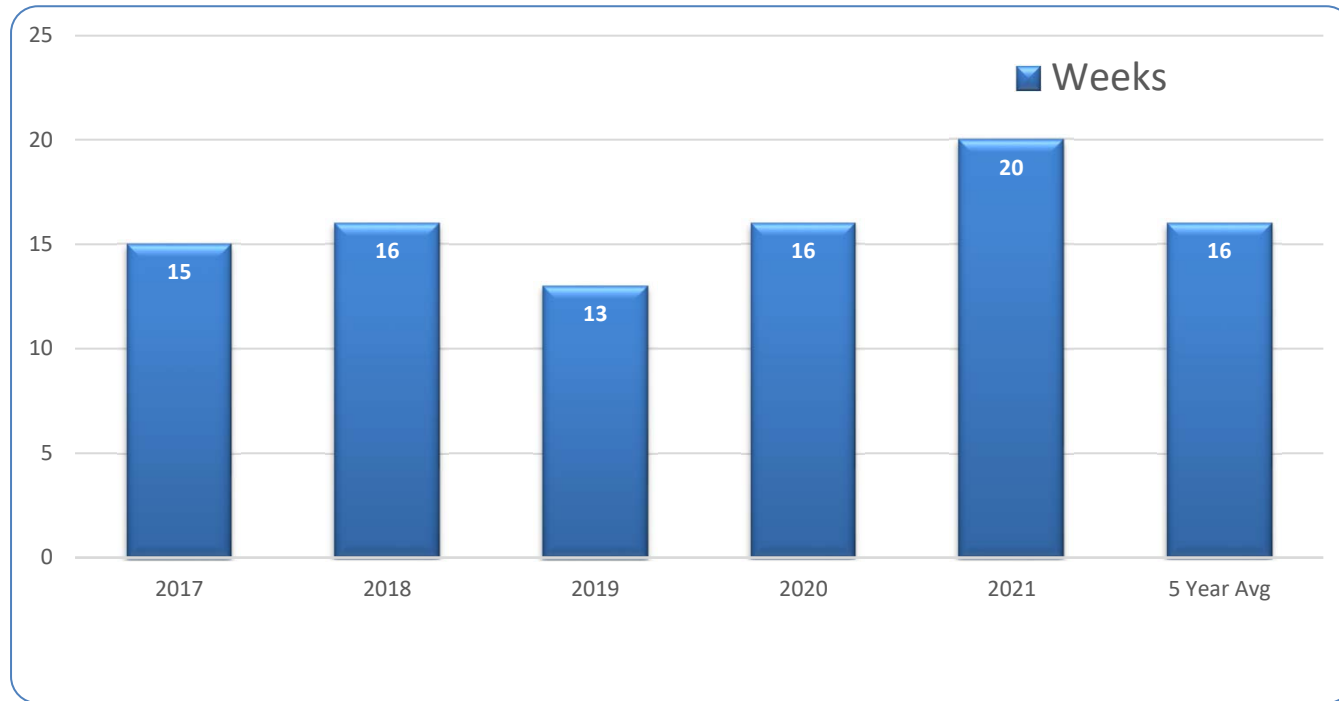


Figure 6: Evaluated PCE Duration

PCE compared to Non-Evaluated PCE

Evaluated PCEs require environmental review while NE PCE certifications are cleared without an environmental review based on project type. Since OLE is responsible for all NEPA actions for FHWA, the NEPA Section manages NEPA compliance for project sponsors other than the Iowa DOT. Projects are tracked by the sponsor such as; Enhancement (enhancements for Local Public Agencies), Local Systems (Local Public Agencies), Primary (Iowa DOT), and Railroad. Figure 7 indicates the majority of evaluated PCEs are LPA projects, where the majority of NE PCEs are Primary and Railroad projects.

Table 8: All PCE Certifications

	Non Evaluated	Evaluated	Total PCE
Enhancement	2	24	26
Local Systems	0	32	32
Primary	17	108	125
Railroad	0	2	2
Total	19	166	185

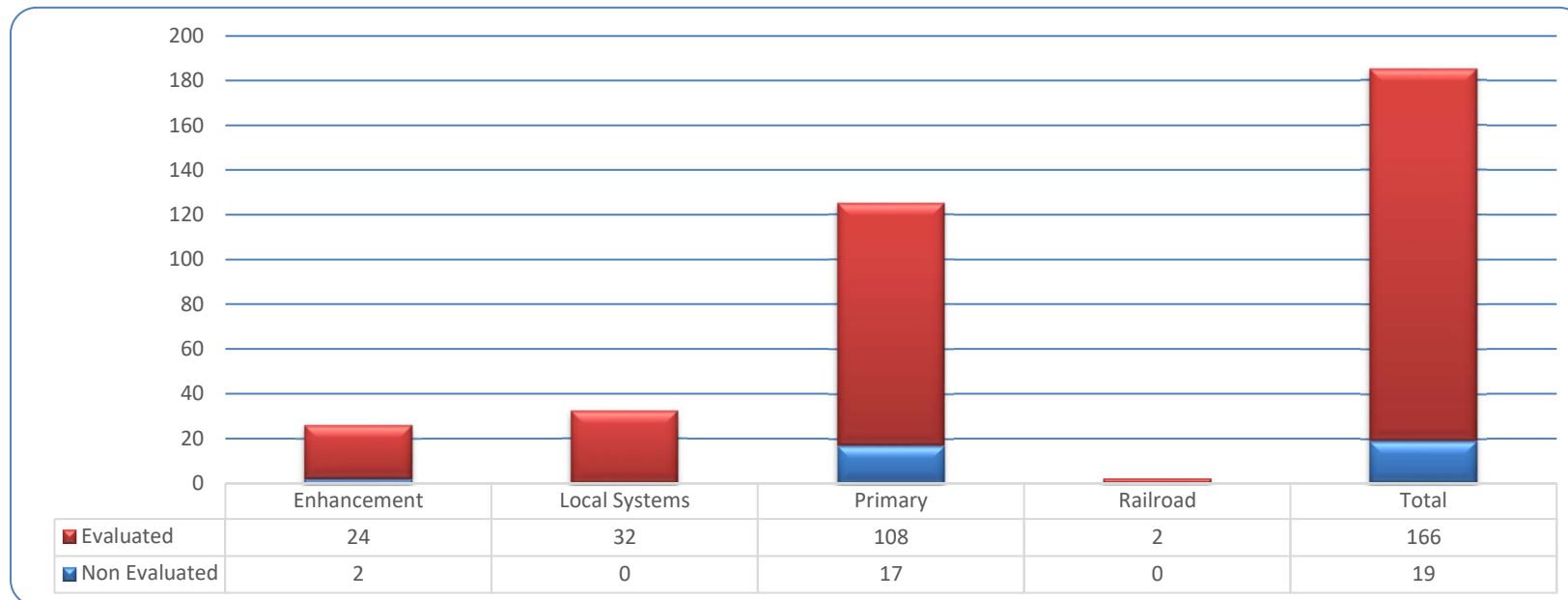


Figure 7: Evaluated PCE Duration

Programmatic Categorical Exclusion (PCE)

Table 9: PCE Certifications by Project Type

Citation	Project Type	Completed
(c)(01)	Funding	20
(c)(03)	Safe Routes to School	2
(c)(03)	Trail	22
(c)(07)	Landscaping	1
(c)(08)	Fencing, signs, pavement markings, traffic signals	1
(c)(08)	Railroad Warning Devices or Crossings	2
(c)(09)(i)	Emergency Repair	6
(c)(09)(ii)	Emergency Repair	13
(c)(23)	Federally Funded Projects	1
(c)(24)	Geotechnical Investigation	1
(c)(26)	Improvement	3
(c)(26)	New Pavement	2
(c)(26)	Reconstruction	7
(c)(26)	Rehabilitation	27
(c)(26)	Resurfacing	20
(c)(27)	Safety Improvement	4
(c)(28)	Bridge	43
(c)(28)	Culvert	3
(d)(06)	Disposal of excess ROW	6
(d)(07)	Access Control Changes	1

The Iowa DOT has certified that the projects identified in Table 9 and Figure 8 meet the action types listed in 23 CFR 771.117 (c) and (d), but are not included as a Non Evaluated Programmatic Categorical Exclusion. These totals indicate how many projects were certified during this review period based on project type and include its associated citation.

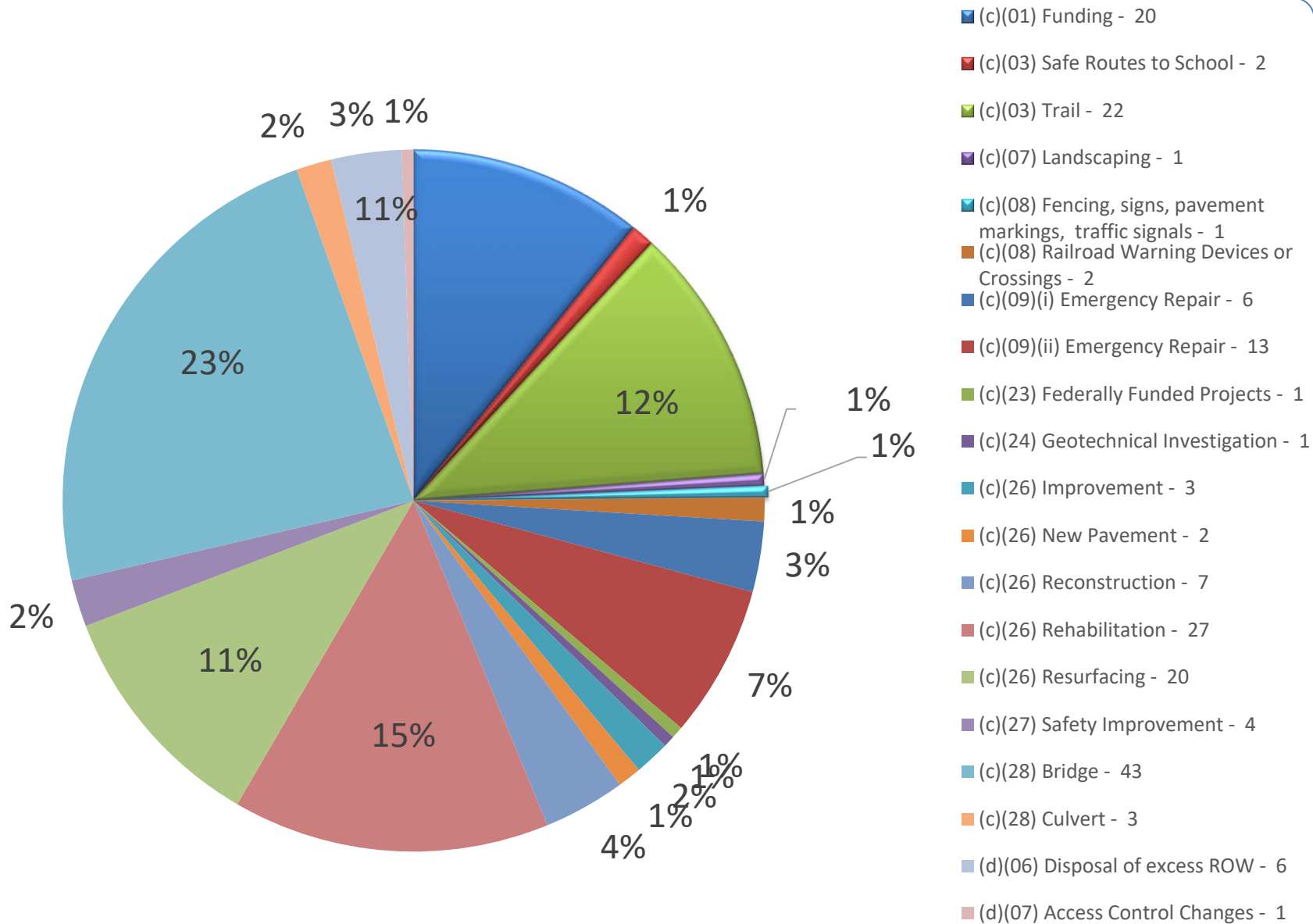


Figure 8: PCE Certification by Project Type

Countersigned Categorical Exclusion (CE)

Categorical exclusion means a category of actions which do not individually or cumulatively have a significant effect on the human environment...and...for which, therefore, neither an environmental assessment nor an environmental impact statement is required.

-- 40 CFR 1508.4

Countersigned CEs are projects that are listed in 23 CFR 771.117(c) and (d) but do not meet the criteria of the PCE Agreement with FHWA. Environmental studies were completed and summarized in a memorandum to FHWA for their countersigned signature with the OLE Office Director.

Table 10: CE Clearances

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
NE 11(CE)	12	3	8	7	10

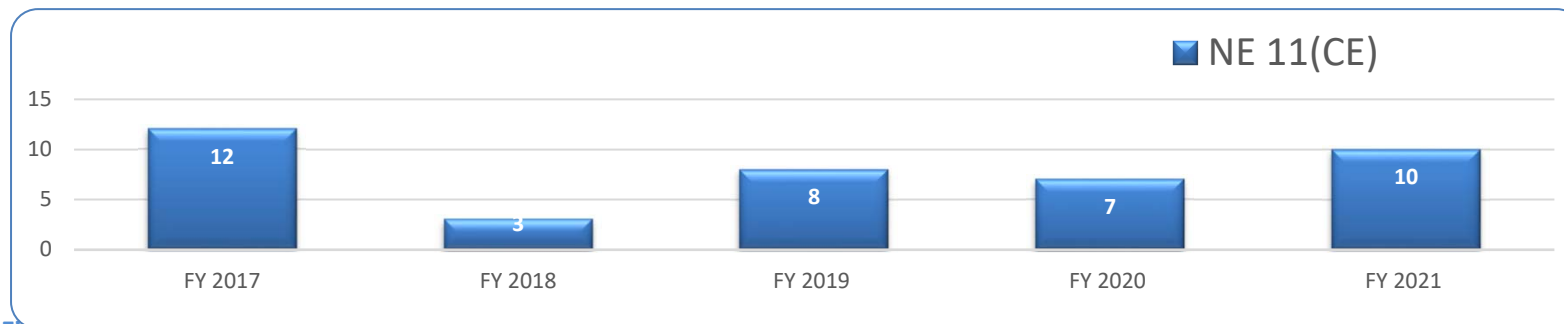


Figure 9: CE Clearances

Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; and do not otherwise, either individually or cumulatively, have any significant environmental impacts.

-- 23 CFR 771.117(a)

Countersigned Categorical Exclusions take longer to complete than a Programmatic CE. Study areas are developed for field reviews and surveys and it usually requires one to two field seasons to get them completed. Once the preferred alternative is identified and the results of the environmental studies are finalized, the information is summarized into a memorandum for Iowa DOT and FHWA concurrence. Table 11 and Figure 10 show the average durations for the last 5 years.

Table 11: CE Duration

	2017	2018	2019	2020	2021	5 Year Avg
Months	17	16	33	20	28	23

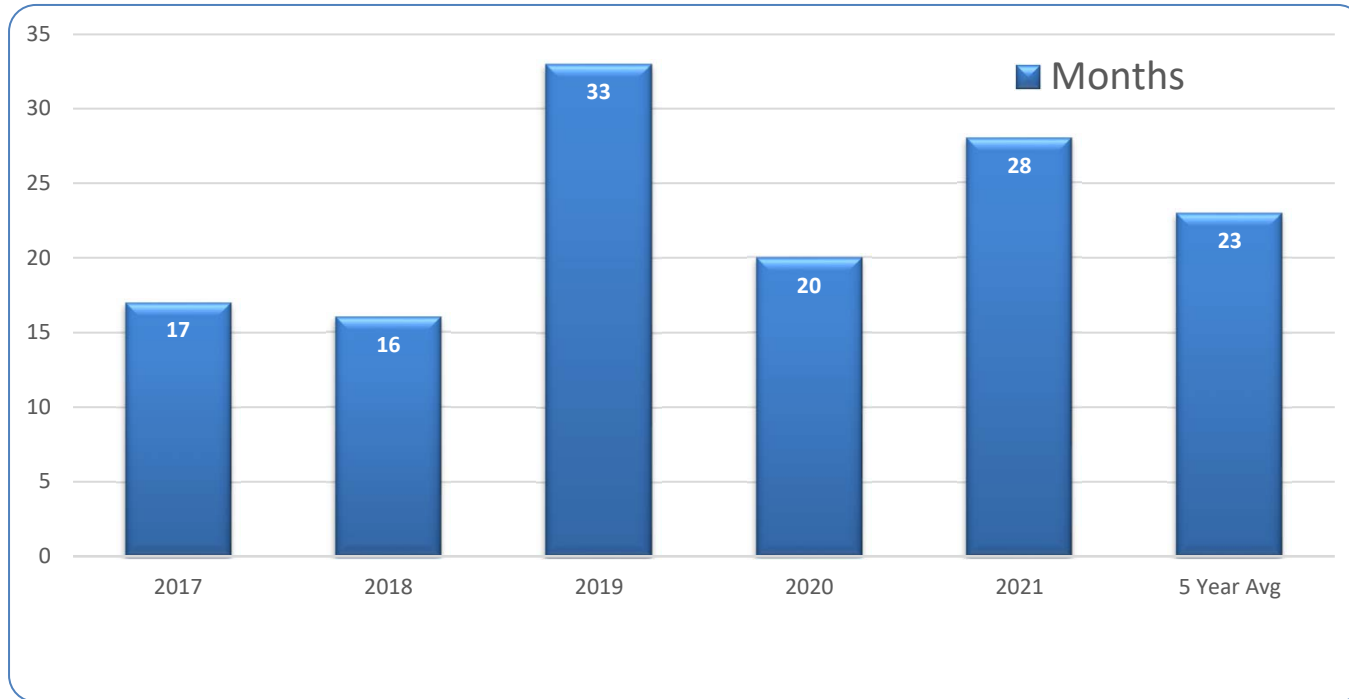


Figure 10: CE Duration

Figure 11 compares the clearance times by project sponsor. It appears to take primary projects longer to clear when compared to Local Systems or Enhancement projects. Primary projects complete planning and environmental studies after the concepts are classified where Local sponsors will often complete planning and environmental studies prior to submitting concepts.

Table 12: CE Clearances by Project Sponsor

	2017	2018	2019	2020	2021	5 Year Avg
Primary	22	33	26	21	32	27
Local Systems	13	4	20	17	8	13
Enhancement	18	12	47	0	0	28

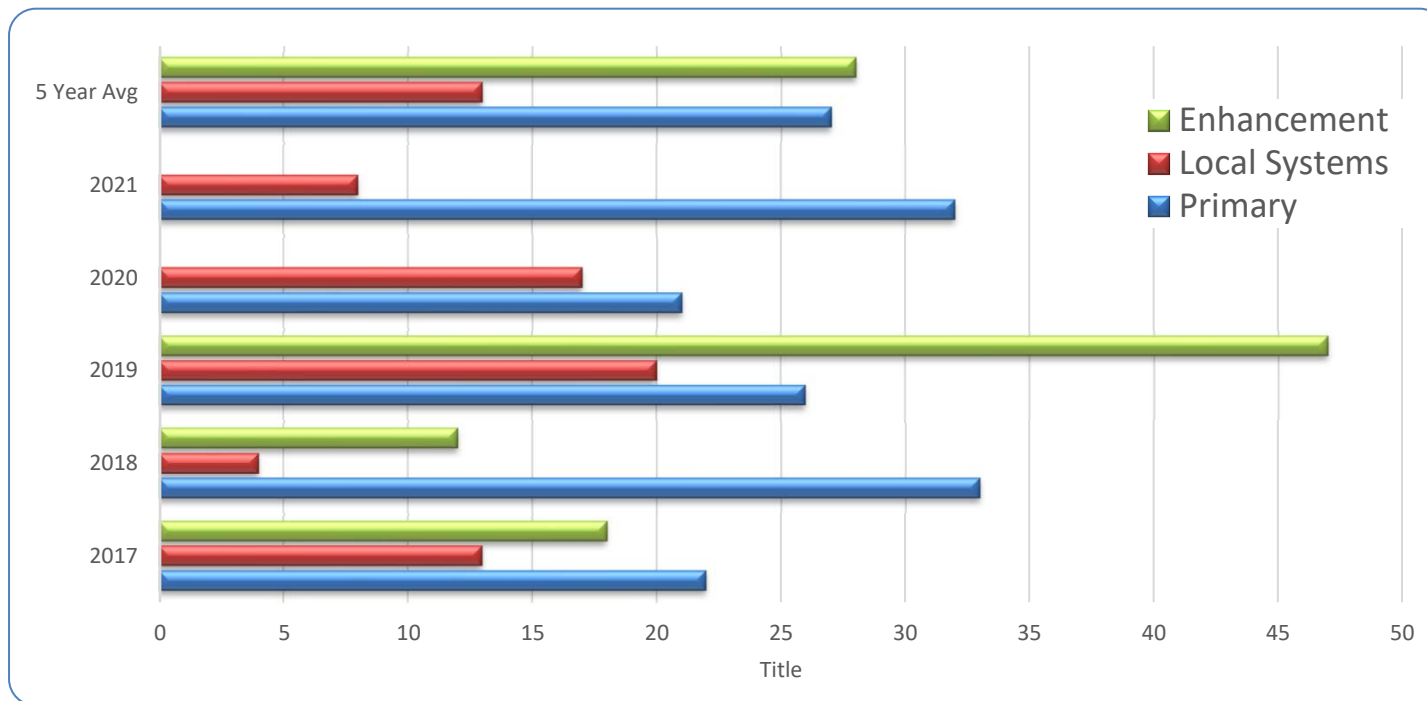


Figure 11: CE Clearances by Project Sponsor

Environmental Assessment

Environmental Assessments (Class III EAs) are projects that meet the criteria of 23 CFR 771.115(c) in which the significance of the environmental impact is not clearly established. All actions that are not Class I or II are therefore Class III. All actions in this class require the preparation of an EA to determine the appropriate environmental document required. An EA shall be prepared by the applicant in consultation with the Administration for each action that is not a CE and does not clearly require the preparation of an EIS, or where the Administration believes an EA would assist in determining the need for an EIS.

If no significant impacts are identified the process will end with a recommendation for a Finding of No Significant Impacts (FONSI). Table 13 and Figure 12 indicates how many EA/FONSIs were completed each year.

Table 13: Number of Environmental Assessment and FONSI

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
NE 21(EA)	5	2	1	4	0

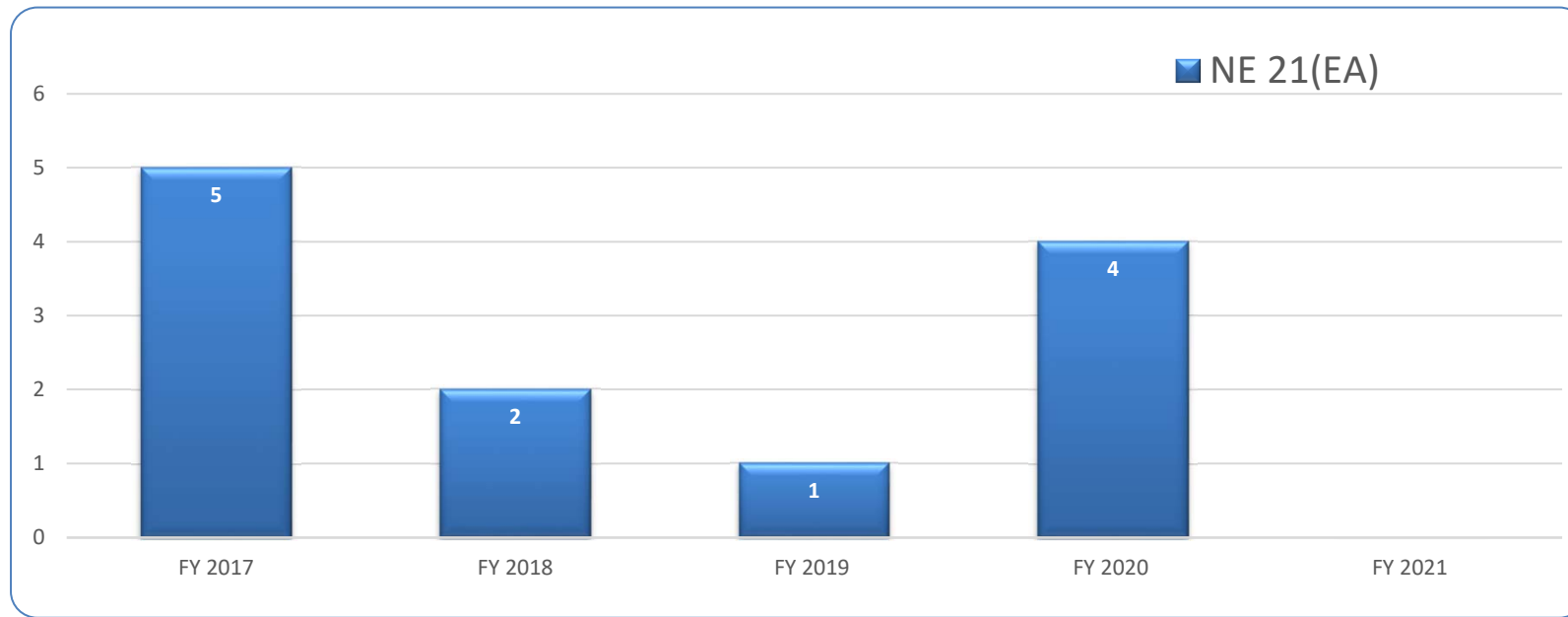


Figure 12: Number of Environmental Assessment and FONSI

In addition to requiring environmental studies, Environmental Assessments also require taking a hard look at a reasonable range of alternatives, making opportunities for public input, State and Federal Agency input, and State and Federal Agency Consultation. These activities greatly increase the amount of time it takes to complete the NEPA process and documentation. Table 14 and figure 13 show how long it takes to complete the NEPA process starting from the date FHWA concurs on the classification type to the day the FONSI is signed.

Table 14: Duration of Environmental Assessment and FONSI

	2017	2018	2019	2020	2021	5 Year Avg
YEARS	4.3	3.1	5.3	6.3	0	4.9

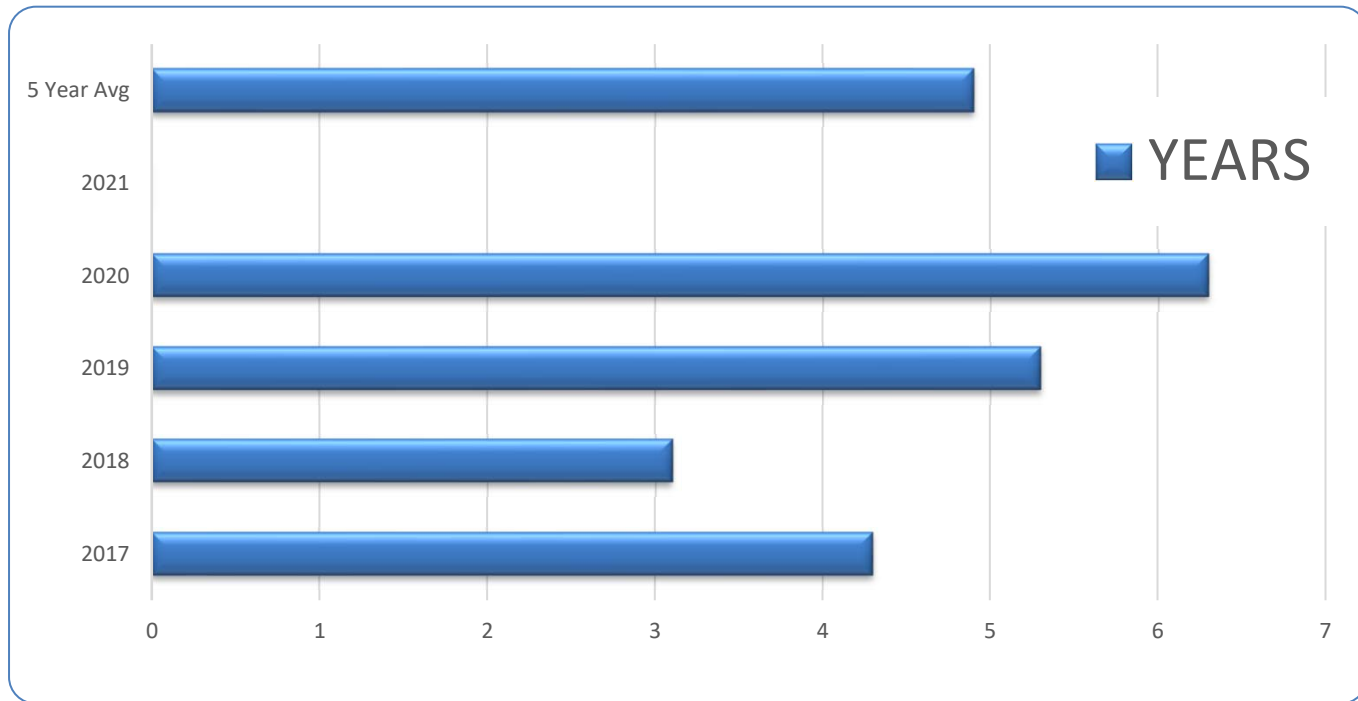


Figure 13: Duration of Environmental Assessment and FONSI

Table 15 lists the active projects that are assigned to NEPA staff and provides the project status.

Table 15: Active Environmental Assessments

Project Description	FHWA Classification	Road Type	Task Status
US 151 Co. Rd. X-20 Intersection In Springville	2/1/2011	Primary	Addressing PH Comments
IA 9 Mississippi River Bridge in Lansing	10/15/2015	Primary	Signed FONSI
US 30 Missouri Valley Bypass	12/18/2017	Primary	FHWA Review of EA
I-80 W of I-280 to W of the Mississippi River	7/16/2019	Primary	Section 4(f) determinations - Park or Refuge
I-80 Mississippi River Bridge		Primary	Illinois Lead
Gordon Drive Viaduct	3/11/2019	Primary	
Tower Terrace Road	6/10/2021	Local Systems	Drafting EA

Environmental Impact Statement

EIS projects meet the criteria of 23 CFR 771.115(a) and significantly affect the environment.

NEPA requires environmental impact statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process is completed in the following ordered steps: Notice of Intent (NOI), draft EIS, final EIS, and record of decision (ROD).

Table 16: Number of Environmental Impact Statements and ROD

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
NE32 (EIS)	0	0	0	0	0

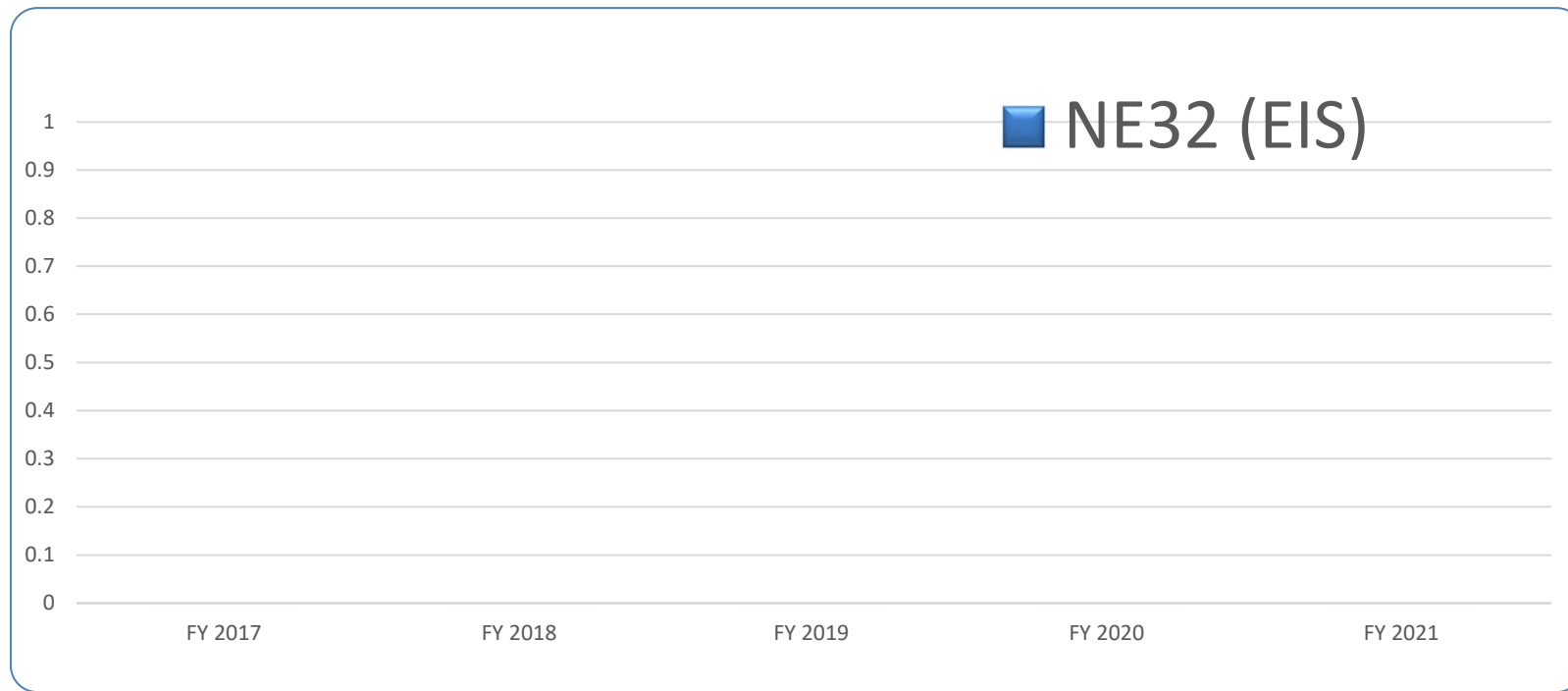


Figure 14: Number of Environmental Impact Statements and ROD

Environmental Impact Statements begin when the NOI is published in the Federal Register by the lead Federal agency. Scoping, an open process involving the public and other Federal, state and local, agencies, commences immediately to identify the major and important issues for consideration during the study. Public involvement and agency coordination continues throughout the entire process. The draft EIS provides a detailed description of the proposal, the purpose and need, reasonable alternatives, the affected environment, and presents analysis of the anticipated beneficial and adverse environmental effects of the alternatives. Following a formal comment period and receipt of comments from the public and other agencies, the FEIS will be developed and issued. The FEIS will address the comments on the draft and identify, based on analysis and comments, the "preferred alternative."

Table 17: Duration of Environmental Impact Statements and ROD

	2017	2018	2019	2020	2021	5 Year Avg
YEARS	0	0	0	0	0	0

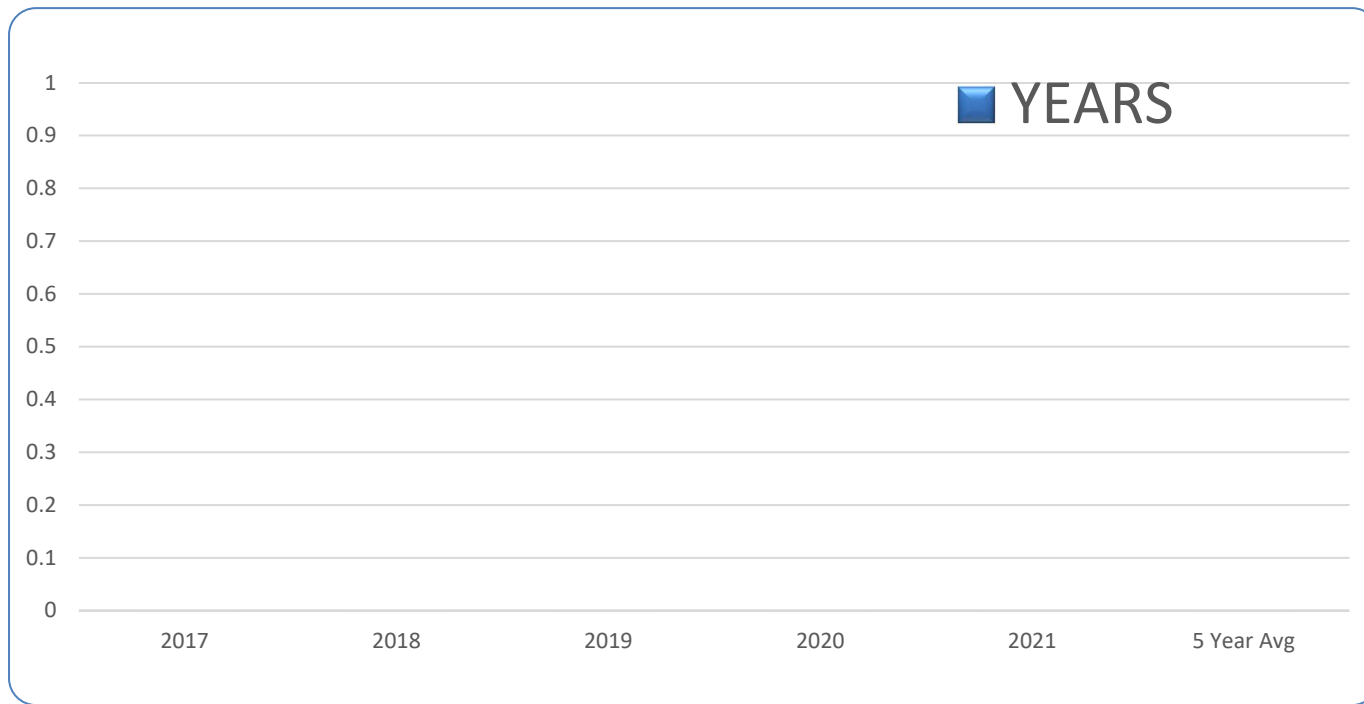


Figure 15: Duration of Environmental Impact Statements and ROD

Table 18 lists the active projects that are assigned to NEPA staff and provides the project status.

Table 18: Active Environmental Impact Statements and ROD

NEPA Id	Project Description	FHWA Classification	Road Type	Task Status	Document Manager
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Section 4(f) Process

The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in §774.17, on the property.

If the analysis concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve only the alternative that:

- Causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:
 - The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
 - The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
 - The relative significance of each Section 4(f) property;
 - The views of the official(s) with jurisdiction over each Section 4(f) property;
 - The degree to which each alternative meets the purpose and need for the project;
 - After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
 - Substantial differences in costs among the alternatives.
- The alternative selected must include all possible planning, as defined in §774.17, to minimize harm to Section 4(f) property.

The Department of Transportation Act (DOT Act) of 1966 included a special provision; known as Section 4(f), which stipulated that the FHWA and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- * There is no feasible and prudent alternative to the use of land, and
- * The action includes all possible planning to minimize harm to the property resulting from such use.

Since 1966, Section 4(f) has undergone several changes. On March 12, 2008 FHWA issued a Final Rule on Section 4(f), which clarified the Section 4(f) approval process and simplified regulatory requirements. In addition, the Final Rule moved the Section 4(f) regulation to 23 CFR 774 (see inset).

Table 19 indicates how many times it has been determined that there were potential impacts to Section 4(f) properties. The final rule in 23 CFR 774 outlines several ways to document the use of a Section 4(f) property. Table 20 indicates the type of Section 4(f) and NEPA documentation used for each project.

Table 19: Section 4(f) as Applied to NEPA

TYPE	2017	2018	2019	2020	2021	TOTAL
774.13(d) - Temporary Use	8	2	3	33	38	84
774.13(f) - Certain trails, paths, bikeways, and sidewalks	2	2	11	4	0	19
774.13(g) - Transportation Enhancement	6	25	34	22	29	116
FHWA determined Section 4(f) did not apply	8	10	20	8	5	51
FHWA determined there was no use	1	2	1	0	0	4
Inapplicability - Minor or No Proximity Impacts	0	7	1	0	0	8
Inapplicability - Neg Dec	1	0	0	0	0	1
Inapplicability - Schools or Conservation Land	2	2	0	0	0	4
Inapplicability - Temporary Construction Easement	17	6	0	0	0	23
Neg Dec Independent Bikeway or Walkway	7	0	3	0	0	10
No Use	18	27	3	0	7	54
Undetermined	2	7	20	68	298	395
de minimis	6	5	0	3	2	16
Total	78	95	96	138	379	786

774.13(a) Restoration, rehabilitation or maintenance of transportation facilities that are on or eligible for the National Register. See regulation for more information.

774.13(d) Temporary occupancy of land that is minimal as to not constitute a use within the meaning of Section 4(f). See regulation for more information.

774.13(f) Certain trails, paths, bikeways, and sidewalks. See regulation for more information.

774.13(g) Transportation enhancement projects and mitigation activities. See regulation for more information.

Tracking of Section 4(f) decisions started back in 2011. Information prior to 2011 is limited to Section 4(f) documents such as Individual Section 4(f), Programmatic Section 4(f) and de minimis. The Section 4(f) exceptions were also not tracked prior to 2011. As older projects are entered into the Electronic Record Management System (ERMS), Section 4(f) applications that were used are updated in our NEPA database. Table 20 indicates how many times Section 4(f) applications were used for each NEPA document during this review period.

Table 20: Section 4(f) Applications

TYPE	PCE	CE	EA	EIS	TOTAL
774.13(d) - Temporary Use	27	11	0	0	38
774.13(g) - Transportation Enhancement	20	9	0	0	29
FHWA determined Section 4(f) did not apply	4	1	0	0	5
No Use	7	0	0	0	7
Undetermined	246	53	0	0	299
de minimis	0	2	0	0	2
Total	302	76	0	0	378

Section 4(f) Exceptions require coordination with the official(s) with jurisdiction (OWJ) over the Section 4(f) resource. The OWJ will need to agree in writing that the use of the Section 4(f) property is for the sole purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection or that the use is temporary, and it does not affect the activities, features or attributes that qualify it for protection.

Reevaluations

Reevaluations are required by regulation and are not NEPA documents nor are they a substitute for NEPA documentation when required. The format and content of any written reevaluation or documentation of a reevaluation should reflect the circumstances specific to the project, resources and project development requirements. Open and timely communication between the Iowa DOT and the FHWA is critical to a solid, regulatory compliant reevaluation. Reevaluations are completed for reasons that include; change in project scope, change in social and natural environment, or over 3 years have lapsed with no action such as final design or right-of-way acquisition. Table 21 and Figure 16 compares the reevaluations completed over the last 5 years.

Table 21: Reevaluations

CLASSIFICATION	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
PCE	45	53	31	32	148
CE	13	12	3	7	14
EA	6	5	1	3	6
EIS	2	3	0	1	1
TOTAL	66	73	35	43	169

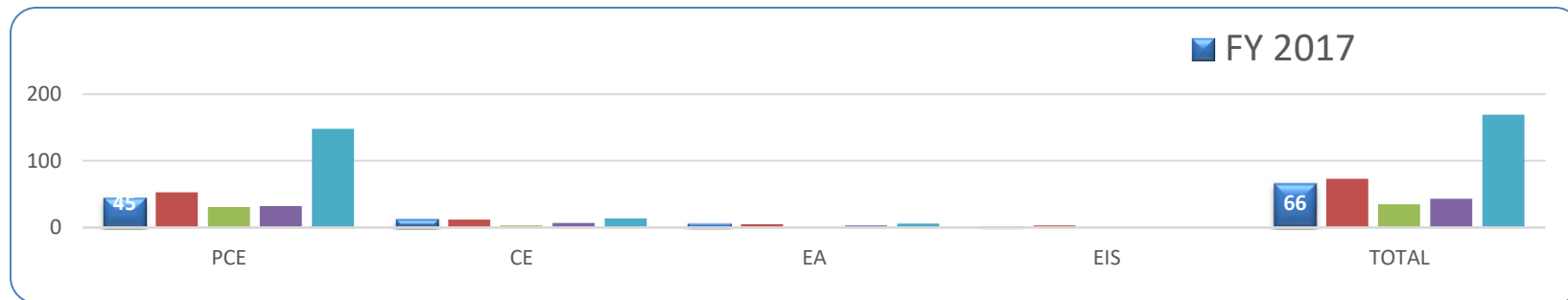


Figure 16: Reevaluations

To understand the different types of reevaluations completed, reevaluations were logged by review type. Review types include, validation clearance with no change, internal review with no change, internal review with change, informal FHWA email concurrence with change, and formal FHWA concurrence with change. Table 22 indicates the review type completed for each environmental document or categorical exclusion.

Table 22: Reevaluations

PCE	CE	EA	EIS	Review Type	Project Change	Action
139	12	3	1	0 - Validate Clearance	No	Note in dbase, Update PSS, Update ERMS, Formal Notice
1	1	0	0	1 - Internal Review	No	Note in dbase, informal response if needed (not saved)
8	0	0	0	2 - Internal Review	Yes	Note in dbase, Update PSS, Update ERMS, Formal Notice
0	1	3	0	3 - Informal FHWA email Concurrence	Yes	Note in dbase, Update PSS, Update ERMS, Formal Notice
148	14	6	1			

FHWA Response Times

A key component of the NEPA process is to coordinate with agencies in a timely manner. To expedite the environmental review process, FHWA Iowa Division has committed to a three (3) week review period for NEPA products. To help understand potential problem areas, or topics that require additional time; the NEPA section has tracked review times by type. Table 23 and Figure 17 show how many submittals by description and indicates if the review was under or over 3 weeks. The reviews that took over the 3 week time period are shown in red.

Table 23: FHWA Response Times

	<3 Weeks	>3 Weeks	Total
NEPA Classification	6	0	6
4(f) Decision Process	41	15	56
CE	9	1	10
EA	1	0	1
Reevaluation	2	0	2
Purpose and Need	0	1	1
Programmatic 4(f)	0	1	1

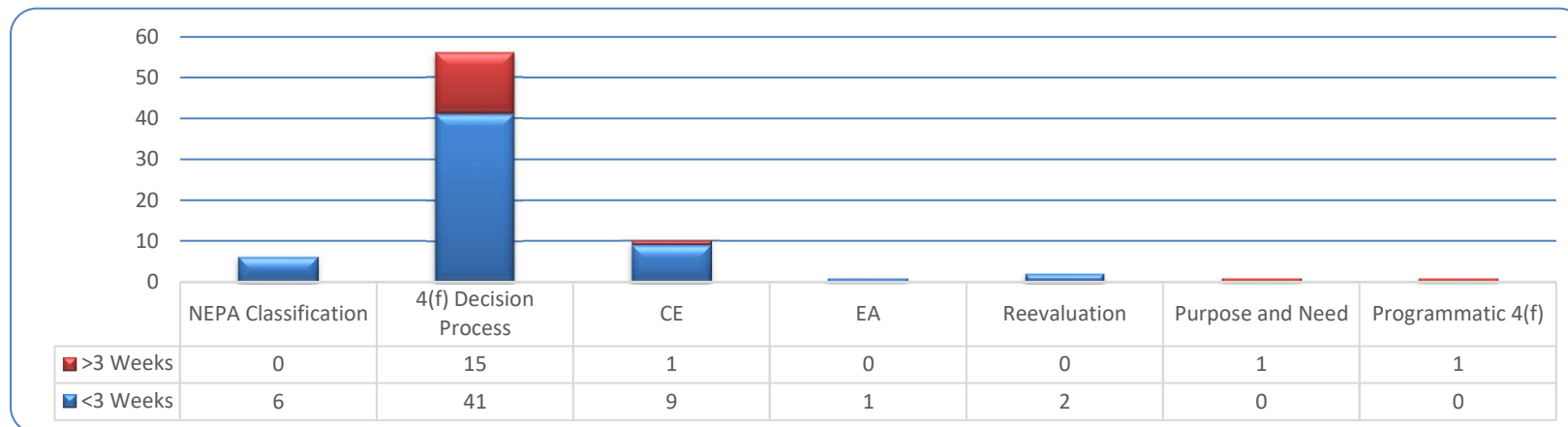


Figure 17: FHWA Response Times

Summary

Table 24 shows how long it took to complete the NEPA process by NEPA classification. The table includes how many weeks/months/years for the current reporting year and also includes the 5-year average.

Table 24: Duration Summary

CLASSIFICATION	Current Year			5 Year Average		
	WEEKS	MONTHS	YEARS	WEEKS	MONTHS	YEARS
NE10 NEPCE	1	1	0.5	1	1	0.3
NE10 PCE	20	5	0.4	16	4	0.3
NE11 CE	120	28	2.3	99	23	1.9
NE21 EA	0	0	0	255	60	4.9
NE32 EIS	0	0	0	0	0	0

- NEPCE - Non Evaluated Programmatic Categorical Exclusion
- PCE - Programmatic Categorical Exclusion
- CE - Categorical Exclusion
- EA - Environmental Assessment
- EIS - Environmental Impact Statement

Summary continued

Table 25 and Figure 18 shows the number of clearances by the NEPA documentation type for the current review period.

Table 25: Summary of NEPA Documentation Types

Event	Count
NE10	187
NE11	10
NE21	0
NE32	0
Total	197

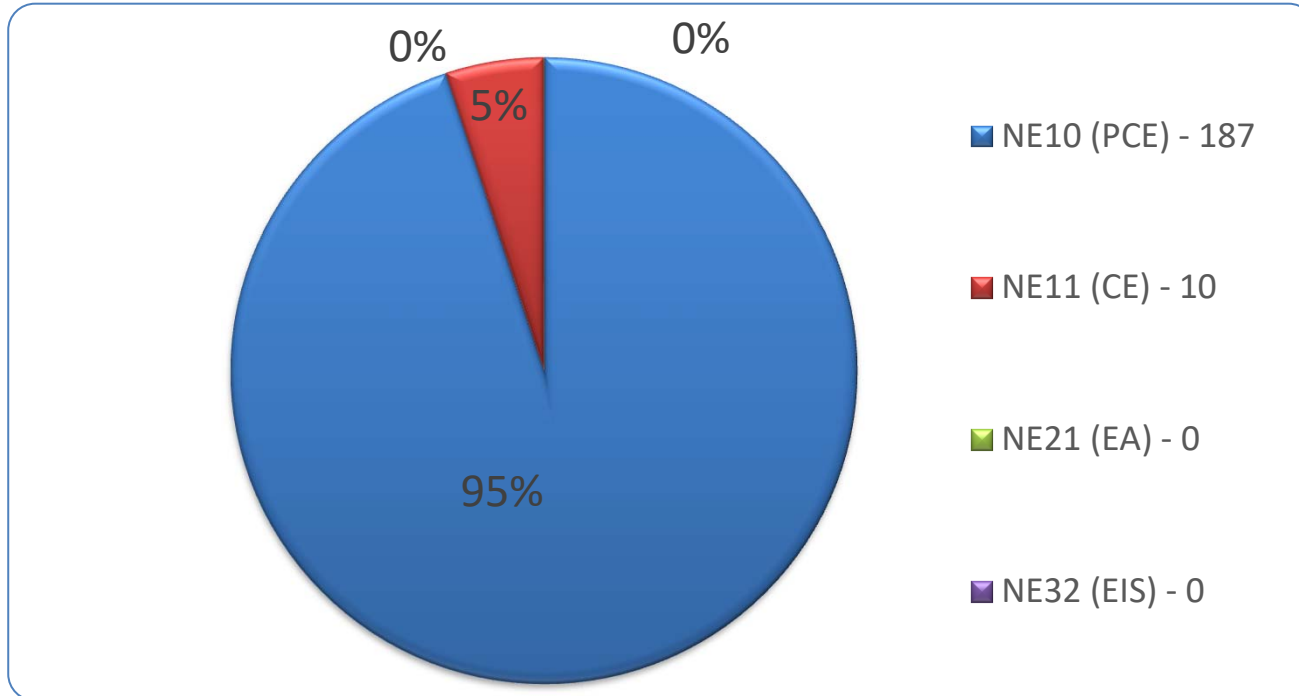


Figure 18: Summary of NEPA Documentation Types

Appendix

Table 26: 23 CFR 771.117(c) and (d) List

§771.117	Description
(a)	Acquisition of pre-existing railroad ROW
(a)	Approvals for borrow sites, waste site or staging sites when the clearance occurs after the approval of the original decision document
(a)	Approvals for state funded projects that are attached to fed funded projects
(c)(01)	Activities that do not lead directly to construction
(c)(02)	Approval of utility installations along or across a transportation facility
(c)(03)	Construction of bicycle and pedestrian lanes, paths and facilities
(c)(04)	Activities included in the State Highway Safety Plan
(c)(05)	Transfer of Federal Lands
(c)(06)	Installation of noise barriers or alterations to existing publicly own building to provide for noise reduction
(c)(07)	Landscaping
(c)(08)	Installation of fencing, signs, pavement markings, shelters, traffic signals, railroad warning devices
(c)(09)(i)	Emergency Repairs under 23 U.S.C. 125
(c)(09)(ii)	Emergency Repair, reconstruction, restoration, retrofitting within ROW and in 2 years
(c)(10)	Acquisitions of scenic easements
(c)(11)	Payback under 23 USC 156
(c)(12)	Improvements to existing rest areas and truck weigh stations
(c)(13)	Ridesharing Activities
(c)(14)	Bus and Railcar Rehabilitation
(c)(15)	Alterations to facilities or vehicles in order to make them accessible
(c)(16)	Program Administration, technical assistance activities, and operating assistance to transit authorities
(c)(17)	Purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or new facilities (CE)
(c)(18)	Track and Railbed maintenance and improvements when in existing ROW
(c)(19)	Purchase and installation of operating or maintenance equipment to be located within the transit facility
(c)(20)	Promulgation of rules, regulations and directives
(c)(21)	Deployment of electronics, photonics, communications or information processing used singly or in combination for surface transportation

§771.117	Description
(c)(22)	Projects within existing Operational ROW
(c)(23)	< 5 mil or < 30 mil (fed \$ < 15% of total cost)
(c)(24)	Localized geotechnical and other investigation to provide information for preliminary design
(c)(25)	Environmental restoration and pollution abatement actions
(c)(26)	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, etc.
(c)(27)	Highway safety or traffic operations improvement projects including, ramp metering devices and lighting
(c)(28)	Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at grade railroad
(c)(29)	Purchase, construction, replacement, or rehabilitation of ferry vessels
(c)(30)	Rehabilitation or reconstruction of existing ferry facilities that occupy substantially the same geographic footprint
(d)(04)	Transportation corridor fringe parking facilities
(d)(05)	Construction of new truck weigh stations or Rest Areas
(d)(06)	Approvals for Limited Use
(d)(06)	Approvals for disposal of excess ROW etc.
(d)(07)	Approvals for changes in access control
(d)(08)	Construction of new bus storage and maintenance facilities
(d)(09)	Rehabilitation of existing rail and bus buildings
(d)(10)	Construction of bus transfer facilities, shelters, kiosks
(d)(11)	Construction of rail storage and maintenance facilities
(d)(12)i	Acquisition of land for hardship or protective purposes.
(d)(12)ii	Acquisition of land for hardship or protective purposes
(d)(13)	Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at grade railroad crossings.
(d)(13)	Construction of bicycle and pedestrian lanes, paths and facilities
(d)(13)	Highway safety or traffic operations improvement projects including, ramp metering devices and lighting
(d)(13)	Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, etc.
No NEPA	No NEPA Required unless joint development with federal \$