

**CHAPTER 13**  
**NON - FEDERALLY FUNDED PROJECTS**

TABLE OF CONTENTS

13-1 OVERVIEW .....	13-1
13-1.1 Legal Authority .....	13-4
13-2 PROCEDURE .....	13-5
13-2.1 Determination of Federal Action.....	13-5
13-2.2 Determination of Major/Non-Major Transportation Projects .....	13-5
13-2.2.1 Major Transportation Projects.....	13-5
13-2.2.2.Determination of Qualifying Conditions.....	13-5
13-2.2.3 Non-Major Transportation Projects .....	13-6
13-2.3 Lead Non-Federal Agency .....	13-6
13.2.4 Advance Notification .....	13-7
13-2.5 State Environmental Impact Report.....	13-8
13-2.6 Public Involvement and Public Hearing Requirements.....	13-9
13-2.7 Reevaluation Requirements .....	13-9
13-2.8 Privately Funded Projects .....	13-9
13-2.9 Transition from State Funded to Federally Funded Project.....	13-10
13-3 REFERENCES .....	13-11

LIST OF FIGURES

FIGURE 13.1 Non-Federally Funded Process ..... 13-12

FIGURE 13.2 State Environmental Impact Report..... 13-13

FIGURE 13.3 Non-Major State Action Checklist ..... 13-16

LIST OF TABLES

TABLE 13.1 Contents of Impact Section ..... 13-17

## **13. NON - FEDERALLY FUNDED PROJECTS**

### **13-1 OVERVIEW**

It shall be the policy of the Department to REQUIRE the development of environmental evaluations on all major transportation projects using non-federal funds (bonds, local, state, and/or private monies) which meet any of the following qualifying conditions:

- is part of the State Highway System (SHS) (includes Florida Turnpike);
- is a Toll project under 338.251, F.S.; or
- is a Privately funded major project under 334.30, F.S.

All major transportation projects which meet any of the qualifying conditions set out above are to be developed consistent with this chapter in the preparation and processing of environmental evaluations.

The preparation of a State Environmental Impact Report (SEIR) is needed to comply with Chapters 334, 338, 339, F.S. in implementation of the Florida Transportation Plan (FTP) when funds other than Federal funds are to be used to develop and construct a major transportation project subject to any of the qualifying conditions cited above.

As with Federally-funded projects, the District is responsible for oversight and approval of these non-Federally funded environmental evaluations.

However, it shall be the policy of the Department NOT TO REQUIRE a SEIR for major transportation projects using non-federal funds, which do not meet any of the qualifying conditions mentioned above, where such projects are located off-system, on local roadways and are not seeking Toll Funds under 338.251, F.S. Major transportation projects are those defined by Section 13-2.2.1 of this chapter. These types of major projects which are off-system may be developed using state and local funds and should be developed by or for the lead agency consistent with transportation planning, project development, and environmental requirements as established at the local government level pursuant to local ordinance and applicable state and federal laws.

In those cases where the lead agency on a qualifying non-federally funded major transportation project is not the Department (i.e., District), but is another governmental entity (i.e., local government or toll authority), the environmental evaluations are to be developed by or for that entity consistent with this chapter. For the purpose of this chapter the term “District” will be used to denote the Department, and in most cases as the lead agency. Where another public entity is serving as the lead agency, the District will, prior to the commencement of the study and by written agreement, determine the following: 1) how the environmental study will be processed (i.e., Part 1, Chapter 13); 2) how it will be coordinated with the Department; 3) who will approve the environmental evaluation for public availability and final approval; and 4) how public involvement and public hearing activities will be conducted.

Those projects which the District determines not to be major type projects are evaluated as a Non-Major State Action (NMSA). The NMSA does not require a public hearing but may necessitate public involvement activities in accordance with Part 1, Chapter 8 of the PD&E Manual. NMSAs apply only to the Department.

Figure 13.1 illustrates the Non-Federally Funded Process. At the outset of the project's implementation, the District selects a project from the adopted Work Program for development and construction. The first step is for the District determine whether or not the project is going to be processed for Federal funding. If the District decides that Federal funds will eventually be used on some phase of the project then the process outlined in Part 1, Chapters 1 through 7 must be completed.

If the decision is made that the proposed project will be developed and constructed using State, bond, local, or private funds the project must be processed consistent with procedures outlined in this chapter to comply with State and Federal laws.

For privately funded projects pursuant to Section 334.30, F.S., this chapter provides the District the latitude necessary to determine the level of information and environmental documentation needed by or for the lead agency to satisfy Rule 14-107, regarding private transportation facilities.

Once the District has decided that the project will use non-Federal funds, the second step is to determine if the proposed project constitutes a major transportation project. Those projects listed in Section 13-2.2.1 of this chapter are major type projects.

The third step is to determine if the major transportation project satisfies any of the qualifying conditions set forth in section 13-2.2.2 of this chapter.

If the proposed action is determined to be non-major in type, the project will be processed as a NMSA as outlined in Section 13-2.2.3 with completion of the NMSA checklist, shown in Figure 13.3.

If the proposed action is determined to be a qualifying major transportation project, the District prepares and circulates an Advance Notification (AN) Package (Part 1, Chapter 2) and begins preparation of the SEIR (Figure 13-2) to evaluate the environmental impacts of the proposed improvement.

Once the SEIR has been developed, the District must perform a quality control review of the document to ensure that the project complies with appropriate Federal and State laws. All documentation of compliance with Department policies, State and Federal laws, rules, and regulations, must be contained in the SEIR. All support documentation including an Engineering Report, Noise Study Report, Air Quality Report, Conceptual Stage Relocation Plan, Contamination Screening Evaluation Report, or any other applicable, supporting technical report must be contained in the project file. Once the District is satisfied that the SEIR meets all requirements, the document is signed by the District Secretary (or designee) and made available to the public consistent with Part 1, Chapter 8 for public hearing purposes.

For those projects which the District determines will have a significant environmental impact, the District may opt to prepare the SEIR similar in scope and format to the Environmental Impact Statement (EIS) outline provided in Part 1, Chapter 6, Table 6.1.

The District then publishes a notice or advertisement of a public hearing in a newspaper with general circulation in the project area. A similar notice is also published in the Florida Administrative Weekly. In addition to the hearing advertisements, letters are mailed to property owners within 300 ft. either side of the centerline of the alternatives under consideration. All notifications and the public hearing must be consistent with Part 1, Chapter 8 and Section 339.155; F.S. (6) Procedures for public participation in transportation planning.

After the public hearing, the public record is held open for a period of at least 10 days to ensure that all comments from the public are received. The District prepares a transcript of the hearing proceedings and begins review of the SEIR to address comments received at the hearing. Once the document has been finalized, the District Secretary (or designee) signs and approves the SEIR. The final document and transcript are placed in the project file. At the District's discretion, a copy of the approved SEIR may be circulated to agencies that have an interest in the project.

Toll facilities, developed by Expressway Authorities and Bridge Authorities pursuant to F.S. 338.251 and Rule 14-88, must prepare either a Federal environmental document or a SEIR for a non-Federal major transportation improvement pursuant to Part 1 of the PD&E Manual. The process for preparing the SEIR is described in this chapter and defined by written agreement between the District and lead agency.

The environmental process for a privately funded project pursuant to Section 334.30, F.S. may not be as detailed as with state funded projects. Consistent with Rule 14-107, all privately funded projects must have analyses conducted for or by the lead agency and provide a synopsis of the impact anticipated from the facility on the environment based on available environmental documents. The level of effort set forth in the environmental review will be determined by the District.

There may be instances where non-federal funding was originally sought, but federal funding is now desired. The transition for converting a project that was developed for State or Expressway Authority funding as a SEIR to a Federally funded project is described in Section 13-2.9 of this Chapter. The requirements of environmental impact analysis for a Federally

funded project are quite extensive and may require a completely new environmental impact analysis to be conducted if the transition is to be made. There are some instances when the work done for a SEIR can be used for the Federal environmental impact analysis required when Federal funds are used. This determination can be made by the District in consultation with the appropriate lead Federal agency to decide the applicability of the existing information and any additional information needed for the appropriate lead Federal agency acceptance of the environmental impact analysis to satisfy Federal NEPA requirements.

To reduce the need for a transition of a SEIR to a Federal document, the District should apply the requirements for a Federal process anytime there is a chance that federal funds could be used on any phase of a project.

The project then proceeds to the next phase of project development.

### **13-1.1 Legal Authority**

The Florida Department of Transportation is required by Florida Statutes 334, 338 and 339 to consider and assess the impacts of major transportation projects on the human environment. The specific sections of Florida Statutes which address the environmental assessment of projects by the Department are listed below:

1. Section 338.223, F.S. Proposed Turnpike Projects

Sections 338.22 to 338.241, F.S., describe in part, the environmental feasibility review process required for certain Turnpike projects.

12 Section 338.251, F.S. Toll Facilities Revolving Trust Fund

13 Section 339.125, F.S. Covenants to complete on Revenue-producing projects.

Other statutes and rules which address other relevant environmental requirements include:

14 F.S. 334.30 Private Transportation Facilities

Privately funded transportation projects can be an attractive alternative to state and federally funded projects due to the public's need for rapid construction. The Department must work with the developers of these privately funded facilities to assure that the facilities meets the goals and objectives, safety and environmental standards set forth in Federal and State regulations. A privately owned facility is defined in Rule 14-107 as "a transportation facility proposed by a private entity but excluding those private transportation facilities regulated by other provision in the Florida Statute."

15 Rule Chapter 14-88 Toll Facilities Revolving Trust Fund

## **13-2 PROCEDURE**

### **13-2.1 Determination of Federal Action**

The District must determine at the beginning of the project development process whether or not a project is going to be processed as a Federal project or State project. Federally-funded projects must be processed in accordance with Part 1, Chapters 1 through 7 of the PD&E Manual.

Non-Federally funded projects are processed as outlined in this chapter.

### **13-2.2 Determination of Major/Non-Major Transportation Projects**

The determination of the type of project being undertaken is critical to determining the level of detail required for the environmental analysis.

#### **13-2.2.1 Major Transportation Projects**

Once it has been determined that there is no Federal action involved, the District determines if the proposed project is a major transportation project. Major projects generally are those which are included in one or more of the following categories of projects:

1. A new freeway or expressway;
2. A highway which provides new access to an area that could substantially change land use or development patterns;
3. A new or reconstructed arterial highway that could substantially increase capacity, or change land use or development patterns;
4. A new circumferential or belt highway that bypasses a community;
5. Added interchanges to a completed freeway or expressway;
6. A new bridge which provides new access to an area;

#### **13-2.2.2 Determination of Qualifying Conditions**

Once it is determined that the project is a non-federal major transportation project, the District must determine if it meets any of the following qualifying conditions:

- is part of the State Highway System (SHS) (includes Florida Turnpike);
- is a toll project under 338.251, F.S.; or
- is a Privately funded major project under 334.30, F.S.

Only non-Federal, major type projects which meet any of the above qualifying conditions require the preparation of a SEIR. All SEIR projects must comply with Part 1, Chapter 8 of the PD&E Manual relating to public hearing requirements.

Turnpike projects as defined in s.338.221(9), F.S. must be reviewed by the Florida Department of Environmental Protection (FDEP) and receive a statement of environmental feasibility in compliance with Section 338.223 (1), F.S. in order for the project to proceed.

Privately Funded major transportation projects are discussed in Section 13-2.8.

**13-2.2.3 Non-Major Transportation Projects**

Project types not found in the list in Section 13.2.2.1 are NMSA projects which are excluded from the SEIR process but require an environmental evaluation as listed in Figure 13.3. The District should complete the evaluation checklist shown in Figure 13.3 and include it in the project file to document consideration of environmental impacts for the NMSA. The NMSA does not require a public hearing but may necessitate public involvement activities in accordance with Part 1, Chapter 8 of the PD&E Manual. NMSAs apply only to the Department. The District, at its discretion, may decide to prepare a SEIR on a non-major type project due to project controversy on environmental grounds.

**13-2.3 Lead Non-Federal Agency**

The determination on the class of action for non-Federally funded projects depends upon the lead agency and the actions being taken. The following table lays out scenarios for funding by different lead agencies and the respective class of action that is required.

<b>Lead Agency for Non Federally Funded Projects</b>	<b>Major Transportation Improvement</b>	<b>Non-Major State Action</b>
<b>FDOT</b>		
FDOT managed state funded project subject to qualifying conditions	SEIR	NMSA
FDOT managed project for local government, Expressway Authority or	SEIR	NMSA

other Authority subject to qualifying conditions		
<b>Local Government</b>		
Local government managed project using state or local funding subject to qualifying conditions	SEIR	N/A
<b>Expressway or Other Authority</b>		
Project subject to qualifying conditions	SEIR Compliance with Rule 14-88	N/A
<b>Private</b>		
Privately funded	Compliance with Rule 14-107	N/A

The District is responsible for the development, review and approval of non-Federally funded SEIRs where the Department is the lead agency. In those cases where the lead agency on a non-federally funded major transportation project is not the District, but another governmental entity, the SEIR will be developed by or for the lead agency consistent with this chapter. The District is responsible for the oversight and approval of the SEIR. The District will, prior to the commencement of the study and by written agreement, determine the following: 1) how the SEIR will be processed; 2) how it will be coordinated with the Department; 3) who will approve the environmental study for public availability and final approval; and 4) how public involvement and public hearing activities will be conducted.

Major transportation projects which are state or locally funded, but which do not meet the qualifying conditions, are developed by or for the lead agency consistent with local regulations and applicable state and federal laws. A SEIR is not required.

### 13-2.4 Advance Notification

The District processes an Advance Notification (AN) consistent with Part 1, Chapter 2 for all projects requiring the preparation of a SEIR (Figure 13.2). The AN must note on the Application for Federal Assistance that the project is 100% non-Federally funded (i.e., State, local, etc.). Projects which are non-Federally funded do not receive a Coastal Zone Consistency Review (Part 2, Chapter 25).

For NMSA projects, an AN may be processed at the District's discretion if the project is potentially controversial.

### **13-2.5 State Environmental Impact Report**

All major non-Federal projects requiring a SEIR must have the SEIR completed and approved by the District Secretary.

The SEIR should contain the information discussed below:

- Block 1. GENERAL INFORMATION**, identifies the name of the project, its limits, and financial project numbers.
- Block 2. PROJECT DESCRIPTION**, describes the existing roadway characteristics and the proposed improvements (i.e., number of lanes, structure, median, right-of-way, etc.).
- Block 3. PUBLIC AVAILABILITY**, contains a signature block for the District approval, the date for which the project was found acceptable for public review, and the date of the public hearing..
- Block 4. APPROVAL OF FINAL DOCUMENT**, contains a signature block for the District Secretary and the date of his approval of the SEIR.
- Block 5. IMPACT EVALUATION**, discusses the direct and indirect impacts of the proposed project on the surrounding community. This section of the SEIR must take into consideration and address, as appropriate, all of the topic items listed in Block 5. Where an issue is not a part of or in anyway involved with the project, mark the column NOINV for no involvement. If an issue exists but there is little or no impact, mark the column NONE. If a perceived impact ranges in level of magnitude from minor to substantial, mark the column MIN and provide documentation. If a perceived impact is significant, mark the column SIGN and provide documentation.

The analyst must evaluate the project's impacts using each respective chapter contained in Part 2 of the PD&E Manual (see Table 13.1). However, since this is not a Federal project, all of the standard statements normally required are not mandatory and may be used at the analyst's discretion excluding any mentioning of FHWA. The level of detail required to define and evaluate the impacts is up to the analyst. Care should be taken to provide the decision-maker with sufficient information to make a good decision. Support documentation must be appended to the SEIR as required. An Engineering Report, Air Quality Report, Noise Study Report, Conceptual Stage Relocation Plan, Contamination Screening Evaluation Report, or any other applicable, supporting technical report will be included in the project file. Where support material is summarized in the SEIR, the project files must contain the analytical documentation to support project decisions.

- Block 6. COMMITMENTS AND RECOMMENDATIONS**, discusses all commitments made on a project throughout the project development process.

Processing of the SEIR is done exclusively by the District with circulation of the document at the District's discretion. The approval signature is that of the District Secretary and the final document is the impact statement itself; there is no finding.

Unlike a Federal project, a non-Federal project does not have to examine a large array of alternatives. At the District's option, if there exists a particular design alternative which it wishes to construct then that alternative can be the only build alternative evaluated. The No-Build alternative should also be studied and carried through the public hearing for comparison purposes only. One possible exception to this would be a project involving new corridor alignment in which several alternatives may need to be examined.

### **13-2.6 Public Involvement and Public Hearing Requirements**

The SEIR must follow the same public involvement and public hearing process outlined in Part 1, Chapter 8.

### **13-2.7 Reevaluation Requirements**

Reevaluation of SEIRs are required using the sample Format shown in Figure 11.3 as discussed in Section 11-2.5 of Part 1, Chapter 11.

### **13-2.8 Privately Funded Projects**

Privately funded projects must also comply with Rule 14-107 in order to be accepted by the Department and receive legislative approval. As stated in F.S. 334.30, "each private transportation facility constructed pursuant to this section shall comply with all requirements of federal, state, and local laws; state, regional and local comprehensive plans; Department rules, policies, procedures and standards for transportation facilities; and any other conditions which the Department determines to be in the public's best interest". Privately funded projects initially require the developer to conduct "analysis and synopsis of the impact of the facility on the environment based upon "available" environmental documents, studies and recognized private or government agency information."

The District should work with these developers to assure that information which already exists is used appropriately and that any additional information needed is provided if it is feasible and in the public's best interest. The analysis must include social, cultural, natural, environmental and physical impacts via quantitative and qualitative review of the impact on wetlands, water quality, floodplains, wildlife, and habitat. Additionally, there must be documentation of hazardous materials site problems, as well as projected impacts on hurricane evacuation routes.

A list of reviewing, approving or permitting agencies must be provided by the developer. Once this list is developed and the District has determined an agreeable level of environmental impact analysis needed for the project, a coordination meeting should be held to assure all parties understand the requirements. This is extremely important if there is any chance that the private

project will at some point be turned over the Department's jurisdiction. Ultimately, it will be up to the District to determine the level of documentation required for a private project.

In cases where a privately funded project is developed under Rule 14-107 and turned over to FDOT for some phase, the District should work with the developer to determine the utility of the existing application for SEIR purposes. It is at the District's discretion to determine the reliability of the application information, and what, if any, additional information is required from the developer to satisfy SEIR requirements.

### **13-2.9 Transition from State Funded to Federally Funded Project**

In some instances, projects originally developed as non-federally funded, may seek to change to federal funding for any subsequent phase during the project's development. In this case, a review of the existing environmental impact analysis and the level of detail provided in the SEIR needs to take place. A comparison of the existing environmental impact analysis with existing federal requirements should be made by the District. The District should consult with the appropriate lead Federal agency to determine the applicability of existing information and any additional information needed for lead Federal agency acceptance of the environmental impact analysis to satisfy NEPA requirements. The consultation should include discussion of processing the "updated" SEIR as a Type 2 CE or as an Environmental Assessment. For projects with a significant impact, an Environmental Impact Statement must be prepared, consistent with Part 1, Chapters 6 and 7.

To reduce the need for a transition of a SEIR to a Federal document, the District should apply the requirements for a Federal process anytime there is a chance that federal funds could be used on any phase of a project.

### **13-3 REFERENCES**

- 1 Section 334.30, F.S.
- 2 Section 338.22, F.S.  
Section 338.223, F.S.  
Section 338.224, F.S.  
Section 338.251, F.S.
- 3 Section 339.125, F.S.  
Section 339.155 (6), F.S.
- 4 Rule 14-88
- 5 Rule 14-107

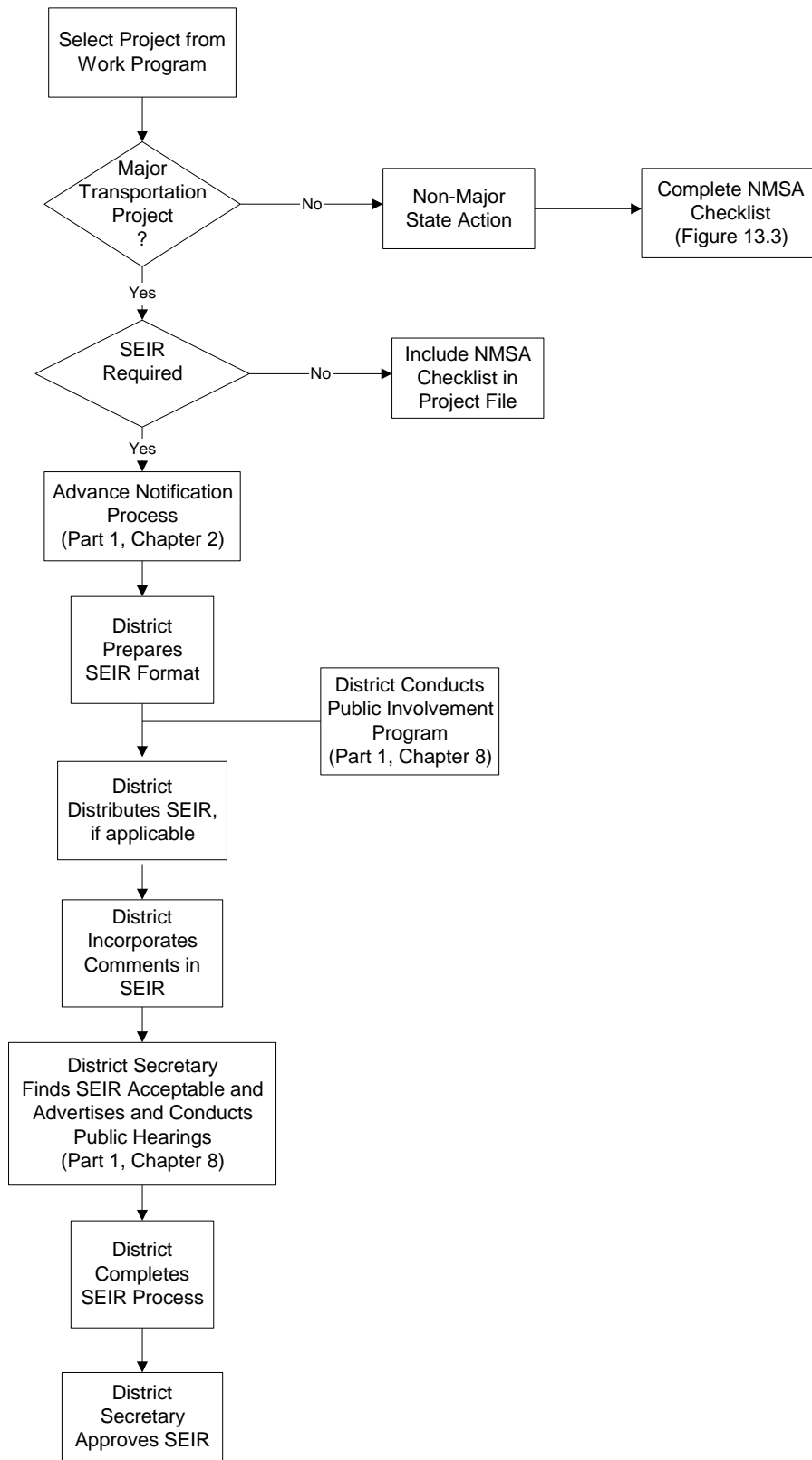


FIGURE 13.1 Non-Federally Funded Process Flowchart

**Florida Department of Transportation  
STATE ENVIRONMENTAL IMPACT REPORT**

**1. GENERAL INFORMATION :**

Project Name : \_\_\_\_\_

Project Limits : \_\_\_\_\_

Financial Project Numbers : \_\_\_\_\_

**2. PROJECT DESCRIPTION :**

a. Existing :

b. Proposed Improvements :

**3. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)**

\_\_\_\_\_ /\_\_\_\_\_/\_\_\_\_\_  
District Designee Date

A Public Hearing was held on \_\_\_\_/\_\_\_\_/\_\_\_\_  
Date

**4. APPROVAL OF FINAL DOCUMENT (AFTER PUBLIC HEARING)**

\_\_\_\_\_ /\_\_\_\_\_/\_\_\_\_\_  
District Secretary Date

This block is signed after the public hearing.  
*The final SEIR reflects full consideration of the comments and responses resulting from the public hearing*

FIGURE 13.2 State Environmental Impact Report (Sample Format) (continued)

**5. IMPACT EVALUATION**

Topical Categories	S I g n	M I n	N o n e	N o I n v	REMARKS
<b>A. SOCIAL IMPACTS</b>					
1. Land Use Changes	[ ]	[ ]	[ ]	[ ]	_____
2. Community Cohesion	[ ]	[ ]	[ ]	[ ]	_____
3. Relocation Potential	[ ]	[ ]	[ ]	[ ]	_____
4. Community Services	[ ]	[ ]	[ ]	[ ]	_____
5. Title VI Considerations	[ ]	[ ]	[ ]	[ ]	_____
6. Controversy Potential	[ ]	[ ]	[ ]	[ ]	_____
7. Bicycles and Pedestrians	[ ]	[ ]	[ ]	[ ]	_____
8. Utilities and Railroads	[ ]	[ ]	[ ]	[ ]	_____
<b>B. CULTURAL IMPACTS</b>					
1. Historic Sites / District	[ ]	[ ]	[ ]	[ ]	_____
2. Archaeological Sites	[ ]	[ ]	[ ]	[ ]	_____
3. Recreation Areas	[ ]	[ ]	[ ]	[ ]	_____
<b>C. NATURAL ENVIRONMENT</b>					
1. Wetlands	[ ]	[ ]	[ ]	[ ]	_____
2. Aquatic Preserves	[ ]	[ ]	[ ]	[ ]	_____
3. Water Quality	[ ]	[ ]	[ ]	[ ]	_____
4. Outstanding Fla. Waters	[ ]	[ ]	[ ]	[ ]	_____
5. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[ ]	_____
6. Floodplains	[ ]	[ ]	[ ]	[ ]	_____
7. Coastal Barrier Islands	[ ]	[ ]	[ ]	[ ]	_____
8. Wildlife and Habitat	[ ]	[ ]	[ ]	[ ]	_____
9. Farmlands	[ ]	[ ]	[ ]	[ ]	_____
<b>D. PHYSICAL IMPACTS</b>					
1. Noise	[ ]	[ ]	[ ]	[ ]	_____
2. Air	[ ]	[ ]	[ ]	[ ]	_____
3. Construction	[ ]	[ ]	[ ]	[ ]	_____
4. Contamination	[ ]	[ ]	[ ]	[ ]	_____
5. Navigation	[ ]	[ ]	[ ]	[ ]	_____
<b>E. PERMITS REQUIRED</b>					

**6. COMMITMENTS AND RECOMMENDATIONS**

FIGURE 13.2 State Environmental Impact Report (Sample Format) (concluded)

## NON-MAJOR STATE ACTION CHECKLIST

Financial Project No. \_\_\_\_\_  
Review Performed By: \_\_\_\_\_  
Date Field Review Performed: \_\_\_\_\_

Project Description:

**YES NO**

- \_\_\_ \_\_\_ Is this a major transportation project? (13-2.3.1)
- \_\_\_ \_\_\_ Will the project cause adverse impacts to local traffic patterns, property access, community cohesiveness, or planned community growth or land use patterns?
- \_\_\_ \_\_\_ Are there substantial impacts to air, noise, or water quality?
- \_\_\_ \_\_\_ Are there substantial impacts to wetlands?
- \_\_\_ \_\_\_ Are there significant floodplain encroachments See Part 2, Chapter 24, Floodplains of the PD&E Manual.
- \_\_\_ \_\_\_ Are endangered and threatened species and their critical habitat affected by the project?
- \_\_\_ \_\_\_ Are there significant amounts of right-of-way being acquired or significant amounts of relocations involved with the project?
- \_\_\_ \_\_\_ Are properties protected under Chapter 267, F.S. adversely affected as determined in consultation with the State Historic Preservation Officer?
- \_\_\_ \_\_\_ Are there any known potentially significant contamination sites?
- \_\_\_ \_\_\_ Is there a potential for public controversy on the project?
- \_\_\_ \_\_\_ Is a Public Hearing needed in accordance with Part 1, Chapter 8 of the PD&E Manual?
- \_\_\_ \_\_\_ Is there a potential for substantial controversy on environmental grounds?
- \_\_\_ \_\_\_ Are there commitments on the project?

Comments: *(If YES is marked, please explain)*

Based upon this project evaluation, it has been determined that the project is a Non-Major State Action project.

Reviewer: \_\_\_\_\_ Date: \_\_\_ / \_\_\_ /

FIGURE 13.3 Non-Major State Action Checklist

## CONTENTS OF IMPACTS

<b>Topics .....</b>	<b>Part 2, Chapters</b>
<b>Social Impacts .....</b>	<b>9</b>
Land Use Changes .....	9
Community Cohesion .....	9
Relocation Potential .....	11
Community Services .....	9
Title VI Considerations .....	9
Controversy Potential .....	9
Bicycles and Pedestrians .....	9
Utilities and Railroads .....	10
<b>Cultural Impacts</b>	
Historic Sites / Districts .....	12
Archaeological Sites .....	12
Recreation Areas .....	13
<b>Natural Environment</b>	
Wetlands .....	18
Aquatic Preserves .....	19
Water Quality .....	20
Outstanding Florida Waters .....	21
Wild and Scenic Rivers .....	23
Floodplains .....	24
Coastal Barrier Islands .....	26
Wildlife and Habitat .....	27
Farmlands .....	28
<b>Physical Environment</b>	
Noise .....	17
Air .....	16
Construction .....	30
Contamination .....	22
Navigation .....	Part 1, Chapter 3
Permits Required .....	Part 1, Chapter 10
<b>Commitments and Recommendations .....</b>	<b>31</b>

TABLE 13.1 Contents of Impacts Section