AGENCY INFORMATION

Agency: Department of Transportation

Name of Agency CERPO: Loren Smith

Email address of Agency CERPO: Loren.Smith@dot.gov

Agency submitter (if different from agency CERPO): Andrew Brunner

Submitter email address: Andrew.Brunner@dot.gov

*If this form is submitted by a Permitting Council member's designee, please provide a delegation memo with the self-assessment submission.

SECTION 1. EXAMPLES OF BP IMPLEMENTATION

While FPISC OED does not require an implementation narrative for each BP category, it encourages each member agency to highlight its successes and challenges for each category. This can be in the form of identifying positive outcomes from implementation of a BP during FY 2020 or from identifying where a BP did not prevent the issue it was intended to prevent and how the agency or Permitting Council may want to consider addressing that. The specific BPs to be reported on are listed in Table 1 of the Fiscal Year 2020 Recommended Best Practices for Environmental Reviews and Authorizations for Infrastructure Projects and in Appendix B. Please note, BP Categories and BPs have been shortened in the dropdowns for ease of use.

Agencies are also encouraged to identify and submit "alternative BPs" that reflect where the agencies have implemented process improvements that meet the statutory BP categories but not one of the specific BPs identified in the FY 2020 BP Report. Alternative BPs should be submitted to FPISC OED by August 28, 2020 for approval before submitting the BP through this form. If your alternative BP has been approved, please choose "Alternative BP" from the "Corresponding BP" drop-down menu below for the appropriate entry.

Please adhere to a word count limit of 200 words per BP example in this section (i.e., if you provide examples of implementation of four BPs, please use four template boxes below for a total word count of 800 words), while thoroughly reflecting your accomplishments and challenges. Provide links and/or citations as appropriate, and provide as many relevant examples as possible. If you would like to provide more than four examples of BP implementation, please contact FPISC OED for a supplemental form.

Best Practice Category: (iv) Increasing transparency	Corresponding BP: i.1 Early stakeholder engagen
FHWA promotes Virtual Public Involvement (VPI) as part of the Every Day Counts initiative to increase public engagement by using technology to share information, gather input, and connect to the public beyond those who attend in-person meetings. Innovative virtual public involvement techniques provide State departments of transportation and other project sponsors with a platform to inform the public and receive feedback. VPI techniques include, but are not limited to, online meetings, project website with videos and visualization, real-time polling tools, social media use, and live streams. VPI creates efficiencies in how information is disseminated and how input is collected and considered to	

Best Practice Category: (iii) Improving coordination	Corresponding BP: v.2 Joint processes or progra
FHWA signed a Section 106 Programmatic Agreement (PA) with Georgia DOT, US Army Corps of Engineers, the Advisory Council on Historic Preservation, the State Historic Preservation Office, and three federally recognized non-resident American Indian Tribes on December 2019. It is the first Section 106 PA with FHWA and USACE as signatories to include federally recognized non-resident tribes as invited signatories or concurring parties. The Section 106 PA provides a more consistent process for delivery of the federal-aid highway program throughout the state of Georgia. It delegates day-to-day Section 106 activities to GDOT Cultural Resources professionals and allows for GDOT to	

Best Practice Category: (iii) Improving coordination	Corresponding BP: Unique to Agency
As part of the National Liaisons Program, FHWA renewed Interagency Agreements with the US Army Corps of Engineers (USACE) and the National Marine Fisheries Service (NMFS) to continue our partnership with those agencies and focus efforts to accelerate project delivery. FHWA maintains agreements with agencies that have permitting oversight or other jurisdiction under several environmental laws and regulations, and these agencies provide dedicated staffing positions that serve as national liaisons to develop policy, guidance, and programmatic approaches to expedite permitting and environmental review times. FHWA currently has agreements for national liaisons with the	

Best Practice Category: (v) Reducing information coll	Corresponding BP: v.2 Joint processes or progra
FTA uses the following joint processes/programmatic approaches. 1) FTA's Standard Operating Procedures (SOPs) for Environmental Reviews. The SOPs incorporate One Federal Decision, Permitting Dashboard Requirements, the Combined FEIS/ROD process, and other best practices. These publicly available SOPs identify streamlining measures. In FY20, FTA published the Biological Resources SOP (Dec 2019). 2) TrAMS (FTA's online grant management system). TrAMS is used to track the use of Cross Agency CEs, a tool unique to FHWA/FRA/FTA for most of FY20.	

Note: Please see DOT Self- Assessment Supplemental Form for additional example best practices

SECTION 2. FAST-41 PROJECT SPECIFIC PERMITTING IMPROVEMENTS/OUTCOMES

This section should highlight examples from specific projects. Please include agency innovations, initiatives, successes, and identification of and resolution to challenges. Agencies are encouraged to report on FPISC OED recommendations from the FY 2019 ARC (See OED Assessment, Part 2).

Please adhere to a total word count limit of 300 words for this section, while thoroughly reflecting your accomplishments and challenges. Provide links and/or citations as appropriate. Provide as many relevant examples as possible in the space provided below.

The Department of Transportation had no FAST-41 project involvement for FY20.

SECTION 3. PERMITTING PROCESS IMPROVEMENTS (GENERAL)

Please document activities undertaken by the agency in FY 2020 that may be outside the information captured in the two sections above. Examples include challenges addressed or looking to be addressed through actions like: new tracking systems, procedural changes, outreach efforts/information gathering, regulatory changes, and interagency discussions/working groups/agreements/collaboration through the Permitting Council and with other Permitting Council member agencies. This section provides a space to report any new and unexpected challenges with novel solutions developed by agencies. Addressing challenges that were anticipated, then addressed by existing or new BPs can be included in sections 1 and 2.

Please provide a narrative for each process improvement in a separate section below. Please adhere to a total word count limit of 300 words for this section, while thoroughly reflecting your accomplishments and challenges. Provide links and/or citations as appropriate. Provide as many relevant examples as possible in the space provided below.

DOT does not have any examples to provide at this time, but has a number permitting process improvements and initiatives under development.

This information has been reviewed by the Permitting Council Member and CERPO, and others as necessary (public affairs, legislative affairs, office of general counsel staff). I understand that this information will be used as submitted in the FPISC Annual Report to Congress and is testimony-ready for use by Administration officials. ☑

Andrew Brunner (Designee)

CERPO Name (or designee)	Signature

SUBMIT

Permitting Council Member Agency Self-Assessment

Agency Input to FPISC's FY 2020 Annual Report to Congress

Section 1 Supplement

Please use this section to supplement Section 1. Examples of BP Implementation. Please submit this document with your Agency Self-Assessment form to FPISC OED by October 14, 2020

Best Practice Category: (vii) Training materials	Corresponding BP: vii.1 Provide training about F
FTA's public website (https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/fta-environmental-impact-and-related-procedures) provides webinars and other resources to stakeholders. FTA delivers in-person and virtual webinar training for FTA staff, project sponsors and stakeholders through internal resources or the National Transit Institute (NTI). FTA developed two new online, self-paced courses (hosted on NTI's website) during FY20: NEPA 101, and Environmental and Sustainability Management Systems (ESMS). Many NTI courses scheduled for FY20 were canceled due to the COVID-19 national	

Best Practice Category: (iii) Improving coordination	Corresponding BP: v.2 Joint processes or progra
The Program Comment and Optional Property-Based Approach exempts Section 106 of the National Historic Preservation Act's considerations of effects to certain rail properties. The Federal Railroad Administration (FRA) hosted two free, public webinars explaining the streamlining approaches to the Section 106 review process, available to FRA project sponsors to use. The webinars and reference materials are archived on the FRA public website.	

Best Practice Category: (vii) Training materials	Corresponding BP: viii.1 Outreach to stakeholde
The Federal Railroad Administration (FRA) hosted a free, public webinar on understanding categorical exclusions to help facilitate a more streamlined approach to completing the environmental portion of FRA's discretionary grant applications. The webinar and reference materials are archived on the FRA public website. In concert with FRA's on line training tools, FRA hosted listening sessions with outside industry and stakeholder groups. The listening sessions provides a facilitated discussion aimed at collecting information about the grant application experience, and familiarity in completing National Environmental Policy Act (NEPA) required documents. It is anticipated additional public outreach and	

Best Practice Category: (v) Reducing information coll	Corresponding BP: Unique to Agency
he Federal Railroad Administration (FRA)'s Office of Railroad Policy and Development moved their Project Management Tracking (PMT) tool to a Cloud-based application. PMT internally tracks FRA grant and loans, as well as National Environmental Policy Act (NEPA) specific milestones. By moving to the Cloud, PMT is provides a more efficient way for FRA environmental staff to document, tabulate, and report NEPA specific milestones. FRA is required to report specific environmental milestones regularly onto the Permitting Dashboard.	

Best Practice Category: (iv) Increasing transparency	Corresponding BP: viii.1 Outreach to stakeholde
Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, the Federal Railroad Administration (FRA) conducted a telephonic public hearing for the Washington Union Station Expansion Draft Environmental Impact Statement (Draft EIS), composed of two sessions from 11am to 1pm and 6pm to 8pm. The public hearing provided an opportunity for interested parties to provide oral comments on the Draft EIS and Draft 4(f) Evaluation.	

Best Practice Category: (viii) Other	Corresponding BP: viii.1 Outreach to stakeholde
The FAA utilized virtual meeting tools to facilitate public outreach for two high-profile projects in 2020, preserving outreach opportunities and allowing schedules to stay on track despite restrictions on gatherings due to the public health emergency. The FAA held 12 virtual workshops in June 2020 for the South-Central Florida Metroplex project and two virtual public workshops and three hearings in September 2020 for the LaGuardia Airport (LGA) Access Improvement Project. Both projects developed information stations, which included recorded presentations as well as visual materials, where the public could find out more information about the project, alternatives, and environmental document.	

Best Practice Category: (i) Early stakeholder engagem	Corresponding BP: i.1 Early stakeholder engagem
BP category (i) concerns training materials for Federal, State, tribal, and local permitting officials for FAST-41 covered projects . This BP category is not relevant to DOT for FY2020. DOT did not have any role relating to provision of FAST-41 review process training. DOT has been implementing these specific best practices as part of the Section 139 environmental review process since SAFETEA-LU.	

Best Practice Category: (ii) Timely decisions for ERA (	Corresponding BP: i.1 Early stakeholder engager
BP CATEGORIES (ii) and vi BP category (ii) includes only one BP, which concerns instruments to support project sponsors / applicants in providing information required for timely environmental reviews. This BP category is not relevant to DOT for FY2020. DOT had no direct environmental review role for FAST-41 covered projects for FY2020. DOT has been implementing these specific best practices as part of the Section 139 environmental review process since SAFETEA-LU.	

SUBMIT