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Serious drought.
Help save water!

February 11, 2016

Ms. Diane Boyer-Vine
Legislative Counsel
State Capitol, Room 3021
Sacramento, CA 95814

Mr. Daniel Alvarez
Secretary of the Senate
State Capitol, Room 3044
Sacramento, CA 95814

Mr. E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, CA 95814

Dear Ms. Boyer-Vine, Messers. Alvarez and Wilson:

I am pleased to transmit the California Department of Transportation's (Caltrans) Fourth Report on NEPA Assignment to the California Legislature pursuant to California Streets and Highways Code Section 820.1.

Distribution to the California State Legislature has been made by Caltrans, pursuant to Government Code section 9795. This report can be found at www.dot.ca.gov/reports-legislature.htm.

Sincerely,

MALCOLM DOUGHERTY
Director

Enclosure
The California Department of Transportation 2016 Report to the Legislature

The California Department of Transportation (Caltrans) 2016 Report to the Legislature

NEPA Assignment: July 2007 – June 2014

Prepared by
Caltrans Division of Environmental Analysis

January 1, 2016

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Executive Summary:
Caltrans 2016 Report to the Legislature
NEPA Assignment: July 2007 – June 2014

The California Department of Transportation (Caltrans) prepared this report to address the requirements of Section 820.1(d) of the California Streets and Highways Code (Assembly Bill (AB) 892, Carter, Chapter 482, Statutes of 2011), related to the National Environmental Policy Act (NEPA) Assignment Program. Under the NEPA Assignment Program, the Federal Highway Administration (FHWA) assigned Caltrans its responsibilities under NEPA, and Caltrans became the NEPA lead agency accepting sole legal responsibility and liability under federal law for its decisions on transportation projects. Caltrans has participated in the NEPA Assignment Program since July 1, 2007.

NEPA mandates federal agencies to evaluate and disclose the environmental impacts of proposed federal actions in comparison to reasonable alternatives; to solicit input from potentially affected entities; and to present unbiased conclusions regarding the direct, indirect, and cumulative environmental impacts of proposed federal actions. Federal agencies must consider this information when making final decisions on proposed actions.

An environmental assessment (EA) is a type of NEPA document prepared for a project not individually or cumulatively resulting in a significant adverse impact on the environment and not "categorically excluded" based on the U.S. Department of Transportation's NEPA regulations. An environmental impact statement (EIS) is a type of NEPA document prepared for a project causing a significant adverse impact on the environment. The NEPA Assignment Program is intended to simplify and speed up the review and approval of these NEPA documents, prepared for transportation projects, without reducing or affecting the environmental protection afforded to these projects through NEPA. The NEPA process is streamlined by assigning FHWA's role in reviewing and approving individual environmental documents to Caltrans, thereby leaving FHWA's primary role as one of overseeing Caltrans's NEPA Assignment program. This reduces the number of steps in the NEPA approval process that saves time.

For the evaluation period of this report, Caltrans took a median of 3.6 years to approve EAs (20 percent reduction since NEPA Assignment began). The median time savings for EISs was greater than for EAs, but is based on a limited sample size of EIS projects since far fewer EISs, than EAs, are prepared for transportation projects in California. The time savings are discussed in more detail below.

Under Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU) (codified as 23 USC 327), California was one of five states invited to participate in the Surface Transportation Project Delivery Pilot Program. Caltrans was the only state Department of Transportation to apply and be accepted into the program. Under a Memorandum of Understanding (MOU) with FHWA, Caltrans participated in the Pilot Program from July 1, 2007 to September 30, 2012.

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), changes were made to the Pilot Program and the program became permanent. On October 1, 2012, Caltrans signed an MOU with FHWA that continued Caltrans' assumption of NEPA responsibilities under the permanent Surface Transportation Project Delivery Program. The MOU is renewable every five years.

Pursuant to federal law, to assume FHWA's responsibilities under the NEPA Assignment Program, the State of California must waive its constitutional right under the Eleventh Amendment of the United States Constitution to sovereign immunity against suits brought in federal court. The California State Legislature originally authorized this waiver through January 1, 2009, and codified the waiver in Section 820.1(b) of the Streets and Highways Code. The waiver was extended twice. The latest extension by AB 892 expires on January 1, 2017.

Section 820.1(d) requires Caltrans to submit a report to the California State Legislature no later than January 1, 2016, that assesses time savings and costs incurred since Caltrans assumed NEPA responsibilities.

Time Savings

This report concludes that the NEPA Assignment Program's objective of saving time during the environmental approval and project delivery processes is being met. These time savings have allowed Caltrans to approve more projects, stimulating the creation of construction and manufacturing jobs sooner and resulting in a quicker delivery of project benefits.

Caltrans has achieved time savings through implementation of expanded quality control procedures; a robust environmental compliance training program for staff; and an expanded internal monitoring program that includes implementation of measures to improve staff's adherence to Caltrans' environmental procedures.

The following are comparisons of the median time[1] spent on various project delivery phases before and after NEPA Assignment. The comparison includes 303 NEPA documents approved by Caltrans and a baseline of 75 NEPA documents approved by FHWA.

The time savings that Caltrans has achieved in approving draft and final EA projects is the most meaningful indicator of the effectiveness of NEPA Assignment due to the relatively large number of baseline and Caltrans-approved EAs that were analyzed to determine median time savings. The sample size of baseline and Caltrans-approved draft and final EISs is small since far fewer EISs are prepared for transportation projects. Therefore, the inferences that can be made from the EIS analysis on time savings is limited. Although the EIS analysis should not be used as a major indicator of the effectiveness of NEPA Assignment, the EIS analysis results are reported in this document. The comparative analysis of baseline versus Caltrans timeframes is summarized below:

[1] The median time is the midpoint in a series of times organized from shortest to longest. Half of the times are shorter than the median time and half are longer than the median time.

Environmental Approval Timeframes: A project's environmental approval time is measured from the time when environmental studies commence to the time when NEPA approval is achieved for a project. The assignment of NEPA responsibilities to Caltrans resulted in a median time savings 10.6 months in the development and approval of draft and final State Highway System and Local Assistance EAs. For EISs, the analysis shows a median time savings of 139.8 months (11.7 years) in the development and approval of a small sample size of State Highway System and Local Assistance EISs.

- **Project Delivery Timeframes:** After FHWA assigned its NEPA responsibilities to Caltrans, projects on the State Highway System tended to be ready to advertise for construction more quickly, and projects on local roadways have taken more time to reach this milestone. For local roadway projects, Caltrans has limited control of the project delivery process after the NEPA document is approved.

  As noted above, the small sample size of EIS projects limits the usefulness of the project delivery time savings results for EIS projects.

  The following are median time savings and increases for various project delivery milestones, which also take into account project delivery steps after environmental review and approval:

  - **Overall Project Delivery Timeframes:** A project's overall time is measured from the time when environmental studies commence to the time when a project is ready to advertise for construction, including the time spent on NEPA approval. After NEPA responsibilities were assigned to Caltrans, the median time spent to achieve overall project delivery on projects with an EA decreased by 10.9 months. The analysis results for EISs show that the median time spent to achieve overall project delivery of a small number of EIS projects decreased by 154.0 months (12.8 years).
  - **Project Approval Timeframes:** A project's approval time is measured from the time when environmental studies commence to the time when a project is approved, including the time spent on NEPA approval, and is largely affected by the environmental approval timeframe. After NEPA responsibilities were assigned to Caltrans, the median time spent on approving projects with an EA decreased by 10.5 months. The median time spent on approving a small number of EIS projects decreased by 99.1 months (8.3 years).
  - **Right-of-Way Certification Timeframes:** A project's right-of-way phase starts once the project is approved and ends when right-of-way acquisition is complete. This measure does not include the time spent on NEPA approval. After NEPA responsibilities were assigned to Caltrans, the median time spent on achieving this milestone on projects with an EA increased by 0.6 months. The median time spent on obtaining right-of-way certification on a small number of EIS projects decreased by 9.4 months.
  - **Ready to Advertise Construction Contract Timeframes:** A project's ready-to-advertise time is measured from when a project is approved to when the project is ready to advertise for construction. This measure does not include the time spent on NEPA approval. After NEPA responsibilities were assigned to Caltrans, The median time spent on achieving this milestone on projects with an EA increased

by 1.9 months. The median time spent on moving a small number of EIS projects forward to the “ready to advertise” milestone decreased by 11.1 months.

Financial Costs

Section 820.1(d) also requires an analysis of financial costs incurred by Caltrans to assume NEPA Assignment responsibilities. Caltrans’ administrative costs related to implementing the NEPA Assignment program generally have decreased since the initiation of the Pilot Program. Costs were higher during the Pilot Program’s early years primarily due to startup activities.

Caltrans 2016 Report to the Legislature NEPA Assignment: July 2007 – June 2014

Background on Legislative Reports

This is Caltrans' fourth report to the California Legislature on NEPA Assignment. The report covers environmental approvals over seven years or 84 months from July 1, 2007 to June 30, 2014. Caltrans also submitted reports to the Legislature in:

- 2007 (July 1, 2007 to October 1, 2007),
- 2009 (July 1, 2007 to August 31, 2008), and
- 2011 (July 1, 2007 to August 30, 2010).

See Appendix A for the full text of Section 820.1.

Section 820.1(d)(1) requires that Caltrans' report to the Legislature include a comparative analysis of the following:

- Environmental review process under NEPA for the 30 projects undertaken immediately preceding the enactment of this section that involved the FHWA, and
- Environmental review process for all projects undertaken following enactment of this section that did not involve FHWA.

Section 820.1(d) also requires that Caltrans' report include the following analyses:

- Description of the state and federal agencies that reviewed the environmental documents and the amount of time the documents were reviewed by each agency (Section 820.1[d][1][A]);
- Points in the environmental review process under NEPA when project delays occurred and the nature of delays (Section 820.1[d][1][B]);
- Comparison of the time saved in the environmental review process for projects undertaken following and prior to enactment of this section and the points in the review process when time was saved (Section 820.1[d][1][C]). This comparison evaluates the timeframes for approval of baseline versus NEPA Assignment environmental documents;
- Circumstances when FHWA hindered and facilitated project delivery (Section 820.1[d][1][D]);
- Financial costs incurred by Caltrans to assume NEPA Assignment responsibilities including, but not limited to personnel, administrative costs, and litigation (Section 820.1[d][2]);
- Litigation initiated against Caltrans for responsibilities under NEPA Assignment (Section 820.1[d][3]);

- Comparison of costs and benefits of the NEPA Assignment Program (Section 820.1[d][4]); and
- Assessment of overall project delivery time from the time environmental studies begin to the time the project is ready to advertise for construction (Section 820.1[d][5]). This assessment compares the timeframes for delivering baseline versus NEPA Assignment projects.

The results of these analyses are summarized in this report.

Background on Caltrans Environmental Review Process

Caltrans prepares and reviews environmental assessments (EAs) and environmental impact statements (EISs) to comply with NEPA. NEPA is triggered for a Caltrans project when one or more of the following occurs:

- FHWA funding will be used for any phase of the project including preliminary design, environmental review and approval, right-of-way acquisition, final design, and/or construction;
- The project requires approval for new or revised access to an interstate highway; and/or
- The project qualifies for federal funding per Caltrans funding requirements for maximizing the use of federal funds.

The type of NEPA document depends on the environmental impacts that are expected to occur with project construction. Each document type is defined below:

- **EAs** are a type of NEPA document that are prepared for projects that do not individually or cumulatively result in a significant adverse impact on the environment and that are not "categorically excluded" based on the U.S. Department of Transportation's NEPA regulations. These regulations identify specific excluded categories of actions that almost never or normally do not result in significant adverse impacts on the environment.
- Caltrans circulates a **draft EA** for comment by the public and involved agencies after which a **final EA** is published that responds to comments received.
- **EISs** are a type of NEPA document that are prepared for projects that will cause a significant adverse impact on the environment. Similar to EAs, Caltrans circulates a **draft EIS** for comment by the public and involved agencies after which a **final EIS** is published that responds to comments received, identifies the preferred alternative, and evaluates all reasonable alternatives that were considered.

The review and approval timeframes for each of these NEPA document types are evaluated in this report.

Background on Caltrans Project Delivery Process

The following milestones in Caltrans project delivery process are evaluated in this report.

- **Project Approval and Environmental Document (Project Approval)**[2] is defined as the date when the project (i.e., preferred alternative), including NEPA compliance, is approved. For State Highway System (SHS) projects, this milestone includes approval of Caltrans' engineering report, known as the Project Report that provides preliminary engineering plans and other information related to a project's scope, schedule, and cost. For Local Assistance projects, this milestone date is identical to final environmental document approval date since Caltrans does not approve the local agency's engineering designs.
- **Preparation of Plans, Specifications, and Estimates (PS&E)** occurs when full, complete and accurate plans, project specifications, and cost estimates are completed and a project is ready for construction contract bidding. In this report, this milestone is referred to by its end date or "**Ready to Advertise Construction Contract.**"
- **Right-of-Way Certification** is defined as the date that acquisition of right-of-way is completed.
- **"Overall Project Delivery"** is not a defined milestone in the Caltrans project delivery process. However, this milestone is evaluated in this report since Section 820.1(d)(5) of the Streets and Highways Code requires an assessment of this timeframe. This milestone is defined as the date that the project is Ready to Advertise the Construction Contract, as measured from the time that environmental studies began.

Background on Caltrans Project Types

Caltrans prepares NEPA documents for the following types of federally-funded projects:

- **State Highway System projects** are projects on the SHS.
- **Locally-sponsored projects** are projects on the SHS that are sponsored by local/regional agencies. For these projects, Caltrans either prepares or oversees preparation of the NEPA document.
- **Local Assistance projects** are projects for improving local roadways for which federal funds are used. These projects are not on the SHS. For these projects, Caltrans oversees and approves NEPA documents prepared by the local/regional agencies and/or their consultants.

[2] The Caltrans milestone, Project Approval and Environmental Document, is referred to as Project Approval in this report. This milestone includes NEPA approval as well as project approval.

As required by Section 820.1(d), all three project types are considered in the evaluations conducted for this report, as follows:

- Section 820.1(d)(1) requires that the comparative analysis of the NEPA review process timeframes include Caltrans and local agency-sponsored projects. Therefore, the evaluation of environmental approval timeframes is combined for all project types.
- Section 820.1(d)(5) requires that the assessment of the overall project delivery timeframes distinguish between different types of environmental documents and between projects on the SHS and Local Assistance projects. Therefore, the assessment of environmental approval and project delivery timeframes evaluates the following separately:
  - SHS project timeframes including locally-sponsored projects
  - Local Assistance project timeframes
  - Timeframes for both types of projects

This report also separates the evaluations by type of environmental document.

Baseline Environmental Documents

Section 820.1(d) (1) requires that a comparative analysis of the environmental review process under NEPA be conducted for 30 projects, excluding those projects categorically excluded from environmental review, approved immediately preceding the enactment of this section that involved the FHWA (referred to as **baseline projects** in this report) and the environmental review process for all projects, excluding those projects categorically excluded from environmental review, undertaken following enactment of this section that did not involve FHWA (referred to as **NEPA Assignment projects**). The baseline environmental approval and project delivery timeframes are compared against the corresponding NEPA Assignment timeframes in this report to determine if time has been saved in approving environmental documents and delivering transportation projects since the initiation of NEPA Assignment.

In 2009, Caltrans increased the number of projects included in the baseline to 39 in order to achieve a more representative mix of both EA and EIS projects. The 39 projects comprising the baseline include 31 draft EA and 31 final EAs. The sample size of baseline EISs is small with only eight draft EISs and five final EISs since far fewer EISs, than EAs, are prepared on transportation projects in California. A total of 75 baseline environmental document approvals are analyzed for this report (Table 1). Appendix B, Table B-1 presents a list of the baseline and NEPA Assignment EA projects together with their environmental approval and project delivery dates. Table B-2 presents the same information for the baseline EIS projects.

Table 1. FHWA Approvals: Number of Baseline Environmental Documents[a] (Prior to July 1, 2007)

Type of NEPA Document	Type of Project		Total Number of NEPA Document Approvals
	State Highway System (Caltrans and Locally Sponsored)	Local Assistance (Local Roadways)	
Draft EA	24	7	**31**
Final EA	24	7	**31**
Draft EIS	7	1	**8**
Final EIS	4	1	**5**
Total Approved by FHWA	**59**	**16**	**75**

[a] Baseline comprises environmental documents that were approved by FHWA for 39 projects. The baseline represents a sample of environmental documents approved by FHWA.

EA = Environmental Assessment.
EIS = Environmental Impact Statement.

Approved NEPA Assignment Environmental Documents

The NEPA Assignment environmental documents assessed in this report include those that were approved by Caltrans between July 1, 2007 and June 30, 2014. Table 2 shows that Caltrans has approved 303 NEPA documents during this seven year period. Tables B-1 and B-2 in Appendix B list of each EA and EIS approval, and presents the timeframe for each measured environmental approval and project delivery milestone

Table 2. Caltrans Approvals: Number of NEPA Assignment Environmental Documents (July 1, 2007 – June 30, 2014)

Type of NEPA Document	Type of Project		Total Number of NEPA Document Approvals
	State Highway System (Caltrans and Locally Sponsored)	Local Assistance (Local Roadways)	
Draft EA	122	26	**148**
Final EA	107	21	**128**
Draft EIS	15	2	**17**
Final EIS	8	2	**10**
Total Approved by Caltrans	**252**	**51**	**303**

EA = Environmental Assessment.
EIS = Environmental Impact Statement.

State and Federal Review Agencies and Review Timeframes

Background

Section 820.1(d)(1)(A) of the Streets and Highways Code requires that Caltrans describe the state and federal agencies that reviewed NEPA documents and the amount of time the documents were reviewed by each agency. This requirement relates to the public noticing requirements under NEPA. Minimum review requirements are described below for each type of environmental document that Caltrans prepares:

- **EAs:** Under 23 CFR 771.119(e), comments must be submitted to the NEPA lead agency (Caltrans) within 30 days of the availability of an EA unless it is determined, for good cause, that a different period is warranted.

  For some EA projects that are complex and controversial, Caltrans will notice a comment period that is longer than 30 days.

- **EISs:** Under 23 CFR 771.123(i), draft EISs must be circulated for comment for not fewer than 45 days and not more than 60 days unless a different period is established in accordance with 23 USC 139(g)(2)(A).

  For some EIS projects that are complex and controversial, Caltrans will notice a comment period longer than 60 days.

Methods

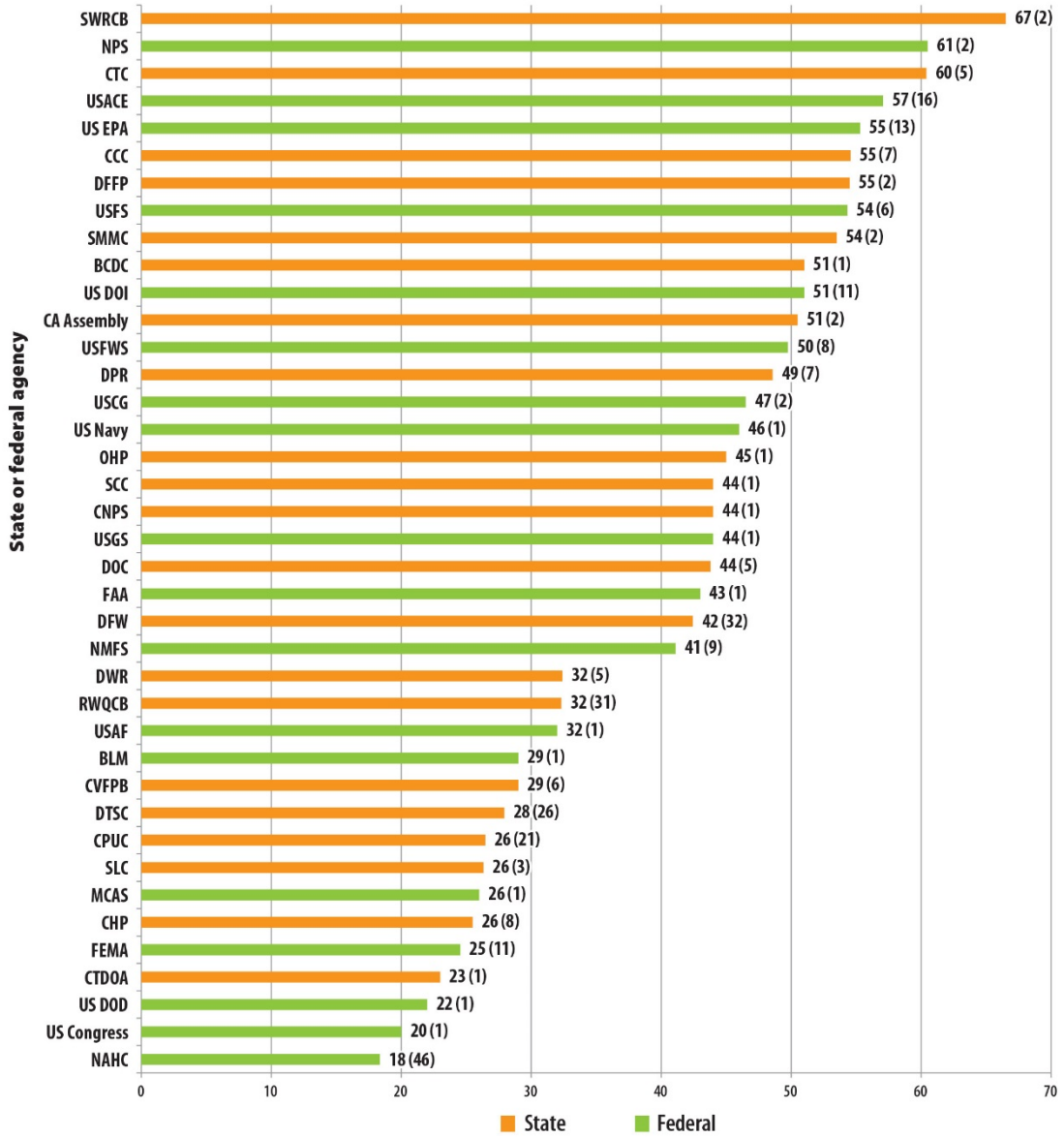
To conduct this analysis, Caltrans reviewed all state and federal agency comment letters that were submitted for NEPA Assignment environmental documents approved between July 1, 2007 and June 30, 2014. By comparing the date of each comment letter against the published comment period, the number of days from the start of the comment period was determined for each comment letter. For this analysis, an average response time was calculated including those comment letters received from state and federal agencies after the close of the comment period.

Results

The published comment periods for the evaluated NEPA Assignment draft EAs (including joint documents) varied from 29–108 days with the majority of draft EAs having comment periods of 30–45 days. The draft EIS (including joint documents) commenting periods varied from 45–91 days with the majority of EISs having comment periods of 45–60 days.

Figure 1 identifies the federal and state agencies that commented on NEPA Assignment draft environmental documents approved between July 1, 2007 and June 30, 2014; the number of comment letters that each agency submitted; and their average response timeframes from the start dates of the designated comment periods to the dates of their comment letters. The agencies are presented in order of those having the longest average response times to those with the shortest average response times.

Figure 1
State and Federal Commenting Agency Average Review Times



Average number of days from the start of the draft environmental document comment period to submittal of comment letter by state or federal agency
(number in parentheses indicates number of comment letters submitted by agency)

BCDC: Bay Conservation and Development Commission
BLM: U.S. Bureau of Land Management
CCC: California Coastal Commission
CHP: California Highway Patrol
CNPS: California Native Plant Society
CPUC: California Public Utilities Commission
CTC: California Transportation Commission
CTDOA: Caltrans Division of Aeronautics
CVFPB: Central Valley Flood Protection Board
DFFP: California Department of Forestry & Fire Protection (Cal Fire)
DFW: California Department of Fish & Wildlife
DOC: California Department of Conservation
DPR: California Department of Parks & Recreation
DTSC: California Department of Toxic Substances Control
DWR: California Department of Water Resources
FAA: Federal Aviation Administration
FEMA: Federal Emergency Management Agency
MCAS: Marine Corps Air Station
NAHC: Native American Heritage Commission
NMFS: National Marine Fisheries Service
NPS: National Park Service
OHP: State Office of Historic Preservation
RWQCB: Regional Water Quality Control Board
SCC: State Coastal Conservancy
SLC: State Lands Commission
SMMC: Santa Monica Mountain Conservancy
SWRCB: State Water Resources Control Board
US DOD: U.S. Department of Defense
US DOI: U.S. Department of the Interior
US EPA: U.S. Environmental Protection Agency
USACE: U.S. Army Corps of Engineers
USAF: U.S. Air Force
USCG: U.S. Coast Guard
USFS: U.S. Forest Service
USFWS: U.S. Fish & Wildlife Service
USGS: U.S. Geological Survey

Project Delays

Background

Streets and Highways Code Section 820.1(d)(1)(B) requires that an analysis be undertaken of the points in the environmental review process under NEPA when project delays occurred and the nature of the delays. A variety of reasons cause project delays. Some delays are inherent to the project delivery process such as those caused by changes to the project design. Other delays are related to the federal integration requirement. Many of the federal environmental regulations that must be integrated into the NEPA process require that Caltrans, as NEPA lead agency, coordinate, consult with, provide documentation to, and obtain approvals from other federal agencies, such as the U.S. Fish and Wildlife Agency, National Marine Fisheries Service, State Historic Preservation Office, and Advisory Council on Historic Preservation. Caltrans 23 USC 327 MOU with FHWA identifies 32 federal environmental laws for which FHWA assigned consultation responsibilities to Caltrans. These laws are listed in Appendix C.

Each project is unique and has its own set of circumstances and requirements that may contribute to project delays.

Methods

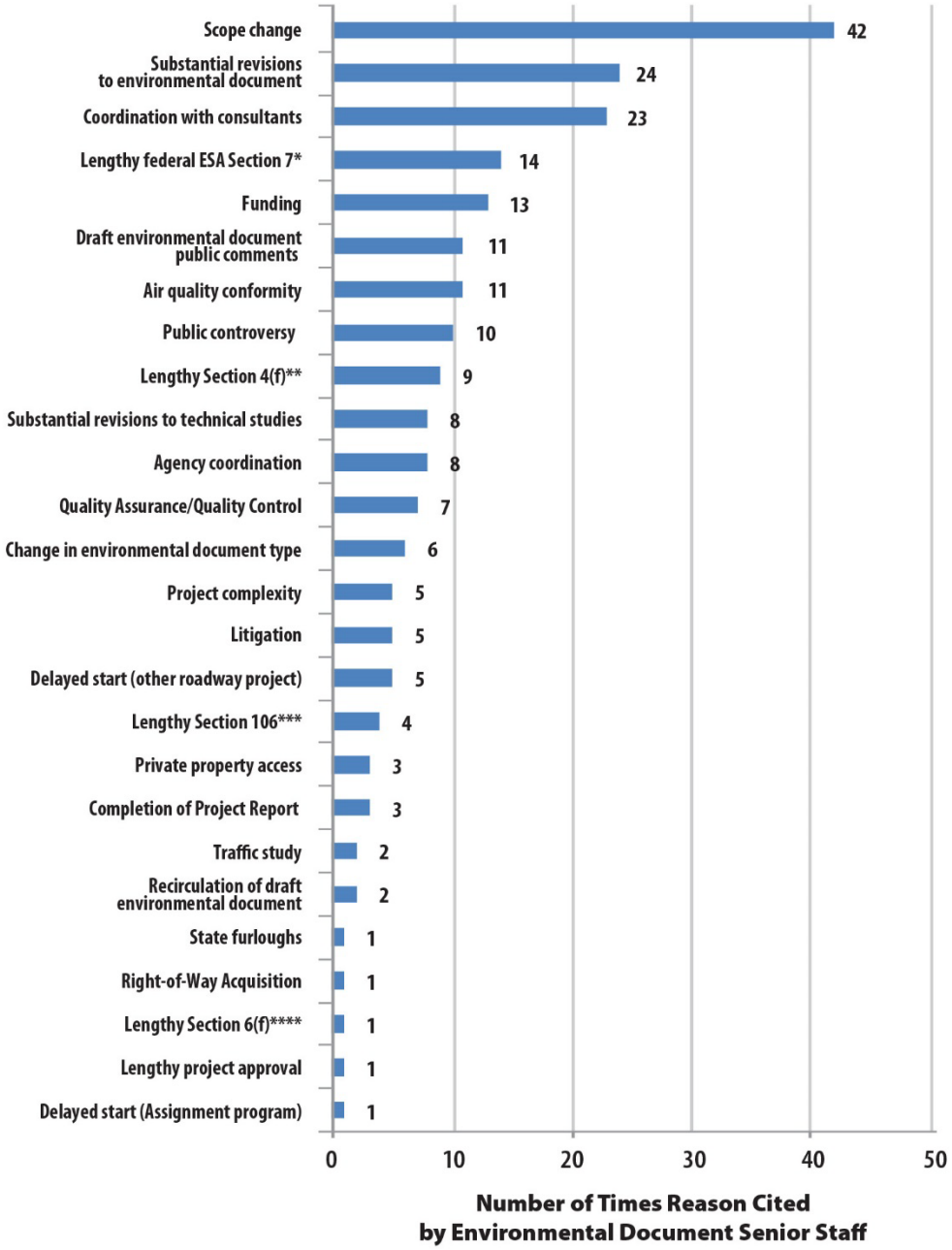
The Caltrans' environmental staff who oversaw each NEPA Assignment environmental document was contacted and asked to provide reasons that contributed to delays in approving the environmental document. If the project did not experience any unusual delays, the staff were requested to cite "no delays". The reasons for delay that were provided were grouped into categories as shown in Figure 2.

Results

Figure 2 summarizes the reasons that project delays occurred, as provided by the Caltrans environmental seniors/associates who oversaw preparation of these environmental documents, from the most to least common reasons. These delays occurred at various points in the environmental review and approval process from the time that environmental studies began to the time that the final environmental document was approved. Caltrans identified many reasons for delay. Multiple delay reasons were identified for a number of environmental documents. Of the 315 reasons that were provided, 30 percent of the responses indicated no delays in the NEPA process. The most common delay reasons for the remaining 70 percent of responses are identified below with the number in parentheses denoting the number of times the reason was specified.

- Scope change (42 occurrences)
- Substantial revisions to the environmental document were needed (24 occurrences)
- Coordination with consultants preparing the environmental document (23 occurrences)
- Lengthy federal Endangered Species Act Section 7 process (14 occurrences)

Figure 2
Reasons for Project Delays that Occurred During the Review and Approval Process for NEPA Assignment Environmental Documents



*Federal ESA Section 7 = Section 7 of the Federal Endangered Species Act
**Section 4(f) = Section 4(f) of the U.S. Department of Transportation Act
***Section 106 = Section 106 of the National Historic Preservation Act
****Section 6(f) = Section 6(f) of the Land and Water Conservation Act

- Funding (13 occurrences)
- Responding to comments received on the draft environmental document (11 occurrences)
- Air quality conformity process (11 occurrences)

Comparison of Environmental Review Process Timeframes

Background

For projects on the SHS, including Caltrans-sponsored and local agency-sponsored, Section 820.1(d)(1) requires Caltrans to make a comparative analysis of the environmental review process under NEPA. While Caltrans is not required to include Local Assistance projects in this analysis, Caltrans is including them in order to encompass NEPA approvals for all federally-funded projects in California.

Section 820.1(d)(1)(C) requires that the comparative analysis include environmental documents that were approved after enactment of Caltrans' waiver of sovereign immunity in comparison to the time taken by FHWA for similar activities prior to the waiver. Points in the review process when time was saved are also to be identified.

The purpose of this comparative analysis is to determine if the NEPA Assignment Program is working, as intended. As noted earlier, the goal of the NEPA Assignment Program is to speed up the NEPA environmental review and approval process for transportation projects by eliminating one layer of review related to FHWA's former role in reviewing and approving environmental documents. By comparing approval timeframes prior to and since initiation of the NEPA Assignment Program, it can be determined if a time savings is being achieved.

Methods

The following environmental review and approval milestones were evaluated and compared:

- **Draft EA approval** refers to the timeframe from the date when environmental studies began to the date that the draft EA is approved.
- **Final EA approval** refers to the timeframe from the date when environmental studies began to the date that the final EA is approved.
- **Draft EIS approval** refers to the timeframe from the date that a Notice of Intent[3] is published in the Federal Register to the date that the draft EIS is approved.
- **Final EIS approval** refers to the timeframe from the date that a Notice of Intent is published in the Federal Register to the date that the final EIS is approved.

[3] A Notice of Intent makes the public aware that an EIS is to be prepared.

For each timeframe, a median[4] was calculated for FHWA, prior to the NEPA Assignment Program, and for Caltrans, since initiation of the NEPA Assignment Program. The FHWA and Caltrans median timeframes were then compared for the same environmental document types and project types. A positive timeframe difference indicates that Caltrans is achieving a time savings in environmental approvals under the NEPA Assignment Program as compared to the amount of time that FHWA took prior to the NEPA Assignment Program. A negative timeframe difference indicates Caltrans is taking longer to approve NEPA Assignment environmental documents as compared to FHWA.

To provide a more robust analysis and to account for the variability in the sample sizes, the timeframe differences were also statistically evaluated to determine statistical significance at the 5 percent level. A median that is significant at the 5 percent level means that there is only a one in 20 chance that this relationship would occur by chance. Whether the timeframe differences are statistically significant depends on the sample sizes, the variability of the time frames, and the size of the difference in median time frames.

See Appendix D for further details on the statistical analyses conducted for the timeframes.

Results

Table 3 and Figure 3 present the median time that it took FHWA to approve baseline NEPA documents, and compares these timeframes to the amount of time it took Caltrans to approve NEPA Assignment environmental documents (Table 2 on page 9 presents the number of environmental documents included in this analysis.). Tables B-1 (EAs) and B-2 (EISs) in Appendix B present the milestone dates and timeframes for each baseline and NEPA Assignment environmental document included in this analysis.

The time savings results for EAs indicate that Caltrans has achieved a substantial time savings. Caltrans median time savings for approved SHS and Local Assistance EAs was 10.6 months for both draft and final EAs (based on 276 draft and final EA approvals), as compared to FHWA timeframe for approving draft and final EAs (based on 62 draft and final EAs).

The analysis of draft and final EISs was based on a small sample size (10 baseline draft EISs, five baseline final EISs, 17 Caltrans-approved draft EISs, and 10 Caltrans-approved final EISs). Due this small sample size, the inferences that can be made from the EIS analysis on environmental approval time savings are limited. The analysis shows a time savings of 34.7 months for draft EISs and 139.8 months for final EISs.

A red asterisk in Table 3 indicates that the timeframe difference is statistically significant at the 5 percent level meaning that there is only a one in 20 chance that this timeframe difference could

[4] Median is a common statistical descriptor used to express the middle value in a data set. Median is determined by ranking the data from largest to smallest, and then identifying the middle so that there are an equal number of data values larger and smaller than it is. For data sets that have a few extreme values or “outliers”, median gives a good representation of the majority of the data values without being significantly influenced by a few outlier values. Because the data sets evaluated in this report have outliers, medians, rather than averages, are evaluated in this report.

occur by chance. The median of 10.6 months saved for draft EAs is not statistically significant, but the median of 10.6 months saved for final EAs is statistically significant.

Table 3. Median Environmental Approval Timeframe Differences:
Caltrans Timeframes for NEPA Assignment Environmental Documents as Compared to FHWA's Timeframes for Baseline Environmental Documents[a]

Environmental Approval Milestone	Number of Environmental Documents			Median Environmental Approval Timeframe Differences (Months)		
	Total	State Highway System	Local Assistance	All Environmental Documents	State Highway System (Caltrans- and Locally-Sponsored)	Local Assistance (Local Roadways)
Baseline NEPA Documents Approved by FHWA (July 26, 2001–June 25, 2007)						
Draft EA Approval	31	24	7	42.3	46.7	32.6
Final EA Approval	31	24	7	54.1	61.3	42.7
Draft EIS Approval	8	7	1	69.9	70.6	20.5[c]
Final EIS Approval	5	4	1	193.9	197.9	30.3[c]
NEPA Assignment Documents Approved by Caltrans (July 1, 2007–June 30, 2014)						
Draft EA Approval	148	122	26	31.7	32.3	30.8
Final EA Approval	128	107	21	43.5	43.6	38.1
Draft EIS Approval	17	15	2	35.2	35.2	58.2[d]
Final EIS Approval	10	8	2	54.2	54.2	90.5[d]
Differences in Timeframes[b]						
Draft EA Approval	–	–	–	10.6	14.4*	1.9
Final EA Approval	–	–	–	10.6*	17.7*	4.5
Draft EIS Approval	–	–	–	34.7*	35.4*	-37.8
Final EIS Approval	–	–	–	139.8	143.8*	-60.2

Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

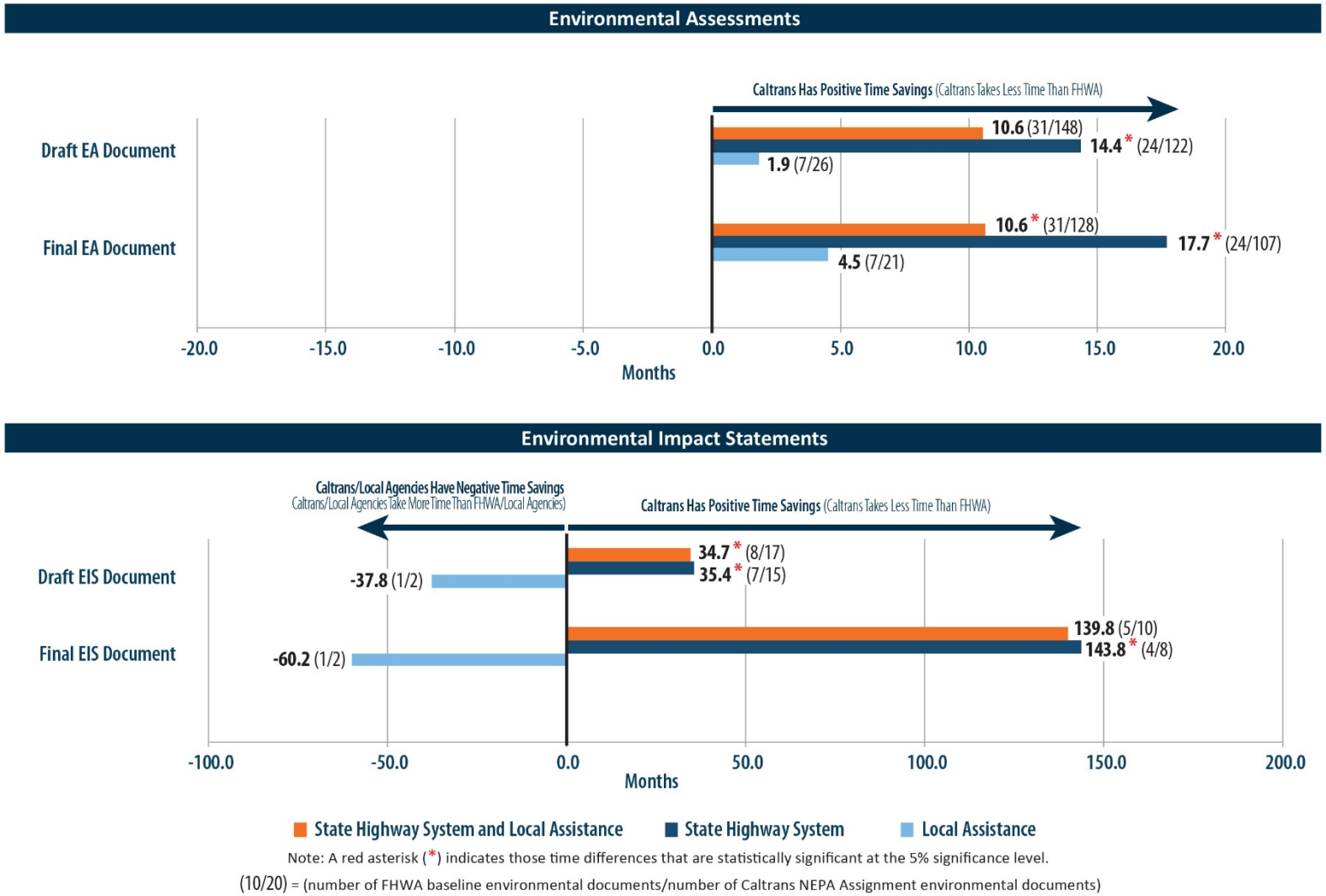
[a] Milestones defined as follows:
Draft EA Timeframe between the date when environmental studies began and draft document approval
Final EA Timeframe between the date when environmental studies began and final document approval
Draft EIS Timeframe between the date the notice of intent was issued and draft document approval
Final EIS Timeframe between the date the notice of intent was issued and final document approval

[b] The timeframe differences are based on comparison of the median amount of time that it took FHWA to approve the baseline environmental documents versus the median time it took Caltrans to approve NEPA Assignment environmental documents through June 30, 2014.
A positive timeframe difference indicates that Caltrans is achieving a time savings in environmental approvals under NEPA Assignment as compared to the amount of time that FHWA took prior to the NEPA Assignment. A negative timeframe difference would indicate Caltrans is taking longer to approve NEPA Assignment environmental documents as compared to FHWA. However, in the case of the Local Assistance draft and final EIS timeframes, the associated sample sizes are so small, as indicated in footnotes "c" and "d", that the statistical inferences from this comparative analysis are not meaningful.

[c] Based on a sample of one EIS.

[d] Based on sample of two EISs.

Figure 3
Time Savings
Environmental Assessment and Environmental Impact Statement Approval Milestones:
Median Timeframes Comparing Caltrans NEPA Assignment to FHWA Baseline Projects



Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level.

(10/20) = (number of FHWA baseline environmental documents/number of Caltrans NEPA Assignment environmental documents)

Caltrans implements the following under NEPA Assignment to achieve this time savings:

- **Expanded quality control procedures:** Formal environmental document review procedures are implemented and documented consistently statewide. The procedures include NEPA compliance review of all environmental documents by certified senior staff, Headquarters review of "complex EAs" and EISs, and legal review of all EISs;
- **Robust environmental compliance training program:** Caltrans provides on-demand and live training to its staff on a wide variety of environmental assessment subjects. The need for new courses and expanded offerings of existing courses is assessed on an ongoing basis to ensure that training is available to staff, as needed;
- **Expanded internal monitoring review program:** Caltrans conducts regular monitoring reviews to assess the effectiveness of its environmental procedures and staff adherence to these procedures. Measures are implemented to improve staff adherence, as needed.

Considering SHS projects only, Caltrans median time savings ranged from 14.4 (based on 122 SHS draft EAs) to 143.8 (based on a small sample size of eight SHS final EISs) months in approving environmental documents, as compared to FHWA (based on 24 draft EAs and a small sample size of four final EISs approved for SHS projects).

For Local Assistance projects, the median time savings ranged from 1.9 months (based on 26 draft EAs) to 4.5 months (based on 21 final EAs), as compared to the seven baseline draft EAs and seven final EAs approved by FHWA.

The following factors contributed to a lower time savings for Local Assistance EAs:

- An additional layer of review and exchange of documents and comments are required for environmental documents prepared by a consultant working for a local/regional agency.
- Additional coordination is required for environmental documents Caltrans oversees versus those for which it is directly responsible.
- Extensive revisions are sometimes required for consultant-prepared environmental documents. Caltrans provides on-line guidance and annotated environmental document outlines for local agencies and their consultants to use in preparing NEPA documents. Many local agencies, while familiar with the California Environmental Quality Act (CEQA), have little or no experience with NEPA.
- Local Assistance projects rely on local matching funds that are often more volatile than state and federal funding and can result in interruptions in the environmental approval process.

The sample sizes for baseline and NEPA Assignment Local Assistance EISs were extremely small; therefore, the statistical inferences that can be made are limited and the timeframe differences are not statistically significant.

The Local Assistance baseline consisted of one draft EIS and one final EIS approval for the same project. Local Assistance projects approved under NEPA Assignment included two draft EIS and two final EIS approvals for two separate projects. The baseline final EIS was approved by

FHWA in 30 months. One of two NEPA Assignment final EISs was reviewed initially by FHWA before the NEPA Assignment Program began and then by Caltrans under the NEPA Assignment Program. This final EIS approval took a total of 131 months, 84 months under FHWA and 47 months under Caltrans. The other NEPA Assignment final EIS was approved by Caltrans in 50 months.

Local Assistance projects are independently administered by local agencies. In addition to the regulatory review challenges associated with all federal-aid projects, local projects face additional challenges, such as availability of matching funds, management and oversight of consultants, local politics, and staff turnover. Caltrans has very limited control over these factors in the NEPA document review process.

Federal Highway Administration's Effects on Project Delivery

Section 820.1(d)(1)(D) of the Streets and Highways Code requires that Caltrans address the circumstances when FHWA hindered and facilitated project delivery.

Caltrans staff working with FHWA prior to the NEPA Assignment Program indicated that FHWA attempted to work efficiently to facilitate the environmental review process, without hindering it, when conducting its required environmental and legal sufficiency reviews. Staff noted that FHWA was willing to expedite its reviews when needed by agreeing to meet in person or talk by telephone to discuss comments and approve document revisions; providing informal, interim reviews of revisions; providing email approval of editorial revisions; and completing formal reviews of documents quickly.

Prior to initiation of the NEPA Assignment Program, FHWA and Caltrans jointly implemented measures to streamline the NEPA approval process including the following:

- FHWA administratively delegated the approval of selected Categorical Exclusions to Caltrans.
- FHWA allowed Caltrans to informally consult with the resource agencies.
- To streamline FHWA's review, Caltrans conducted quality control and legal reviews of its environmental documents before submittal to FHWA.
- Caltrans and FHWA internally reorganized their staffs to best manage the environmental workload and to clarify environmental review responsibilities.

Financial Costs

Section 820.1(d)(2) requires that the financial costs incurred by Caltrans to assume NEPA Assignment responsibilities be identified, including the following:

- Personnel costs to conduct and review environmental documents
- Personnel costs to manage litigation

- Administrative costs
- Litigation costs

Table 4 presents annual personnel years (PYs) and expenditures for Fiscal Years (FY) 2007-08 through FY 2013-14 under the NEPA Assignment Program. Table 4 shows that Caltrans' administrative costs related to the preparation and review of environmental documents have decreased since the initiation of the Pilot Program. These declining costs are primarily related to Caltrans staff initial preparation for and orientation related to implementing NEPA Assignment in the early years of the Pilot Program. With each additional year of experience, the time required to implement the program have decreased.

Litigation

Section 820.1(d)(3) requires that litigation against Caltrans, related to its decisions on NEPA documents, be explained.

Seven lawsuits have been initiated against Caltrans since the initiation of the NEPA Assignment Program through June 30, 2014. These lawsuits are summarized below:

- Residents in a neighborhood adjacent to a proposed bicycle path from Culver City to western Santa Monica sued Caltrans for issuing a NEPA Categorical Exclusion (CE) for the project. Caltrans, FHWA, the Los Angeles Metropolitan Transportation Authority, and the City of Los Angeles were named as defendants. The residents argued that construction of the bike path behind their homes would result in significant environmental impacts. Because a CE can only be issued if no significant impact would occur, the residents argued that Caltrans' determination was inadequate. Following extensive review, Caltrans withdrew the CE. The residents agreed to dismiss the case, under the condition that Caltrans inform them of any future CE determinations contemplated for the project.
- A second suit was filed on the same proposed bicycle path project, described above. In this suit, individuals sued the FHWA under NEPA challenging Caltrans' approval of a CE for this project following dismissal of the prior action. The FHWA entered into a final Settlement Agreement and Joint Stipulation for Dismissal with Prejudice.
- Individuals and environmental organizations sued Caltrans and the National Marine Fisheries Service in federal court under NEPA and the federal Endangered Species Act challenging the approval of a Final EA on the State Route 197/199 Safe Surface Transportation Assistance Act Access Project in Del Norte County. The case has been dismissed by agreement of the parties pending re-initiation of Endangered Species Act consultation following issuance of a preliminary injunction.
- Individuals and environmental organizations sued Caltrans in federal court under NEPA and Section 4(f) of the U.S. Department of Transportation Act of 1966 challenging the approval of an EA on the Richardson Grove Improvement Project in Humboldt County. The project involves widening a section of U.S. 101 to accommodate Surface Transportation Assistance Act trucks. The Court found Caltrans' analysis of impacts to redwood trees to be inadequate. Caltrans prepared a Supplemental EA in response to the Court's finding.

Table 4. Personnel Years and Costs Under the NEPA Assignment Program

	Personnel Years	Dollars ($1,000,000s)
Fiscal Year 2007-08		
SHS Projects	7.3	$ 1.6[a]
Local Assistance Projects	5.7	
Litigation Management	0	$ 0
Environmental Consultant[b]	–	$ 0.3
Total	**13.0**	**$ 1.9**
Fiscal Year 2008-09		
SHS Projects	9.7	$ 1.0
Local Assistance Projects	4.4	$ 0.5
Litigation Management	0	$ 0
Environmental Consultant[b]	–	$ 0.3
Total	**14.1**	**$ 1.8**
Fiscal Year 2009-10		
SHS Projects	7.2	$ 0.8
Local Assistance Projects	4.1	$ 0.4
Litigation Management	0.3	$ 0.1
Environmental Consultant[b]	–	$ 0.3
Total	**11.6**	**$ 1.6**
Fiscal Year 2010-11		
SHS Projects	3.9	$ 0.4
Local Assistance Projects	3.8	$ 0.4
Litigation Management	0.4	$ 0.1
Environmental Consultant[b]	–	$ 0.3
Total	**8.1**	**$ 1.2**
Fiscal Year 2011-12		
SHS Projects	3.8	$ 0.4
Local Assistance Projects	3.1	$ 0.3
Litigation Management[c,d]	1.5	$ 0.7
Environmental Consultant[b]	–	$ 0.3
Total	**8.4**	**$ 1.7**
Fiscal Year 2012-13		
SHS Projects	2.8	$ 0.3
Local Assistance Projects	3.5	$ 0.4
Litigation Management[d]	1.7	$ 0.5
Environmental Consultant[b]	–	$ 0.3
Total	**8.0**	**$ 1.5**
Fiscal Year 2013-14		
SHS Projects	1.4	$ 0.2
Local Assistance Projects	3.4	$ 0.4
Litigation Management[d]	2.3	$ 0.5
Environmental Consultant[b]	–	$ 0.3
Total	**7.1**	**$ 1.4**

[a] Separate cost estimates for Local Assistance and SHS projects are unavailable.
[b] Personnel Years not calculated for environmental consultant costs.
[c] Includes litigation settlement costs of $485,000 including attorneys' fees, for a case that was fully litigated on the merits. The case involved a supplemental briefing and Court-ordered on-site determinations by a federal magistrate with all parties in attendance, as well as a normal briefing.
[d] Includes legal consultant costs.

- The plaintiffs who challenged the Richardson Grove Improvement Project EA also sued Caltrans under NEPA and Section 4(f) challenging the approval of the Supplemental EA prepared for this project. The Court dismissed this case. The plaintiffs' motion for attorneys' fees was denied by the trial court. The plaintiffs' appeal is pending.
- The Center for Biological Diversity sued Caltrans under NEPA asserting that Caltrans should have prepared and circulated a Supplemental EIS on the Willits Bypass Project in Mendocino County because changes were made to the project since the 2006 EIS. The Court ruled in favor of Caltrans.
- The Natural Resources Defense Council sued Caltrans, FHWA, and the Alameda Corridor Transportation Authority under NEPA challenging the approval of a Final EIS on the State Route 47 Alameda Corridor Truck Expressway Project that included the Schulyer Heim Bridge replacement in the Port of Los Angeles/Long Beach. The issues raised included the FHWA air quality conformity determination, climate change analysis, adequacy of the EIS, and the range of alternatives. The defendants ultimately prevailed in both the Federal District Court and the Ninth Circuit Court of Appeals.

Costs and Benefits

Section 820.1(d)(4) requires a comparison of costs and benefits of the NEPA Assignment Program. Table 4 on page 22 presents the costs associated with the NEPA Assignment Program. The annual costs of the program have decreased from $1.9 million in FY 2007-08 to $1.4 million in FY 2013-14.

The benefits of the program are related to the accelerated NEPA environmental review and approval process that has been realized. Eliminating FHWA's role in reviewing and approving environmental documents streamlines and saves time required for the NEPA approval process resulting in a greater number of approved projects annually than would otherwise have been achieved without NEPA Assignment. NEPA Assignment has also saved time in delivering projects to construction. This time savings results in corresponding economic benefits from reduced labor costs and more cost-effective use of resources. The accelerated annual transportation investment creates a direct stimulus for the creation of construction and manufacturing jobs, which can lead to increased public spending and associated community benefits.

Transportation projects are often needed to address public safety concerns or accommodate future growth. By facilitating construction of a greater number of transportation projects annually, the NEPA Assignment Program speeds the delivery of community benefits related to new transportation infrastructure, including reduced traffic congestion, decreased vehicle hours of delay, and improved network efficiency and traffic safety. Achieving these direct benefits sooner can also lead to increased community stimulus through improved productivity, as well as enhanced public safety and environmental protection.

Project Delivery Timeframes

Background

Section 820.1(d)(5) requires an assessment of overall project delivery timeframes from the time environmental studies begin to the time that a project is ready to advertise for construction including the time required for each project phase. The assessment is to distinguish between State Highway System and Local Assistance projects. This analysis is an extension of the FHWA and Caltrans environmental approval timeframe comparison to determine whether the NEPA Assignment Program is expediting the delivery of projects.

Methods

The following project delivery milestones were evaluated for those projects included in the FHWA baseline, as well as for those with NEPA Assignment environmental documents approved by Caltrans between July 1, 2007 and June 30, 2014:

- **Project Approval** is defined as the timeframe from the date when environmental studies began to the date when the project, including NEPA compliance, is approved. The project approval milestone is defined differently for SHS and Local Assistance projects. For SHS projects, this milestone is defined as the date when the project is approved. For Local Assistance projects, this milestone is equivalent to the final environmental document approval date.
- **Ready to Advertise Construction Contract** is defined as the timeframe between project approval and the date that full, complete and accurate plans, project specifications, and cost estimates are completed and Caltrans District staff certifies that the project is ready for a competent construction contractor to bid the project. For Local Assistance projects, this milestone is the date that FHWA obligates the funds for construction.
- **Right-of-Way Certification** is defined as the timeframe between project approval and the date that acquisition of right-of-way is completed. For Local Assistance projects, this milestone is the date that the Caltrans Right-of-Way agent signs the right-of-way certification.
- **Overall Project Delivery** is defined as the date when environmental studies began to the date that the project is ready to advertise the construction contract.

For each project delivery milestone, a median was calculated, by document type (EA and EIS) for FHWA-approved environmental documents, prior to the NEPA Assignment Program, and for Caltrans, since initiation of the NEPA Assignment Program. The FHWA and Caltrans median timeframes were then compared. A positive timeframe difference indicates a time savings in reaching project delivery milestones under the NEPA Assignment Program, as compared to the amount of time that was required prior to the NEPA Assignment Program. A negative timeframe difference indicates a time increase in reaching project delivery milestones under NEPA Assignment, as compared to the amount of time that was required prior to NEPA Assignment.

As with the environmental approval comparative analysis, the timeframe differences were also statistically evaluated to determine statistical significance at the 5 percent level. Appendix D contains a detailed description of the statistical analysis conducted including an explanation of how statistical significance was defined.

Results

Table 5 on pages 28–29 and Figures 4–7 on pages 30–33, respectively, present the median time that it took Caltrans to reach the project approval, ready to advertise construction contract, right-of-way certification, and overall project delivery milestones, respectively, and compare these timeframes to the baseline project timeframes. Tables B-1 (EAs) and B-2 (EISs) in Appendix B present the milestone dates and timeframes for each baseline and NEPA Assignment project included in this analysis.

A red asterisk in Table 5 indicates that the timeframe difference is statistically significant at the 5 percent level. This means that there is only a one in 20 chance that this timeframe difference could occur by chance.

Similar to the environmental approval timeframe results, the project delivery analysis results for EA projects provide the most meaningful indicator of the effects of NEPA Assignment on time savings. This is due to the relatively large number of baseline and Caltrans-approved EA projects that were evaluated, as compared to the small sample size of baseline and Caltrans-approved EIS projects.

The results of the project delivery timeframe comparisons are described below.

- **Project Approval:** The project approval timeframe differences correspond closely with the environmental approval timeframe analysis. For SHS and Local Assistance projects together, the analysis shows a median time savings ranging from 10.5 months (for 122 Caltrans EA projects) to 99.1 months (for nine Caltrans EIS projects) in reaching the project approval milestone under NEPA Assignment, as compared to 30 EA and six EIS project approvals under FHWA.

  Considering SHS EA projects separately, the analysis shows a median time savings ranging from 22.7 months (for 101 Caltrans EA projects) to 144.0 months (for seven Caltrans EIS projects) in reaching project approval under NEPA Assignment, as compared to 23 EA and a small sample of five EIS project approvals under FHWA.

  Considering Local Assistance projects separately, time was saved for the project approvals of EAs, but EIS project approvals took longer. The analysis of EA project approvals shows a median time savings of 4.5 months for 21 EA projects under Caltrans, as compared to seven EA projects under FHWA. The median time for EIS project approvals was 54.6 months longer for one EIS project under NEPA Assignment, as compared to 2 EIS projects under FHWA.

  Distinguishing between project types, the median time savings for SHS is greater than for Local Assistance EA projects. The extremely small sample size for Local Assistance EIS projects limits the statistical inferences that can be made for these timeframe differences.

The greater time savings for SHS EA projects as compared to Local Assistance EIS projects is due, in part, to the fact that the local agency controls project development.

- **Ready to Advertise Construction Contract:** For SHS and Local Assistance projects together, time was saved for EIS projects in reaching the ready to advertise milestone, but EA projects took longer. The analysis of EISs shows a median time savings of 11.1 months for six EIS projects under Caltrans, as compared to four EIS projects under FHWA. The median time for EA projects was based on a larger sample size than the EIS analysis. The EA analysis indicated a median of 1.9 months longer for 78 EA projects under Caltrans, as compared to 24 EA projects under FHWA.

  Considering SHS projects alone, the analysis shows a median time savings ranging from 1.5 months (for 68 Caltrans EA projects) to 12.5 months (for six Caltrans EIS projects) in reaching the ready to advertise milestone, as compared to 18 EA projects and 3 EIS projects under FHWA.

  Considering Local Assistance projects alone, the median time for EA projects was 4.6 months longer for 10 EA projects under Caltrans, as compared to six EA projects under FHWA. This result is not considered statistically significant. The two NEPA Assignment Local Assistance EIS projects have not reached this milestone, and therefore, the comparison of FHWA and Caltrans timeframes could not be conducted for this milestone.

  For Local Assistance projects, the administering local agencies are responsible for funding, obtaining environmental permits, acquiring right-of-way, and advertising for construction contract bidding. They often face challenges in each of these areas beyond the NEPA review and approval process. Similar to when FHWA was the federal lead agency (prior to NEPA Assignment), Caltrans has very limited control over the timeframe for achieving this Local Assistance project delivery milestone.

- **Right-of-Way Certification:** The results of the right-of-way certification timeframe analysis were similar to the results for ready to advertise milestone. For SHS and Local Assistance projects together, time was saved for EIS projects in reaching the right-of-way certification milestone, but EA projects took longer. Like the analysis of the ready-to-advertise milestone, the EA analysis was based on a larger sample size than the EIS analysis. The analysis of EISs shows a median time savings of 9.4 months for six projects under Caltrans, as compared to four EIS projects under FHWA. The median time for EA projects was 0.6 months longer for 79 EA projects under Caltrans, as compared to 24 projects under FHWA.

  Considering SHS projects alone, a median time savings ranging from 1.2 months (for 69 Caltrans EA projects) to 11.1 months (for six Caltrans EIS projects) in reaching the right-of-way certification milestone was achieved, as compared to 18 EA projects and three EIS projects under FHWA.

  Considering Local Assistance projects alone, ten Local Assistance EA projects took 0.6 months longer as compared to six FHWA projects. This negative timeframe is not considered statistically significant. Similar to the project approval and ready to advertise milestones, the local agency controls these milestones.

  No Local Assistance EIS projects reached this milestone.

- **Overall Project Delivery:** For SHS and Local Assistance projects together, the analysis shows a median time savings ranging from 10.9 months (for 66 Caltrans EA projects) to 154.0 months (for five Caltrans EIS projects) in reaching the overall project delivery milestone under NEPA Assignment, as compared to 24 EA projects and a small sample size of four EIS projects under FHWA.

  Considering SHS projects alone, a median time savings ranging from 29.2 months (for 57 Caltrans EA projects) to 154.5 months (for five Caltrans EIS projects) was achieved, as compared to 18 EA projects and only three EIS projects under FHWA.

  Considering Local Assistance projects alone, nine Local Assistance EA projects took a median of 10.1 months longer to reach this milestone, as compared to six FHWA projects. This result is not considered statistically significant. As mentioned earlier, Local Assistance projects often face additional challenges above and beyond the NEPA review process.

  No Local Assistance EIS projects reached this milestone and, therefore, the comparison of FHWA and Caltrans timeframes could not be conducted for this milestone.

In summary, when considering SHS and Local Assistance projects together, Caltrans has achieved its objective of fulfilling the NEPA Assignment Program's goal of saving time in the environmental approval and project delivery processes. This conclusion is based on the fact that Caltrans EAs are taking substantially less time to approve. When considering Local Assistance EA projects alone, the ready to advertise, right-of-way certification, and overall project delivery milestones are taking longer under NEPA Assignment than under FHWA. Local Assistance projects are independently administered by local agencies. Local projects face unique challenges that affect the review and approval of NEPA documents on local road improvements, such as the availability of matching funds, management and oversight of consultants, local politics, and staff turnover. Caltrans has very limited control over these factors as Caltrans role is limited to reviewing and approving NEPA documents.

Table 5. Median Project Delivery Timeframe Differences: Caltrans Timeframes for NEPA Assignment Projects as Compared to FHWA's Timeframes for Baseline Projects

Project Delivery Milestone[a]	Number of Projects[b]			Median (Months)		
	All Projects	State Highway System (Caltrans- and Locally-Sponsored)	Local Assistance (Local Roadways)	All Projects	State Highway System (Caltrans- and Locally-Sponsored)	Local Assistance (Local Roadways)
Baseline Projects with NEPA Documents Approved by FHWA between July 26, 2001–June 25, 2007						
Project Approval (EAs)	30	23	7	53.8	66.2	42.7
Project Approval (EISs)	6	5	1	151.6	193.9	37.9
Ready to Advertise Construction Contract (EAs)	24	18	6	18.2	21.3	16.5
Ready to Advertise Construction Contract (EISs)	4	3	1	19.8	21.3	18.4
Right-of-Way Certification (EAs)	24	18	6	18.0	20.7	14.6
Right-of-Way Certification (EISs)	4	3	1	19.3	21.0	17.6
Overall Project Delivery (EAs)	24	18	6	74.7	91.8	57.9
Overall Project Delivery (EISs)	4	3	1	215.6	216.1	51.5
NEPA Assignment Projects with NEPA Documents Approved by Caltrans between July 1, 2007–June 30, 2014						
Project Approval (EAs)	122	101	21	43.3	43.5	38.1
Project Approval (EISs)	9	7	2	52.4	50.0	92.4
Ready to Advertise Construction Contract (EAs)	78	68	10	20.1	19.7	21.1
Ready to Advertise Construction Contract (EISs)	6	6	0	8.8	8.8	NA
Right-of-Way Certification (EAs)	79	69	10	18.6	19.5	15.2
Right-of-Way Certification (EISs)	6	6	0	9.9	9.9	NA
Overall Project Delivery (EAs)	66	57	9	63.8	62.6	68.0
Overall Project Delivery (EISs)	5	5	0	61.6	61.6	NA
Differences in Timeframes[c]						
Project Approval (EAs)	–	–	–	10.5*	22.7*	4.5
Project Approval (EISs)	–	–	–	99.1*	144.0*	-54.6
Ready to Advertise Construction Contract (EAs)	–	–	–	-1.9	1.5	-4.6
Ready to Advertise Construction Contract (EISs)	–	–	–	11.1*	12.5*	NA
Right-of-Way Certification (EAs)	–	–	–	-0.6	1.2	-0.6
Right-of-Way Certification (EISs)	–	–	–	9.4	11.1	NA
Overall Project Delivery (EAs)	–	–	–	10.9	29.2*	-10.1
Overall Project Delivery (EISs)	–	–	–	154.0	154.5*	NA

Notes*:*

Cells with a hyphen (-) are blank since this section of the table presents differences in timeframes. The number of projects to which these timeframe differences apply is shown in the Baseline and NEPA Assignment sections of this table.

A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level. This means that there is only a one in 20 chance that this relationship would occur by chance.

Grey shading is added to rows for ease of reading across rows.

NA indicates the milestone has not been reached.

[a] Milestones defined as follows:

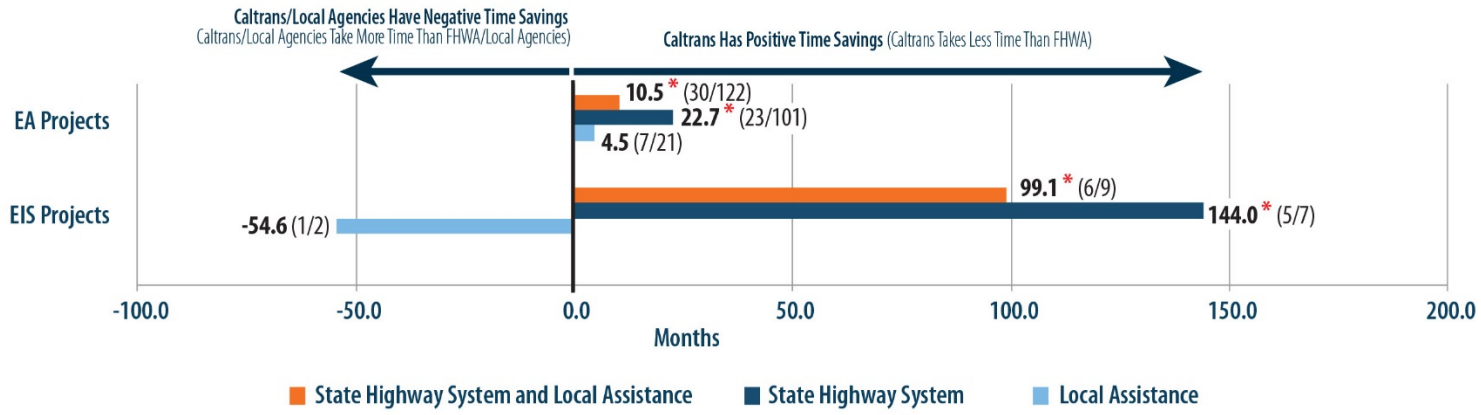
Project Approval (EAs and EISs)	Timeframe between the date when environmental studies began and the date when the project (i.e. preferred alternative), including NEPA compliance, is approved
Ready to Advertise Construction Contract (EAs and EISs)	Timeframe between Project Approval and the date that full, complete and accurate plans, project specifications, and cost estimates are completed and Caltrans District staff certifies that the project is ready for a competent construction contractor to bid the project
Right-of-Way Certification (EAs and EISs)	Timeframe between Project Approval and the date when acquisition of right-of-way is completed
Overall Project Delivery (EAs)	Timeframe between the date when environmental studies began and the date the project is Ready to Advertise for the Construction Contract
Overall Project Delivery (EISs)	Timeframe between the date the Notice of Intent was issued and the date the project is Ready to Advertise for the Construction Contract

[b] A project with an approved draft and final environmental document is counted as one project. After reaching the Project Approval milestone, some projects are constructed in phases as separate projects with different Caltrans project numbers. In these cases, only the first-phase project is included in this analysis.

[c] The timeframe differences are based on comparison of the median amount of time that it took for delivery of projects with baseline environmental documents approved by FHWA prior to NEPA Assignment versus the median time for NEPA Assignment projects with environmental documents approved by Caltrans through June 30, 2014.

A positive timeframe difference indicates that a time savings is being achieved for the project delivery milestone under NEPA Assignment as compared to the amount of time that it took prior to NEPA Assignment. A negative timeframe difference indicates that it is taking longer to reach the project delivery milestone under NEPA Assignment as compared to prior to NEPA Assignment.

Figure 4
Project Approval Milestone:
Median Timeframes Comparing Caltrans NEPA Assignment to FHWA Baseline Projects

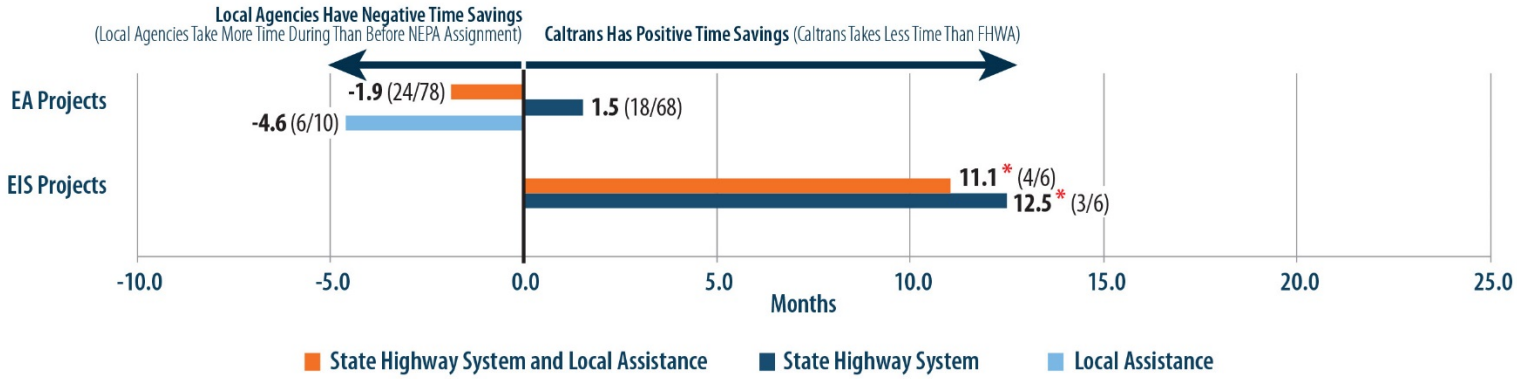


Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level.

(10/20) = (number of FHWA baseline environmental documents/number of Caltrans NEPA Assignment environmental documents)

Figure 5

Ready to Advertise Construction Contract Milestone:
Median Timeframes Comparing Caltrans NEPA Assignment to FHWA Baseline Projects

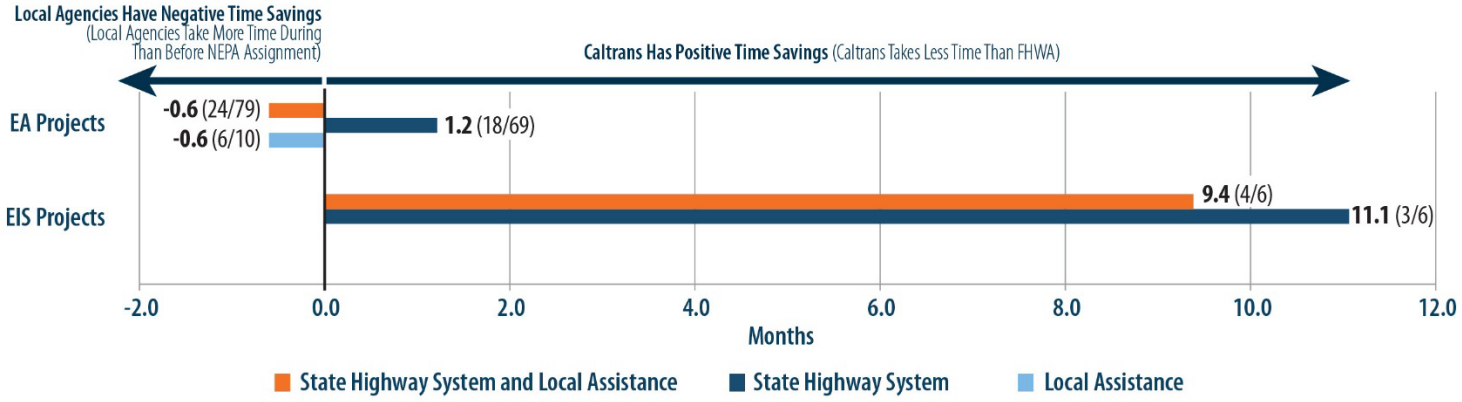


Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level.

(10/20) = (number of FHWA baseline environmental documents/number of Caltrans NEPA Assignment environmental documents)

Figure 6

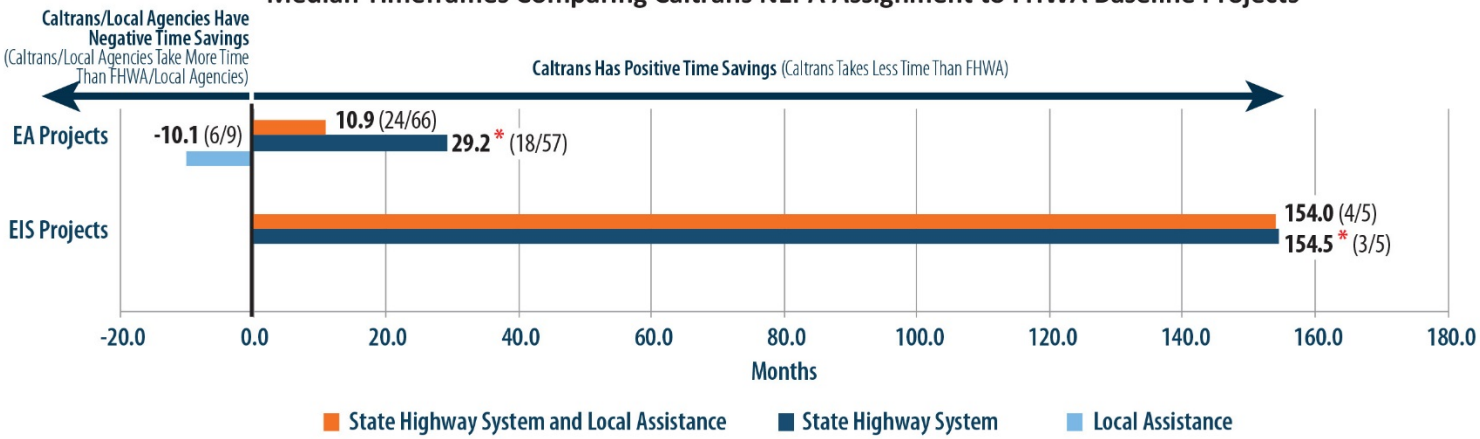
Right-of-Way Certification Milestone:
Median Timeframes Comparing Caltrans NEPA Assignment to FHWA Baseline Projects



Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level.

(10/20) = (number of FHWA baseline environmental documents/number of Caltrans NEPA Assignment environmental documents)

Figure 7
Overall Project Delivery Milestone:
Median Timeframes Comparing Caltrans NEPA Assignment to FHWA Baseline Projects



Note: A red asterisk (*) indicates those time differences that are statistically significant at the 5% significance level.

(10/20) = (number of FHWA baseline environmental documents/number of Caltrans NEPA Assignment environmental documents)

Appendix A California Streets and Highways Code Section 820.1

Section 820.1 of California's Streets and Highways Code requires the following:

(a) The State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities assumed by the department pursuant to Section 326 of, and subsection (a) of Section 327 of, Title 23 of the United States Code.

(b) In any action brought pursuant to the federal laws described in subdivision (a), no immunity from suit may be asserted by the department pursuant to the Eleventh Amendment to the United States Constitution, and any immunity is hereby waived.

(c) The department shall not delegate any of its responsibilities assumed pursuant to the federal laws described in subdivision (a) to any political subdivision of the state or its instrumentalities.

(d) The department shall, no later than January 1, 2016, submit a report to the Legislature that includes the following:

(1) A comparative analysis of the environmental review process under the National Environmental Policy Act (Chapter 55 (commencing with Section 4321) of Title 42 of the United States Code) for the 30 projects, excluding those projects categorically excluded from environmental review, undertaken immediately preceding the enactment of this section that involved the Federal Highway Administration and the environmental review process for all projects, excluding those projects categorically excluded from environmental review, undertaken following the enactment of this section that did not involve the Federal Highway Administration. This analysis shall include department- and local agency-sponsored projects, and shall address the following:

(A) For each project included in the analysis, the environmental review process under the National Environmental Policy Act, including which state and federal agencies reviewed the environmental documents and the amount of time the documents were reviewed by each agency, shall be described.
(B) The points in the environmental review process under the National Environmental Policy Act when project delays occurred and the nature of the delays.
(C) The time saved in the environmental review process for projects undertaken following the enactment of this section in comparison to the review process for projects undertaken prior to the enactment of this section, and the points in the review process when time was saved.
(D) The circumstances when the Federal Highway Administration hindered and facilitated project delivery.

(2) All financial costs incurred by the department to assume the responsibilities pursuant to Section 326 of, and subsection (a) of Section 327 of, Title 23 of the United States Code, including, but not limited to, the following:

(A) Personnel to conduct and review environmental documents and to manage litigation.
(B) Administrative costs.
(C) Litigation.

(3) An explanation of all litigation initiated against the department for the responsibilities assumed pursuant to Section 326 of, and subsection (a) of Section 327 of, Title 23 of the United States Code.

(4) A comparison of all costs and benefits of assuming these responsibilities.

(5) An assessment of overall project delivery time from the time environmental studies begin to the time the project is ready to advertise for construction, including the time required for each project phase and distinguishing between different types of environmental documents and between projects on the state highway system and local assistance projects. The department may also include other variables that it determines may be useful in the assessment.

(e) (1) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

(2) The state shall remain liable for any decisions made or responsibilities assumed and exercised, prior to the repeal of this section under this subdivision, pursuant to applicable federal statutes of limitation for filing citizens' suits in federal court.

(f) Nothing in this section affects the obligation of the department to comply with state and federal law.

Appendix B Environmental Approval and Project Delivery Dates and Timeframes for Baseline and NEPA Assignment Projects

Table B-1. Environmental Approval and Project Delivery Milestone Dates and Timeframes for Baseline and NEPA Assignment Environmental Assessments Approved by Caltrans from July 1, 2007–June 30, 2014

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *BES-DED*	Final Document Approval *BES-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *BES-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *BES-RTL*
Environmental Assessments on State Highway System (Caltrans- and Locally-Sponsored) Projects under Baseline																		
01	29030	HUM	101	Alton Interchange	–	8/4/1998	3/2/2005	6/28/2005	80.1	84.0		6/29/2005	4/15/2008	6/30/2008	84.0	34.0	36.6	120.6
01	37810	MEN	128/253	269 Culverts	–	7/1/1999	4/11/2005	6/29/2005	70.4	73.0		6/27/2005	4/12/2010	4/15/2010	72.9	58.3	58.4	131.4
01	39751	MEN	101	Confusion Hill	–	10/1/2003	4/25/2005	12/20/2005	19.1	27.0		12/20/2005	2/10/2006	4/21/2006	27.0	1.7	4.1	31.1
03	3A631	BUT	70	Ophir Rd Interchange	–	2/1/1999	10/31/2003	12/7/2005	57.8	83.4		12/30/2005	10/20/2008	11/3/2008	84.1	34.2	34.6	118.8
03	1A97W	COL	20	Moonbend	–	9/3/1999	6/20/2003	9/30/2005	46.2	74.0		10/31/2005	6/1/2006	6/6/2006	75.0	7.1	7.3	82.3
03	2A940	PLA	28	Tahoe City-Kings Beach-State Line Project 1[c]	–	12/1/2001	4/25/2005	10/21/2005	41.4	47.3		11/1/2005	4/30/2007	5/11/2007	47.7	18.2	18.5	66.2
03	29090	PLA	28	Tahoe City-Kings Beach-State Line Project 2[c]	–	12/1/2001						11/1/2005	12/29/2005	1/8/2007		1.9	14.4	62.1
03	0C970	YOL/SAC	275	Tower Bridge Sidewalks	–	8/1/2000	6/17/2004	6/29/2005	47.2	59.8		6/27/2005	7/24/2006	7/24/2006	59.7	13.1	13.1	72.8
04	28600	ALA/SCL	680	Sunol Grade HOV and Auxiliary Lanes	–	12/20/2000	6/30/2004	6/30/2005	42.9	55.1		6/30/2005			55.1			
04	22850	CC	4	Route 4 to Loveridge Road	–	2/1/2000	8/27/2004	7/21/2005	55.6	66.6	22858	7/6/2006	3/19/2007	7/1/2007	78.2	8.5	12.0	90.2
04	0A830	SCL/SBT	152	SR 152/SR 156 Improvement Project	–	7/1/2003	3/1/2005	12/27/2005	20.3	30.3		5/29/2006	10/30/2006	10/30/2006	35.4	5.1	5.1	40.6
04	25430	SM	92	Route 92 Curve Correction	–	5/1/2000	7/26/2001	6/28/2005	15.0	62.8								
04	0A040	SOL	12	Jameson Canyon Truck Climbing Lane	–	7/24/2002	1/13/2004	6/30/2005	17.9	35.7		6/30/2005	6/14/2007	6/20/2007	35.7	23.8	24.0	59.7
05	34950	MON	101	Airport Boulevard Interchange	–	8/1/2001	5/16/2005	11/14/2005	46.1	52.2		11/23/2005	6/26/2009	10/1/2009	52.5	43.7	46.9	99.4
05	0161E	MON	101	Prunedale Improvement Project	–	1/1/2003	5/6/2005	3/13/2006	28.5	38.9		3/22/2006	4/15/2010	9/1/2010	39.2	49.5	54.1	96.3
05	3307U/33080	SLO	46	SR 46 Improvements[d]	–	8/1/1998	2/25/2003	5/19/2006	55.6	94.9		5/19/2006			131.5			
06	44240	FRE	41	SR 41 Excelsior Expressway	–	10/1/2001	12/21/2004	11/22/2005	39.2	50.4		12/15/2005			51.2			
06	42480	KER	184	Weedpatch	–	7/1/1999	11/25/2003	6/8/2005	53.6	72.3		6/8/2005			72.3			
06	43400	TUL	65	Terra Bella Expressway	–	1/27/2000	9/1/2004	6/30/2005	56.0	66.0	43401	7/5/2005			66.2			
08	45580	RIV	10	Palm Drive / Gene Autry Trail Interchange	–	11/14/2001	5/18/2004	4/26/2006	30.5	54.1		5/25/2007	4/22/2009	9/1/2009	67.3	23.3	27.7	94.9
08	36850	SBD	15	Commercial Vehicle Enforcement Facility	–	4/10/1999	1/12/2006	3/31/2006	82.3	84.9		3/31/2006	6/24/2011	2/26/2013	84.9	63.7	84.1	169.0
08	46770	SBD	10	Construct New Overcrossing and Widen Cypress Road	–	2/29/2000	1/23/2006	3/28/2006	71.8	74.0		5/10/2007	10/24/2008	10/27/2008	87.6	17.8	17.9	105.4
10	0E590	MER	59	16th Street/Olive Avenue Widening	–	5/1/2000	9/13/2005	1/12/2006	65.4	69.4		1/31/2006			70.0			
10	3A660	MER	140	Bradley Overhead Project 1[e]	–	7/1/2001	10/20/2005	4/14/2006	52.4	58.3		6/3/2006			59.9			
10	0G130	MER	140	Bradley Overhead Project 2[e]	–	7/1/2001						6/3/2006	5/14/2009	6/17/2009		35.9	37.0	96.9
12	04321	ORA	74	SR 74 Safety Improvement Project	–	10/1/2003	2/25/2005	11/1/2005	17.1	25.4		10/31/2005	2/27/2006	5/31/2006	25.4	4.0	7.1	32.4
Environmental Assessments on Local Assistance Projects under Baseline																		
02	BRLS 068(001), RPL 5068 (012)	SHA	–	Cypress Avenue Bridge Replacement	–	1/4/2002	2/8/2005	9/29/2005	37.7	45.5		9/29/2005	11/28/2006	12/27/2006	45.5	14.2	15.1	60.6
03	RPSTPL-5912(042)	BUT	–	Skyway Widening[f]	–	7/17/2001	4/14/2004	6/30/2005	33.4	48.1		6/30/2005			48.1			
06	RPL 5281(004), RPSTPL 5950(256)	KER	–	Coffee Road to Santa Fe Way Road	–	8/13/2002	2/1/2006	5/19/2006	42.3	45.8		5/19/2006	12/10/2009	6/26/2008	45.8	43.4	25.6	71.5
07	RPSTPL 5450(019)	LA	–	Gap closure project	–	5/28/2003	11/22/2004	5/24/2005	18.1	24.2		5/24/2005	8/23/2005	9/13/2005	24.2	3.0	3.7	28.0

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval	Final Document Approval		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval	Right-of-Way Certification	Ready to Advertise Construction Contract	Overall Project Delivery
									BES-DED	*BES-FED*					*BES-Project Approval*	*Project Approval-ROW*	*Project Approval-RTL*	*BES-RTL*
07	BRLS 5953(518), RPSTPL 5247(007)	LA	–	Beverly Blvd. over Rio Hondo Channel Bridge Replacement	–	7/24/2003	12/8/2003	7/18/2005	4.6	24.2		7/18/2005	9/6/2005	9/13/2005	24.2	1.7	1.9	26.1
08	BRL-5956(078)	RIV	–	River Road Bridge Replacement	–	1/11/2002	6/23/2004	7/14/2005	29.8	42.7		7/14/2005	3/2/2008	4/28/2008	42.7	32.1	34.0	76.6
08	CMHPLUL 5058(064)	RIV	–	Jurupa Avenue Underpass Grade Separation at Union Pacific Railroad	–	7/25/2002	3/29/2005	8/15/2005	32.6	37.2		8/15/2005	11/8/2006	2/2/2007	37.2	15.0	17.9	55.1
Environmental Assessments on State Highway System (Caltrans- and Locally-Sponsored) Projects under NEPA Assignment																		
01	44830, 45000, 45490, 47940, 48110	DN	199	197/199 Del Norte (DN) Safe STAA Access	Local	6/1/2007	6/28/2010	4/10/2013	37.4	71.3	47940	4/11/2013	4/25/2013	6/25/2013	71.4	0.5	2.5	73.9
01	46480	HUM	101	Richardson's Grove[g]	Caltrans	7/28/2007	12/3/2008		16.5									
02	27031	TRI/SHA	299	Buckhorn Grade Improvement[h]	Caltrans	5/1/2005	10/1/2008	7/31/2009	41.6	51.7	3E410	7/31/2009	5/22/2014	6/20/2014	51.7	10.9	11.9	
02	37310	PLU	70	Spanish Creek Bridge Replacement	Caltrans	FHWA	FHWA	12/30/2008				12/30/2008	5/12/2009	11/19/2009		4.4	10.8	
02	2C225	TEH	36	Mill Creek Bridge	Caltrans	9/16/2006	12/31/2009	4/6/2012	40.1	67.6		4/16/2012	12/3/2012	12/5/2012	68.0	7.7	7.8	75.7
03	37120	SAC	50	50 Watt IC Improvements	Local	10/1/2000	9/2/2008	12/14/2009	96.4	112.0		5/1/2010	4/16/2012	4/17/2012	116.6	23.9	23.9	140.5
03	37970	SAC	80	Across Top Bus/HOV	Caltrans	FHWA	FHWA	1/31/2008				2/11/2008	4/25/2011	9/8/2010		39.0	31.3	
03	0C470	YOL	16	Yolo 16 Safety Improvement[i]	Caltrans	8/1/2001	5/4/2009	12/2/2009	94.4	101.5								
03	0C930	PLA	28	Kings Beach Commercial Core Improvement Project	Local	FHWA	FHWA	3/26/2010				4/1/2010	5/30/2013	5/30/2013		38.5	38.5	
03	1E14U	ED	50	Echo Summit Rock Wall Replacement / Water Quality Improvement	Caltrans	5/1/2007	4/13/2009	12/29/2009	23.8	32.4		1/4/2010	7/9/2010	9/2/2010	32.6	6.2	8.0	40.7
03	2A690	NEV	49	La Barr Meadows Widening	Caltrans	FHWA	FHWA	10/1/2007				10/1/2007	3/8/2010	5/5/2009		29.6	19.4	
03	2C990	SAC	5/80	Measure A 5/80 Interchange	Caltrans	1/29/2007	2/3/2010		36.7									
03	3C000	SAC	5	Sacramento 5 Bus/Carpool Lane[j]	Caltrans	6/22/2006	3/30/2011		58.1									
04	13157	SON	116	Roadway Rehabilitation[k]	Caltrans	11/29/2006	10/30/2007		11.2									
04	22910	CC	680/4	Interchange Improvement	Local	FHWA	FHWA	11/26/2008				3/2/2009						
04	23562	SM	101	SCL/SM-101 Replace San Francisquito Bridge	Caltrans	10/1/2008	3/18/2011	10/31/2011	29.9	37.5		3/14/2012	6/3/2013		42.0	14.9		
04	23584	SM	101	Broadway Interchange in Burlingame	Local	1/1/2009	8/18/2010	3/18/2011	19.8	26.9		3/24/2011	10/22/2013	10/25/2013	27.1	31.4	31.5	58.6
04	25460	SM	1	SM-1 Operational Improvements	Local	2/1/2007	7/28/2011	8/1/2013	54.6	79.1		8/2/2013			79.1			
04	29760	ALA	84	Upgrade and Widen Expressway	Caltrans	4/1/2005	10/9/2007	8/5/2008	30.7	40.7	29761	9/4/2008	5/31/2011	11/17/2011	41.7	33.3	39.0	80.7
04	0A080	CC	80	San Pablo Dam Road Interchange	Local	10/26/2006	7/8/2009	2/25/2010	32.9	40.6		5/24/2010			43.5			
04	0A100	SON	101	Widen for HOV Lanes and Auxiliary Lanes	Local	FHWA	FHWA	10/24/2007			0A10U	10/24/2007	2/29/2008	6/13/2008		4.3	7.8	
04	0A535	SOL	80	Eastbound Cordelia Weigh Station Truck Scale Relocation	Local	1/14/2008	1/29/2009	10/16/2009	12.7	21.4		12/27/2009	2/10/2011	5/27/2011	23.8	13.7	17.2	41.0
04	0A710	ALA	880	Modify Interchange and construct Soundwalls	Local	4/4/2008	12/21/2009	4/14/2010	20.9	24.7		4/14/2010	7/31/2013	8/5/2013	24.7	40.1	40.3	65.0
04	17130	ALA	580	Construct New Interchange	Local	FHWA	FHWA	8/15/2007			17131	8/15/2007	7/24/2008	10/24/2008		11.5	14.5	
04	1A521	CC	160	Antioch Bridge	Caltrans	2/1/2008	5/29/2009	9/2/2009	16.1	19.3		9/2/2009	11/16/2009	11/19/2009	19.3	2.5	2.6	21.9
04	1A522	SM	84	Dumbarton Bridge	Caltrans	3/1/2007	6/2/2009	9/2/2009	27.5	30.5		9/2/2009	1/27/2010	2/17/2010	30.5	4.9	5.6	36.1
04	26410	NAP/SOL	12	Jameson Canyon Road Widening	Local & Caltrans	4/1/2001	8/1/2007	1/31/2008	77.1	83.2	26413	1/31/2008	11/19/2010	11/19/2010	83.2	34.1	34.1	117.3

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *BES-DED*	Final Document Approval *BES-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *BES-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *BES-RTL*
04	29081	ALA	580	Construct Eastbound HOV Lanes	Local	FHWA	FHWA	11/2/2007			29084	11/2/2007	1/31/2008	4/8/2008		3.0	5.3	
04	29082	ALA	580	Construct Westbound HOV Lane	Local & Caltrans	8/1/2007	3/20/2009	10/16/2009	19.9	26.9	29086	1/26/2010			30.3			
04	29830	SCL	880	HOV Widening	Local	7/10/2007	1/23/2009	6/5/2009	18.8	23.2		6/26/2009	5/4/2011	7/15/2011	23.9	22.6	25.0	48.9
04	2A250	SCL	152	Hecker Pass Safety Improvements	Caltrans	3/1/2007	2/25/2010	11/5/2010	36.4	44.8		11/16/2010	5/22/2013	6/28/2013	45.2	30.6	31.8	77.0
04	2A330	ALA	84	Improve sight Distances	Caltrans	7/1/2006	6/30/2010		48.7									
04	2A430	SCL	9	Safety Improvements	Caltrans	10/1/2008	11/20/2009	3/25/2011	13.8	30.2		3/25/2011	6/3/2013	6/21/2013	30.2	26.7	27.3	57.5
04	3A772	CC	80	Integrate corridor traffic management systems traffic network	Local	2/1/2007	4/15/2011	7/29/2011	51.1	54.6	3A776	7/29/2011	11/28/2011	3/6/2012	54.6	4.1	7.4	62.0
04	44560	SCL	880	Stevens Creek Interchange	Local	2/24/2009	11/1/2010	7/8/2011	20.5	28.8		7/28/2011	4/9/2012	5/16/2012	29.5	8.5	9.8	39.2
04	4A070	ALA	580	Eastbound Truck Climbing Lane	Caltrans	8/1/2008	7/31/2009	2/2/2010	12.1	18.3		2/4/2010	3/7/2011	5/17/2011	18.4	13.2	15.6	34.0
04	1A660	MRN	101	Sir Francis Drake/ Hwy 101/Twin Cities Improvement	Local	9/1/2009	12/12/2012		39.9									
04	0G190	ALA	580	Eastbound Express HOV Lane	Local	11/1/2008	12/27/2013	3/18/2014	62.7	65.4		3/20/2014			65.5			
04	3A580	CC	680	SB HOV Lane Gap Closure	Local	4/28/2011	10/7/2013		29.8									
04	4A790	SCL	101	SR 85 Express Lanes	Local	10/1/2007	12/27/2013		76.0									
05	34490	SBT	156	San Benito Route 156 Improvement	Caltrans	8/30/2002	8/10/2007	10/10/2008	60.2	74.4		10/10/2008			74.4			
05	45130	SLO	101	101/46 West Reconstruct Interchange	Local	12/26/2005	5/22/2008	12/9/2009	29.3	48.1		12/16/2009	11/15/2009	6/8/2010	48.4		5.8	54.2
05	0C640	SB	246	Highway 246 Passing Lanes	Caltrans	5/17/2006	8/13/2009	6/16/2010	39.5	49.7		6/16/2010	2/21/2014		49.7	44.9		
05	0g160	SB, SB	166, 166	Guadalupe Ditches	Caltrans	5/19/2008	11/16/2010	4/11/2011	30.4	35.2		4/11/2011	11/16/2012	11/19/2012	35.2	19.5	19.6	54.8
05	0N700	SB	101	South Coast 101 HOV Lanes	Caltrans	12/19/2007	3/19/2012		51.7									
05	0P910	SB	154	Cold Spring Canyon Bridge Suicide Barrier	Caltrans	12/22/2006	5/9/2008	6/22/2009	16.8	30.4		6/22/2009	10/19/2009	12/14/2009	30.4	4.0	5.8	36.3
05	31580	MON	101	San Juan Road Interchange	Caltrans	1/1/2006	12/29/2008	12/7/2009	36.4	47.9		1/29/2010	3/30/2012	4/18/2012	49.6	26.4	27.0	76.6
05	31600	MON	156	Route 156 West Corridor	Caltrans	7/1/2005	6/23/2009	1/31/2013	48.4	92.4								
05	4482U	SB	101	Linden & Casitas Pass Interchanges	Caltrans	4/24/2008	12/16/2008	7/20/2010	7.9	27.2		7/20/2010			27.2			
05	46380	SB	101	Union Valley Parkway Interchange	Caltrans	4/17/1999	7/28/2008	3/5/2009	113.0	120.3		5/19/2009	4/16/2012	4/17/2012	122.8	35.4	35.5	158.3
05	47450	SLO	101	Willow Road Interchange	Local	2/1/2003	2/25/2008	3/27/2009	61.7	74.9		3/27/2009	4/28/2010	5/17/2010	74.9	13.2	13.9	88.7
05	49280	SLO	1	Piedras Blancas Realignment	Caltrans	7/18/2006	9/25/2008	8/11/2010	26.7	49.5		8/11/2010			49.5			
06	36020	TUL	99	Tulare to Goshen 6-Lane	Caltrans	11/5/2004	6/27/2008	10/30/2008	44.3	48.5	36021	2/25/2009	5/21/2012	5/25/2012	52.4	39.4	39.5	91.9
06	44310	KER	395	Inyo Kern 4-Lane	Caltrans	10/1/2002	1/29/2008		64.9									
06	45710	KER	14	Freeman Gulch	Caltrans	FHWA	FHWA	10/3/2007			45711	10/29/2007						
06	47150	TUL	99	Betty Drive Interchange	Caltrans	1/1/2009	6/29/2011	6/28/2012	30.3	42.5		6/29/2012			42.5			
06	0C930	KER	99	Hoskings Road Interchange	Local	6/26/2007	6/18/2009	3/30/2010	24.1	33.6		5/15/2010			35.1			
06	0C940	KER	178	Morning Drive Interchange	Local	9/24/2007	8/26/2010	9/6/2011	35.6	48.1		9/9/2011	3/19/2013	5/9/2013	48.2	18.6	20.3	68.5
06	0F350	KER, KER	178, 178	SR 178 Widening from Vineland to Miramonte	Local	7/7/2008	2/24/2012	8/20/2012	44.2	50.2		8/20/2012			50.2			
06	0F360	KER	58	Rosedale Highway Improvements	Local	12/1/2007	11/21/2011	6/26/2012	48.4	55.6		6/29/2012			55.7			
06	0G900	MAD	41	Madera 41 Passing Lanes	Caltrans	2/5/2009	3/25/2011	3/5/2013	25.9	49.6		9/6/2011	8/19/2013		31.4	23.8		
06	0G850	KER	58	Route 58 Gap Closure	Caltrans	12/14/2011	6/21/2012	12/2/2012	6.3	9.8		10/23/2012	4/11/2013	4/25/2013	10.5	2.7	6.1	16.6
06	0H360	FRE	99	Veterans Blvd. Interchange	Local	10/1/2009	7/23/2012	6/13/2013	34.2	45.0		7/31/2013			46.6			
06	42470	KER	119	Cherry Avenue 4-Lane	Caltrans	1/4/2000	7/21/2008	5/13/2011	104.0	138.2		5/17/2011			138.4			
06	42530	MAD	99	Ellis St overcrossing	Local	10/1/2001	3/6/2008	9/30/2008	78.3	85.2		10/21/2008			85.9			

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *BES-DED*	Final Document Approval *BES-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *BES-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *BES-RTL*
06	43080	TUL	65	Tulare Expressway	Caltrans	1/12/2009	9/17/2012		44.8									
06	49390	KER, KER, KER	178, 99, 58	Route 178 (24th) and Oak St - construct improvements	Caltrans	12/1/2007	5/16/2012	2/13/2014	54.3	75.5		2/18/2014			75.7			
07	19961	LA	405	Reconstruct Burbank Blvd Ramps & 101 Southbound	Caltrans	12/15/2004	4/11/2008	6/30/2008	40.4	43.1		6/30/2008			43.1			
07	20550	LA	2	Freeway Terminus Improvement	Local & Caltrans	10/1/2001	4/30/2009	10/14/2010	92.3	110.0	20551	11/2/2010	8/17/2012	11/26/2012	110.6	21.8	25.2	135.8
07	22410	LA	60	Construct Lemon Ave Interchange	Local	6/26/2005	1/8/2008	11/26/2008	30.9	41.6		10/12/2010			64.5			
07	22830	LA	710	Gerald Desmond Bridge Replacement[m]	Local	6/27/2005	1/21/2010	9/23/2010	55.6	63.8		10/19/2010			64.7			
07	23390	LA	405	Modify Avalon Blvd Interchange	Local	6/2/2006	7/7/2008	3/18/2009	25.5	34.0		7/16/2009	3/9/2010	5/20/2010	38.0	7.9	10.3	48.3
07	23400	LA	405	Wilmington Avenue Interchange	Local	3/5/2007	3/26/2008	11/24/2008	12.9	21.0		5/6/2010	10/4/2012	10/18/2012	38.6	29.4	29.9	68.5
07	24150	VEN	118	Los Angeles Road Widening	Local	7/29/2003	4/15/2008	9/28/2009	57.4	75.1								
07	24230	LA	101	Improve Lost Hills Rd Interchange	Local	3/2/2009	1/13/2012	8/9/2013	34.9	54.0								
07	24540	LA	10	Modify Interchange at I-605[m]	Caltrans	9/27/2007	10/30/2008	1/30/2009	13.3	16.4		3/27/2009			18.2			
07	24980	VEN	101	Modify Del Norte Interchange	Local	FHWA	FHWA	5/7/2008				10/30/2008						
07	25720	LA	101	Palo Comado Canyon Road Interchange	Local	12/1/2009	1/12/2012	11/15/2012	25.7	36.0		11/15/2012			36.0			
07	26060	LA	110	Widen Ramps and Connector at SR47 & John Gibson Blvd.	Local	12/4/2008	6/17/2011	2/16/2012	30.8	39.0		8/29/2012	9/9/2013	1/23/2013	45.5	12.5	4.9	50.4
07	26070	VEN	101	Add HOV Lanes, from Mobil Pier undercrossing to County line	Caltrans	7/16/2007	8/1/2008	12/12/2008	12.7	17.2		12/18/2008	6/22/2011	6/30/2011	17.4	30.5	30.8	48.2
07	26480	LA	110	Replace Northbound On/Off Ramps at C Street	Local	2/24/2009	10/6/2011	6/14/2012	31.8	40.2		6/26/2012	2/22/2013	3/18/2013	40.6	8.0	8.8	49.4
07	27440	LA	10	I-10 High Occupancy Toll Lanes[l,m]	Caltrans	9/19/2008	2/12/2010	5/14/2010	17.0	20.1		6/30/2010			21.6			
07	27440	LA	110	HOT Lanes -- SR 91 to Adams Boulevard[l,m]	Caltrans	9/19/2008	2/12/2010	5/14/2010	17.0	20.1		6/30/2010			21.6			
07	49160	LA	405	Construct South Half Arbor Vitae Interchange	Caltrans	4/1/2006	12/10/2009	6/30/2010	45.0	51.7		6/30/2010			51.7			
07	1992U	LA	39	Reconstruct Roadway, From Crystal Lake to SR 2	Caltrans	6/28/2007	1/23/2009	5/27/2009	19.2	23.3		6/23/2009			24.2			
07	2332E	LA	5	Construct HOV and Truck Lane - North, from SR14 to Parker Road	Local	5/3/2007	12/11/2008	9/1/2009	19.6	28.4		9/29/2009			29.3			
07	25510	LA	60	Add Westbound On-ramp from Southbound Grand Avenue	Local	3/30/2009	10/29/2010	3/25/2011	19.3	24.2		9/20/2011			30.1			
07	26040	LA	39	North Fork San Gabriel Bridge Scour Mitigation	Caltrans	9/1/2008	3/17/2009	10/19/2009	6.6	13.8		11/6/2009			14.4			
07	27910	LA	57	Modify Interchange and Connectors at Grand Avenue	Local	5/22/2009	2/14/2013	12/11/2013	45.5	55.5		12/11/2013			55.5			
08	43270	RIV	15	Construct new Interchange at French Valley Pkwy , in Temecula, from Winchester Road (SR-79) Overcrossing to 1 KM south of RIV-15/RIV-215 Jct.	Local	1/3/2005	4/15/2009	1/29/2010	52.1	61.7	43271	1/29/2010	1/24/2012	1/24/2012	61.7	24.2	24.2	85.9
08	45590	RIV	10	Date Palm Drive at RIV-10 Interchange Improvement	Local	FHWA	FHWA	1/22/2009				3/25/2009	5/18/2010	11/11/2010		14.0	19.9	

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *BES-DED*	Final Document Approval *BES-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *BES-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *BES-RTL*
08	46800	SBD	10	Reconstruct Interchange and widen Cherry Avenue	Local	7/31/2002	12/9/2008	2/9/2009	77.4	79.5		3/2/2009	8/25/2011	9/15/2011	80.2	30.2	30.9	111.1
08	49710	SBD	15	In Rancho Cucamonga at Baseline Road Interchange Improvements	Local	1/20/2005	4/6/2011	9/30/2011	75.6	81.5		9/30/2011	6/11/2013	12/31/2013	81.5	20.7	27.4	108.9
08	34160	SBD	15	Construct new Interchange in Hesperia at Ranchero Road	Local	8/21/2007	10/14/2009	3/18/2010	26.2	31.3		3/18/2010	5/21/2012	5/21/2012	31.3	26.5	26.5	57.8
08	35556	SBD	15	Reconstruct Interchanges/Widen Mojave Bridge	Caltrans	10/1/2006	12/31/2007	6/27/2008	15.2	21.2		6/30/2008	6/27/2014	6/30/2014	21.3	72.9	73.0	94.3
08	44810	SBD	10	Reconstruct Interchange and add auxiliary lanes in San Bernardino at Tippecanoe Ave. and on Tippecanoe Ave / Anderson St. between San Timoteo Creek and Laurelwood Dr.	Local	9/29/2006	10/15/2009	1/27/2011	37.1	52.7		1/27/2011	1/11/2012	3/28/2012	52.7	11.6	14.2	66.9
08	46460	RIV	79	Widen to 4-lane highway from Thompson Road to Domenigoni Parkway	Local	3/21/2007	7/2/2009	12/28/2010	27.8	45.9	46461	12/28/2010	2/25/2011	2/28/2011	45.9	2.0	2.1	48.0
08	46810	SBD	10	Reconstruct Citrus Ave Interchange in Fontana	Local	FHWA	FHWA	11/21/2008				12/5/2008	4/1/2011	8/3/2011		28.2	32.4	
08	47520	RIV	10	Reconstruct/Realign Jefferson Interchange in Indio	Local	3/3/2003	9/26/2008	4/30/2013	67.8	123.7		5/1/2013		6/24/2014	123.7		14.0	137.7
08	0C020	SBD	2	Safety Improvements	Caltrans	9/21/2004	12/31/2007	6/27/2008	39.9	45.8		6/30/2008	10/27/2009	1/29/2010	45.9	16.1	19.3	65.2
08	0C121	SBD	395	395 Widening	Caltrans	3/30/2005	1/8/2008	5/1/2008	33.8	37.6		5/1/2008	6/29/2011	6/30/2011	37.6	38.5	38.5	76.1
08	0E520	RIV	215	Reconstruct Van Buren Interchange	Local	5/26/2004	8/27/2008	2/27/2009	51.8	57.9		3/3/2009	9/7/2011	9/14/2011	58.1	30.6	30.8	88.9
08	0E850	SBD	58	Widen Shoulders and Median	Caltrans	7/5/2006	12/20/2007	3/28/2008	17.8	21.1		3/28/2008	5/27/2010	6/30/2010	21.1	26.3	27.5	48.5
08	0F162	RIV	215	Add one mix flow lane in each direction in Riverside on 215 from Scott Road Interchange to Nuevo Road Interchange	Local	9/13/2007	10/14/2010	4/12/2011	37.6	43.6		4/13/2011	4/23/2012	5/22/2012	43.6	12.5	13.5	57.1
08	0H130	SBD	15	Construct new Interchange, SBD-15/Duncan Canyon Road. overcrossing, in City of Fontana	Local	4/10/2006	11/14/2008	11/3/2009	31.6	43.4		12/3/2009	4/6/2012	7/5/2012	44.4	28.5	31.5	75.9
08	0K310	SBD	95	SBD 95 Widening - near Needles from 41.5 mile north of Route 62 and 5.5 mile south of Route 40	Caltrans	5/11/2010	10/27/2011	1/12/2012	17.8	20.4		1/13/2012	10/2/2012	3/22/2013	20.4	8.8	14.5	34.9
08	0K710	SBD	015	Route 15 from Glen Helen Parkway Interchange to Kenwood Interchange and on Route 215 from south of Devore Interchange through I-15 Interchange[m]	Local	3/24/2009	5/24/2011	2/29/2012	26.4	35.7		2/29/2012			35.7			
08	1A830	SBD	010	Cedar Ave Interchange	Local	7/25/2006	7/26/2012	6/28/2013	73.1	84.3		7/8/2013			84.7			
08	3401U	SBD	138	Widen 4 lanes from SR 18 to I-15 and construct 4"-median buffer. Also LA-138-69.3/75 near Wrightwood from SE-18 to I-15	Local	12/6/2007	3/11/2010	7/29/2012	27.5	56.6		6/29/2012	2/25/2014	3/7/2014	55.6	20.2	20.5	76.1
08	34140	RIV	060	State Route 60/Portrero Blvd Interchange	Local	5/7/2007	5/15/2012	3/1/2013	61.2	70.8		3/1/2013			70.8			
08	0J070	SBD	215	I-215 Barton Road Interchange Reconstruction	Local	6/19/2007	11/25/2013	3/5/2014	78.4	81.7		3/5/2014			81.7			

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *BES-DED*	Final Document Approval *BES-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *BES-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *BES-RTL*
08	0N69U	RIV	060	SR 60 Truck Lanes Project	Caltrans	10/18/2012	6/12/2014		20.1									
08	44394	SBD	210	SBD 210 Pepper Avenue Interchange	Local	1/11/2012	5/15/2014		28.5									
09	28750	INY	190	Towne Pass Rockfall	Caltrans	10/1/2008	10/29/2009	4/30/2010	13.1	19.2		4/30/2010	1/30/2012	3/2/2012	19.2	21.3	22.4	41.6
09	33500	MNO	395	Lee Vining Rockfall Safety Project	Caltrans	9/30/2010	7/24/2012	7/25/2013	22.1	34.3		7/25/2013	8/13/2014		34.3	12.8		
10	0g470	SJ	5	North I-5 Stockton Widening with HOV Lanes	Local	4/1/2007	9/17/2009	3/22/2010	30.0	36.2		4/19/2010	8/12/2010	10/18/2010	37.1	3.8	6.1	43.2
10	0H910	SJ	205	I-205 / Lammers Road / Eleventh Street Interchange	Local	2/16/2006	10/27/2011	10/22/2012	69.3	81.3		11/7/2012			81.9			
10	0J920	SJ	12	Mokelumne River Bridge Control House	Caltrans	12/2/2008	5/24/2011	6/30/2011	30.1	31.3		6/30/2011		1/24/2014	31.3		31.3	62.6
10	0L320	STA	99	Reconstruct Interchange STA-99 at Hammett Road	Local	2/19/2009	7/3/2012	1/7/2013	41.0	47.3								
10	0L330	STA	99	Reconstruct Interchange STA-99 at Kiernan (SR 219)	Local	3/19/2009	11/22/2010	5/25/2011	20.4	26.6		5/26/2011	5/8/2012	5/15/2012	26.6	11.6	11.8	38.4
10	0P920	MPA	140	Ferguson Slide Restoration	Caltrans	1/19/2007	11/16/2007		10.0									
10	0Q120	MER	99	Merced Meridian Widening	Caltrans	7/29/2011	1/31/2013	8/20/2013	18.4	25.1		6/2/2014			34.6			
11	24640	SD	67	Bradley Ave/SR 67 Interchange	Local	1/29/2004	5/7/2008	7/24/2008	52.0	54.6		11/10/2008			58.2			
11	02233	SD	5	I-5/Genesee Interchange	Local	1/6/2005	9/9/2010	6/29/2011	69.1	78.8		6/30/2011		6/27/2014	78.9		36.4	115.3
11	08020	IMP	98	Widen Highway	Caltrans	6/6/2007	9/10/2008	10/30/2008	15.4	17.1		2/18/2009			20.8			
11	08161	SD	805	805 Managed Lanes South	Caltrans	10/1/2006	8/23/2010	6/22/2011	47.4	57.5								
11	08163	SD	805	805 Managed Lanes North	Caltrans	5/7/2007	2/1/2010	12/30/2010	33.4	44.4								
11	2T040	SD	805	HOV/Carroll Canyon Road Extension and Direct Access Ramp	Caltrans	8/16/2007	1/22/2009	4/2/2009	17.5	19.8		4/2/2009	7/4/2009	10/13/2010	19.8	3.1	18.6	38.5
11	2T095	SD	15	Mira Mesa/ Scripps Ranch Direct Access Ramp	Caltrans	1/18/2006	10/17/2008	3/27/2009	33.4	38.8		3/27/2009	11/10/2011	11/14/2011	38.8	31.9	32.1	70.9
11	2T130	SD	15	Mid City Bus Rapid Transit	Local	1/15/2010	12/28/2010	6/28/2011	11.6	17.6		7/20/2011	3/3/2014		18.4	31.9		
11	40570	SD	76	SR-76 Intersection Improvements and Curve Realignment	Caltrans	9/17/2012	6/9/2014		21.0									
12	0E310	ORA	5/74	Interchange improvements	Caltrans	10/1/2004	3/17/2008	4/1/2009	42.1	54.8		6/1/2009	4/19/2012	4/23/2012	56.8	35.1	35.2	92.0
12	0F960	ORA	5	I-5 HOV Avenida Pico to San Juan Creek Road	Local	6/23/2009	1/3/2011	10/26/2011	18.6	28.5	OF96A	10/26/2011	1/29/2014	5/2/2014	28.5	16.1	18.0	46.5
12	0K020	ORA	005	I-5 Widening from SR-73 to El Toro	Local	12/11/2008	8/30/2013	5/6/2014	57.4	65.7		6/5/2014			66.7			
12/08	0G0400/0E8000	ORA/RIV	91	Eastbound Lane Additions	Caltrans	FHWA	FHWA	12/28/2007				12/31/2007	5/14/2009	5/14/2009		16.7	16.7	
Environmental Assessments on Local Assistance Projects under NEPA Assignment																		
01	RPSTPLE-5914(042)	LAK	–	AC Overlay / Roadway Rehabilitation and bike lanes construction project	Local	1/26/2007	5/6/2011	12/19/2012	52.0	71.8		12/19/2012			71.8			
01	DEM06L-5088(017)	MEN	–	Fort Bragg Coastal Trail Bike Path[n]	Local	10/8/2009	3/9/2012		29.4									
03	HP21L-5002(068)	SAC	–	Roadway widening	Local	10/16/2008	7/22/2011	7/19/2012	33.6	45.7		7/19/2012			45.7			
03	BHLS-5163(025)	SUT	–	Bridge Street at Feather River bridge seismic retrofit	Local	12/30/2010	7/30/2013		31.4									
04	STPL 6003 (030)	SF	–	Golden Gate Bridge Physical Suicide Deterrent System Project[o]	Local	7/17/2007	7/8/2008	1/19/2010	11.9	30.6	BHLS-6003(051)	1/19/2010			30.6			

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval	Final Document Approval		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval	Right-of-Way Certification	Ready to Advertise Construction Contract	Overall Project Delivery
									BES-DED	*BES-FED*					*BES-Project Approval*	*Project Approval-ROW*	*Project Approval-RTL*	*BES-RTL*
04	HP21L-5934(115)	SF	–	Transportation improvements	Local	12/1/2011	5/31/2013		18.2									
06	RPSTPL 5946 (029)	TUL	–	Mountain View Avenue/Avenue 416/El Monte Way Road Widening - 2 lane to 4 lanes expressway[p]	Local	8/10/2000	4/22/2008	4/28/2009	93.7	106.1		4/28/2009			106.1			
06	RPSTPL-5946(043) (same as 5044(027)	TUL	–	Avenue 280 Road Widening[q]	Local	5/31/2005	11/22/2011	8/1/2012	78.9	87.3		8/1/2012			87.3			
06	TCSPL-5060(263)	FRE		Fulton Mall & Mariposa Mall Street Reconstruction	Local	2/15/2013	1/7/2014	5/21/2014	10.9	15.3		5/21/2014	5/23/2014	6/30/2014	15.3	0.1	1.3	16.7
07	BHLS-5006(219)	LA	–	North Spring Street over LA River Bridge Rehabilitation	Local	12/21/2004	12/23/2009	6/30/2011	60.9	79.4		6/30/2011	3/8/2012	4/10/2012	79.4	8.4	9.5	88.9
07	BRLS-5107(002)	LA	–	Bluffs Bridge Replacement (California Incline Bridge)	Local	10/10/2006	8/24/2011	4/27/2012	59.3	67.5		4/27/2012	5/7/2014	9/9/2014	67.5	24.7	28.8	96.4
07	DEMO4L 5450(028)	LA	–	Golden Valley Road over Santa Clara River New Bridge and Approaches	Local	5/18/2006	3/21/2008	8/19/2008	22.4	27.5		8/19/2008	9/10/2008	9/22/2008	27.5	0.7	1.1	28.6
07	STPL-5378(010)	LA	–	Roadway Widening (Rancho Vista Blvd.)	Local	1/7/2010	4/7/2011	10/6/2011	15.2	21.2		10/6/2011			21.2			
07	BHLS-5006(181)	LA	–	Glendale Hyperion Bridge Rehabilitation	Local	9/28/2005	9/12/2013		96.9		BHLS-5006 (186)							
07	BHLS-5006(205)	LA	–	Riverside Drive Bridge Widening and Rehabilitation	Local	7/17/2012	5/9/2013	8/29/2013	9.9	13.6		8/29/2013			13.6			
08	BRLS-5033(042)	SBD	–	Mt Vernon Ave Bridge Project	Local	3/2/2000	10/28/2010	6/27/2011	129.7	137.8		6/27/2011			137.8			
08	NCPDL03-5452(009)	SBD	–	Hesperia Ranchero Road extension at Burlington Northern RR - New grade separation and road realignment	Local	11/1/2005	3/27/2008	8/27/2008	29.2	34.3		8/27/2008	1/5/2011	6/16/2011	34.3	28.7	34.1	68.4
08	PHL-5282(020)	RIV	–	Road Extension and new bridge, BelaRoado Road from Ramon Road to East Palm Canyon Drive and Mesquite Avenue from BelaRoado Road to Cahuilla Indian Interpretive Center	Local	7/27/2004	12/8/2008	6/15/2009	53.2	59.5		6/15/2009	11/15/2010	3/22/2011	59.5	17.3	21.5	81.0
08	STPL-5453(011)	SBD	–	New Bridge Westerly Extension of Yucca Loma Road over the Mojave River	Local	1/22/2008	2/8/2010	1/7/2011	24.9	36.0		1/7/2011	5/21/2013	8/22/2013	36.0	28.8	31.9	68.0
08	STPL-5467(004)	SBD	–	Roadway widening and extension, Peyton Dr from Grand Ave to Chino Hills Pwy (SR142) and Eucalyptus Ave from Peyton Dr to Galloping Hills Pkwy. (New project # HP21L5467(008))	Local	FHWA	FHWA	6/9/2009			HPLUL-5467(008)	6/9/2009	7/7/2010	4/15/2011		13.1	22.5	
10	CML-5938(184)	STA	–	New Signals	Local	2/14/2011	4/16/2012	6/8/2012	14.2	16.0		6/8/2012	1/27/2014	2/20/2014	16.0	19.9	20.7	36.7
10	RPSTPLE-5929(196)	SJ	–	McHenry Avenue Corridor Improvement	Local	6/1/2009	3/11/2013	9/9/2013	46.0	52.0		9/9/2013			52.0			
10	BRLS-6349(002)	SJ	–	Bridge Replacement	Local	6/18/2003	4/15/2013	9/19/2013	119.6	124.9		9/19/2013			124.9			

Table B-1. Continued

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes locally-sponsored SHS and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Begin Environmental Studies (BES)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval	Final Document Approval		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval	Right-of-Way Certification	Ready to Advertise Construction Contract	Overall Project Delivery
									BES-DED	*BES-FED*					*BES-Project Approval*	*Project Approval-ROW*	*Project Approval-RTL*	*BES-RTL*
11	BHLS-5004(049)	SD	–	Bridge Replacement	Local	5/12/2010	10/30/2012	2/8/2013	30.1	33.4		2/8/2013			33.4			
12	STPL-5063(128)	ORA	–	Roadway widening	Local	7/14/2008	4/5/2011	9/1/2011	33.2	38.1		9/1/2011			38.1			
12	STPL-5055(163)	ORA	–	Brookhurst Street Widening Improvements from I-5 to SR-91	Local	7/24/2012	3/12/2014		19.9									
12	STPL-5955(071)	ORA	–	Roadway Widening from 4 to 6 lanes Antonio Parkway southwest of Covenant Hills Dr.	Local	12/30/2009	6/10/2010	7/30/2010	5.4	7.1		7/30/2010	10/21/2010	12/7/2010	7.1	2.8	4.3	11.4

– = Does not apply to project.
BES = Date when the environmental analysis began.
DED = Date that the draft EA is approved.
FED = Date that the final EA is approved.
Project Approval = Date when the project, including NEPA compliance, is approved. For Local Assistance projects, the milestone is equivalent to NEPA approval.
ROW = Date that acquisition of right-of-way is completed.
RTL = Date that full, complete and accurate plans, project specifications, and cost estimates are completed and Caltrans District staff certifies that the project is ready for a competent construction contractor to bid the project. For Local Assistance projects, this milestone is the date that FHWA obligates the funds for construction.
FHWA = FHWA was involved in review of environmental document, or document was approved prior to the start of NEPA Assignment. Therefore, milestone is not evaluated as part of the timeframe analysis.

[a] Blank cells indicate that the milestone has not been reached or the timeframe was not evaluated as part of the timeframe analysis.

[b] These projects will be constructed in phases with each phase assigned a new project number. The milestone dates for the first phase of the project to go through the project delivery process are identified in this table and are used in the timeframe analysis.

[c] Two separate projects (EA 03-2A940 and 03-29090) were evaluated under a single environmental document. Each project moved forward independently through the project delivery milestones. Environmental approval timeframes are evaluated under EA 2A940 only. Project delivery milestones are evaluated for both projects.

[d] Multiple projects (EAs 05-33080 and 3307U) were evaluated as one project during the environmental review phase. The EA previously shown under 33080 has been removed from the timeframe analysis.

[e] Two separate projects (EA 10-3A660 and 10-0G130) were evaluated under a single environmental document. Each project moved forward independently through the project delivery milestones. Environmental timeframes are evaluated under EA 3A660 only. Project delivery milestones are evaluated for both projects.

[f] 03-RPSTPL-5912(042): This project was authorized for preliminary engineering only and was closed out by FHWA in 2009. There will be no right-of-way certification or construction phases.

[g] 01-46480: Finding of No Significant Impact (FONSI) originally dated 5/18/2010 was rescinded in 2014 and has been removed from timeframe analysis.

[h] 02-27031 and 02-3E410: Due to funding issues, the project under EA 02-27031 was discontinued after the Project Approval milestone was reached. A new EA (3E410) was later created to complete the project. A revalidation was issued on 6/28/14 on the Finding of No Significant Impact (FONSI) for 03E410. Since the project was temporarily halted due to funding issues, the Overall Project Delivery milestone for EA 3E410 is not included in the timeframe analysis but the timeframe for approvals of the draft and final EAs are included.

[i] 03-0C470: The project had achieved Project Approval, but a CEQA lawsuit required Caltrans to complete additional studies. The previously reported Project Approval milestone date was removed from the timeframe analysis.

[j] 03-3C000: Draft environmental document approval was reported originally reported with an approval date of 06/30/08; a recirculated draft was issued on 3/30/11. The District has since confirmed that the first draft (2008) was never circulated. The correct draft environmental document approval date is 3/30/11. The Finding of No Significant Impact (FONSI) issued on 6/28/13 was reported in error to FHWA; FONSI is still pending approval as of October 2014.

[k] 04-13157: This project was down-scoped from an EA to a Categorical Exclusion. The final EA date, originally reported as 4/30/09 to FHWA, has been removed from the timeframe analysis.

[l] 07-27440: Even though EA number for 27440 is the same, they are two separate projects.

[m] These projects fall under Caltrans Design-Build Demonstration Program. Project delivery timeframes are not evaluated for projects under this program except Project Approval.

[n] 01-DEM06L-5088(017): This project has been cancelled and the project did not progress beyond draft environmental document. The local agency returned all federal funds.

[o] 04-STPL 6003 (030): This project number was used for NEPA approval only. A new project number has been opened for the Right-of-Way Certification and construction phases.

[p] 06-RPSTPL 5946 (029): This project is on the inactive list and the federal funds have been de-obligated.

[q] 06-RPSTPL-5946(043) (same as 5044(027)): This project is on the inactive list and the federal funds have been de-obligated.

Table B-2. Environmental Approval and Project Delivery Milestone Dates and Timeframes for Baseline and NEPA Assignment Environmental Impact Statements Approved by Caltrans from July 1, 2007–June 30, 2014

Caltrans District	Caltrans Project Number	County	Route	Project Description	Caltrans or Local (Local includes and Local Assistance projects)	Environmental Approval Dates[a]			Environmental Approval Timeframes (months)[a]		Phased Caltrans Project Number[b]	Project Delivery Dates[a]			Project Delivery Timeframes (months)[a]			
						Notice of Intent (NOI)	Draft Document Approved (DED)	Final Document Approved (FED)	Draft Document Approval *NOI-DED*	Final Document Approval *NOI-FED*		Project Approval	Right-of-Way Certification (ROW)	Ready to Advertise Construction Contract (RTL)	Project Approval *NOI-Project Approval*	Right-of-Way Certification *Project Approval-ROW*	Ready to Advertise Construction Contract *Project Approval-RTL*	Overall Project Delivery *NOI-RTL*
Environmental Impact Statements on State Highway System (Caltrans- and Locally-Sponsored) Projects under Baseline																		
01	36330	HUM	101	Eureka-Arcata[c]	–	8/31/2001	6/20/2007		70.6									
01	26200	MEN	101	Willits Bypass	–	7/1/1989	5/1/2002	10/25/2006	156.2	210.8		12/18/2006	5/28/2010	2/22/2012	212.6	41.9	63.1	275.7
03	33380	PLA	65	Lincoln Bypass	–	6/20/1990	11/14/2001	5/25/2006	138.8	193.9		5/25/2006	2/14/2008	2/22/2008	193.9	21.0	21.3	215.2
04	16370	SF	101	Doyle Drive[d]	–	2/10/2000	10/14/2005		69.1			1/28/2009			109.2			
07	12030	LA	405	Sepulveda Pass 405	–	1/7/2002	5/18/2007		65.2									
08	22700	SBD	18	Big Bear - Bridge replacement/roadway realignment	–	8/30/1990	1/31/2006	3/30/2007	187.8	201.9		3/30/2007	2/11/2008	5/29/2008	201.9	10.6	14.2	216.1
10	41910	MER	152	Los Banos Bypass	–	4/5/2001	2/17/2005	6/25/2007	47.1	75.7		6/25/2007			75.7			
Environmental Impact Statements on Local Assistance Projects under Baseline																		
07	BHLS 5006(336)	LA	--	Los Angeles River Viaduct & Street Widening	–	6/5/2003	2/8/2005	11/30/2005	20.5	30.3		2/22/2006	8/5/2007	8/27/2007	37.9	17.6	18.4	51.5
Environmental Impact Statements on State Highway System (Caltrans- and Locally-Sponsored) Projects under NEPA Assignment																		
04	0A530	SOL	80	I-80/I-680/SR 12 Interchange Improvements	Local	12/16/2002	8/9/2010	10/25/2012	93.1	119.6	0A534	10/25/2012	8/1/2013	8/2/2013	120.0	9.3	9.4	129.4
04	3A640	SF	80	Yerba Buena Island (YBI) Ramps Improvement	Local	9/8/2008	2/11/2011	10/12/2011	29.5	37.6		3/12/2012	9/30/2013	9/30/2013	42.7	18.9	18.9	61.6
05	48540	SBT	25	Route 25 Widening Project and Route Adoption Hollister to Gilroy	Caltrans	4/1/2008	4/13/2010		24.7									
06	45140	FRE	180	Westside Expressway	Local	5/19/2008	3/8/2011	3/4/2013	34.1	58.3								
06	48460	KER, KER	58, 99	Centennial Corridor		9/19/2008	4/28/2014		68.2									
07	12030	LA	405	Widen for HOV Lanes (Sepulveda Pass 405)	Caltrans	FHWA	FHWA	2/29/2008				2/29/2008	1/11/2013	10/10/2008		59.3	7.5	
07	23850	LA	47	Alameda Corridor Truck Expressway	Local	FHWA	FHWA	5/12/2009				5/19/2009						
07	24990	LA	710	Expand Freeway, From Long Beach Port to Cesar Chavez overcrossing	Local	8/20/2008	6/29/2011		47.0									
08	0F540	RIV	91	SR91 Corridor Improvement[e]	Local	7/3/2008	5/25/2011	8/10/2012	35.2	50.0		8/10/2012			50.0			
08	04351	SBD	058	Realign and widen SR 58	Caltrans	5/10/2007	12/18/2012	6/27/2013	68.3	74.7		6/27/2013	5/9/2014	5/14/2014	74.7	10.5	10.7	85.4
08	49400	RIV	79	SR79 Realignment	Local	9/7/2004	1/31/2013		102.3									
08	34770	SBD	58	Kramer Junction Expressway	Caltrans	5/10/2007	6/21/2013		74.5									
10	0P920	MPA	140	Ferguson Slide - Permanent Restoration	Caltrans	1/24/2008	11/5/2010	1/28/2014	33.9	73.2		1/29/2014			73.2			
11	17790	SD	5 & 56	5/56 Interchange	Local	4/20/2005	4/24/2012		85.4									
11	80100	SD	76	Highway Improvements	Caltrans	11/14/2005	9/25/2007	11/26/2008	22.7	36.9		11/26/2008	7/15/2009	7/29/2009	36.9	7.7	8.2	45.1
11	25711	SD	76	76 South Mission to I-15 Highway Improvement	Local	9/17/2008	8/9/2010	1/5/2012	23.0	40.2	25714	1/9/2012	1/9/2012	4/8/2012	40.3	0.0	3.0	43.3
12	0H100	ORA	405	San Diego Freeway (I-405) Improvement	Local	8/26/2009	5/7/2012		32.8									
Environmental Impact Statements on Local Assistance Projects under NEPA Assignment																		
04	6249(004)	SOL	–	Jepson, I-80 Reliever Route Environmental Study[f]	Local	8/4/2000	5/27/2008	5/12/2011	95.1	131.1		6/20/2011			132.4			
07	BRLSZD-5006(342)	LA	–	Sixth Street Viaduct - Seismic Retrofit[g]	Local	8/31/2007	6/1/2009	10/5/2011	21.3	49.9	BRLSZD-5006(664)	12/21/2011			52.4			

Table B-2. Continued

–	=	Does not apply to project.
NOI	=	Date the Notice of Intent was published in the Federal Register; equivalent to the "Begin Environmental Studies" date for environmental assessments.
DED	=	Date that the draft EIS is approved.
FED	=	Date that the final EIS is approved.
Project Approval	=	Date when the project, including NEPA compliance, is approved. For Local Assistance projects, the milestone is equivalent to NEPA approval.
ROW	=	Date that acquisition of right-of-way is completed.
RTL	=	Date that full, complete and accurate plans, project specifications, and cost estimates are completed and Caltrans District staff certifies that the project is ready for a competent construction contractor to bid the project. For Local Assistance projects, this milestone is the date that FHWA obligates the funds for construction.
FHWA	=	FHWA was involved in review of environmental document, or document was approved prior to the start of NEPA Assignment. Therefore, milestone is not evaluated as part of the timeframe analysis.

[a] These projects will be constructed in phases with each phase assigned a new project number. The milestone dates for the first phase of the project to go through the project delivery process are identified in this table and are used in the timeframe analysis.

[b] Blank cells indicate that the milestone has not been reached or the timeframe was not evaluated as part of the timeframe analysis.

[c] 01-36600 and 01-36330: Project was evaluated in two different environmental documents (EA 36600 and 36330). EA 36330 was approved under NEPA with a Categorical Exclusion on 2/6/12, and has been removed from the timeframe analysis.

[d] 04-16370: The draft document was considered a pre-Pilot Program approval since FHWA was involved in its preparation. The final environmental document was prepared and approved by FHWA as a non-delegated project (per the 2007 Pilot Program MOU), and, therefore, is excluded from environmental timeframe analysis.

[e] 08-0F540: Project falls under Caltrans Design-Build Demonstration Program. The project delivery timeframes are not analyzed for projects under this program except for Project Approval.

[f] 04-6249(004): For this project, FHWA was the NEPA lead agency for seven years and Caltrans was the NEPA lead agency for four years.

[g] 07-BRLSZD5006(342): This project was on-hold for 2.5 years due to a finding of legal insufficiency on the Administrative Final EIS/EIR.

Appendix C Federal Environmental Laws, Other than NEPA, For Which Caltrans is Assigned Consultation Responsibilities

Section 3.2.1 of the Surface Transportation Project Delivery Program MOU between FHWA and Caltrans assigned, to Caltrans, the U.S. Department of Transportation's responsibilities for environmental review, consultation, or other such actions pertaining to the review or approval of projects, as required, by the following federal environmental laws and executive orders:

- Clean Air Act (CAA) (42 U.S.C. 7401–7671[q]), except for conformity determinations required under section 176 of the CAA (42 U.S.C.7506)
- Compliance with the noise regulations at 23 CFR Part 772
- Section 7 of the Endangered Species Act of 1973, 16 U.S.C. 1531–1544, and Section 1536
- Marine Mammal Protection Act, 16 U.S.C. 1361
- Anadromous Fish Conservation Act, 16 U.S.C. 757(a)–757(g)
- Fish and Wildlife Coordination Act, 16 U.S.C. 661–667(d)
- Migratory Bird Treaty Act, 16 U.S.C. 703–712
- Magnuson-Stevenson Fishery Conservation and Management Act of 1976, amended, 16 U.S.C. 1801 et seq.
- Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470(f) et seq.
- Archeological Resources Protection Act of 1977, 16 U.S.C. 470(aa)-11
- Archeological and Historic Preservation Act, 16 U.S.C. 469–469(c)
- Native American Grave Protection and Repatriation Act, 25 U.S.C. 3001–3013
- American Indian Religious Freedom Act, 42 U.S.C. 1996
- Farmland Protection Policy Act, 7 U.S.C. 4201–4209
- Clean Water Act, 33 U.S.C. 1251–1377: Section 404, Section 401, and Section 319
- Coastal Barrier Resources Act, 16 U.S.C. 3501–3510
- Coastal Zone Management Act, 16 U.S.C. 1451–1465
- Land and Water Conservation Fund Act, 16 U.S.C. 4601–4604
- Safe Drinking Water Act, 42 U.S.C. 300(f)–300(G)(6)
- Wild and Scenic Rivers Act, 16 U.S.C. 1271–1287
- Emergency Wetlands Resources Act, 16 U.S.C. 3921, 3931
- Mitigation of Impacts to Wetlands and Natural Habitat, 23 CFR Part 777
- TEA-21 Wetlands Mitigation, 23 U.S.C. 103(b)(6)(m), 133(b)(11)
- Flood Disaster Protection Act, 42 U.S.C. 4001–4128

- 23 U.S.C. 138 and Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303 and implementing regulations at 23 CFR Part 774
- Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601–9675
- Superfund Amendments and Reauthorization Act of 1986
- Resource Conservation and Recovery Act, 42 U.S.C. 6901–6992(k)
- E.O. 11990 - Protection of Wetlands
- E.O. 11988 - Floodplain Management
- E.O. 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations
- E.0. 13112 - Invasive Species

Appendix D Statistical Analysis Conducted of Caltrans and FHWA Median Environmental Approval and Project Delivery Timeframe Differences

This appendix contains a description of the statistical analysis conducted of the median timeframe differences between Caltrans approvals on NEPA Assignment environmental documents and projects and FHWA approvals on baseline environmental documents and projects. This comparative analysis is required by Section 820.1(d)(1)(C) of the California Streets and Highways Code.

To provide a robust analysis of the FHWA and Caltrans timeframe comparison and to account for the variability in the sample sizes between FHWA's baseline and Caltrans NEPA Assignment projects, statistical tools were used for the comparative evaluation. Ideally, to isolate the effects of the NEPA Assignment Program on environmental review and approval timeframes, the statistical study design would include a random sample of projects. This approach could not be applied to this evaluation, however, since Section 820.1(d) of the Streets and Highways Code specifies which baseline projects to include in the comparison.[5] Therefore, the comparative analysis assumes that the identified set of baseline projects is a random sample of all such projects and that the NEPA Assignment projects are a random sample of potential NEPA Assignment projects. These and other assumptions that were made to apply the statistical tests are approximations, thereby affecting the statistical soundness of this analysis.

The small sample sizes of baseline projects also limit the statistical inferences that can be made. With small sample sizes, only relatively large differences in baseline and NEPA Assignment timeframes are likely to be determined to be statistically significant.

Statistical significance tests were conducted for the calculated median time savings. The median time savings is defined as the difference between the baseline median timeframe and the NEPA Assignment median timeframe. All of the statistical tests were applied at the 5 percent significance level. Whether the time frame changes are statistically significant depends on the sample sizes, the variability of the time frames, and the size of the difference in median time frames.

To determine whether the median time savings were statistically significant, the baseline and NEPA Assignment timeframes were statistically compared using the two-sample Wilcoxon test. This test assumes that the projects were randomly selected from the universe of baseline and NEPA Assignment projects and that their timeframes have distributions with the same shape and scale, but possibly different medians. This test is, at best, an approximation since the baseline and NEPA Assignment projects were not randomly selected.

[5] Section 820.1(d) specifies that the baseline projects to be evaluated comprise the last 30 projects approved by FHWA prior to enactment of Caltrans waiver of sovereign immunity. Caltrans evaluated 39 baseline projects to comply with this requirement in order to achieve a more representative mix of both EA and EIS projects.