



OFFICE OF THE GOVERNOR

May 12, 2017

The President  
The White House  
1600 Pennsylvania Avenue NW  
Washington, D.C. 20500

Dear Mr. President:

Earlier this year, I forwarded to you an initial list of ten high-priority infrastructure projects in need of expedited environmental review. It is vital we get these projects approved and permitted as soon as possible. Toward that end, I have two requests:

First, I would like to bring to your attention the fact that California has been able to cut the regulatory burden on thousands of road projects because of the federal government's willingness to delegate to the state required reviews under National Environmental Policy Act (NEPA). I have attached a fact sheet that illustrates what we have done. I am now asking you to delegate this federal authority under NEPA so that California can expedite its High-Speed Rail project.

Second, your executive order outlined a process to expedite the review and approval of permits through the White House Council on Environmental Quality. Each of the projects on the list I forwarded to you on February 24 would benefit from such an expedited review process. This could result in permits being issued in weeks rather than years.

I look forward to working with you and the members of your Administration as we together take the bold actions necessary to build and improve America's infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read 'Edmund G. Brown Jr.', written over a horizontal line.

Edmund G. Brown Jr.

Enclosures:

Letters dated February 24, 2017  
NEPA Assignment Fact Sheet

# Time Savings from NEPA Assignment in California

## Number of Approvals under National Environmental Policy Act Assignment<sup>1</sup>

<b>23 USC 326 CEs</b>	<b>23 USC 327 CEs</b>	<b>Draft EAs</b>	<b>FONSI</b> s	<b>Draft EISs</b>	<b>Final EISs</b>	<b>RODs</b>	<b>Total</b>
10,519	182	191	168	21	15	13	<b>11,109</b>

Data: July 1, 2007 through December 31, 2016 for Capital and Local Assistance programs.

## Median Time Savings for Caltrans Environmental Approvals and Coordination Completed under NEPA Assignment Program

<b>NEPA Environmental Approval Processing Milestones</b>	<b>Pre-NEPA Assignment Program Median Duration<sup>2</sup> in Months (# of approvals)</b>	<b>NEPA Assignment Program Median Duration in Months (# of approvals)</b>	<b>Median Time Savings Realized in Months</b>
<i>Begin Environmental Studies to Draft Environmental Assessment</i>	42.3 (31)	31.6 (191)	10.7
<i>Begin Environmental Studies to Finding of No Significant Impact Approval</i>	54.1 (31)	41.2 (168)	12.9
<i>Notice of Intent to Draft Environmental Impact Statement</i>	69.9 (8)	41.9 (21)	28.0
<i>Notice of Intent to Final Environmental Impact Statement</i>	193.9 (5)	69.9 (15)	124.0
<i>Begin Coordination with U.S. Fish &amp; Wildlife Service and National Marine Fisheries Service to Completion of Federal Endangered Species Act Section 7</i>	11.0 (25)	6.0 (126)	5.0

Data: July 1, 2007 through December 31, 2016 for Capital and Local Assistance programs.

## Program Notes

- California has been assigned NEPA responsibilities under agreements with the U.S. Federal Highway Administration. (Other states that have reached similar agreements are Texas, Florida, and Ohio.)
- California is the only state to participate in the Project Delivery Pilot Program (Jul. 2007 – Sept 2012). Under this program, the state's department of transportation successfully completed five years of Federal Highway Administration audits and reporting. The state is now the only state in the monitoring phase of NEPA Assignment (other states participating in NEPA Assignment are audited regularly during the first four years of their programs).
- California's Department of Transportation works closely with all partners – local agencies, consultants, and the Federal Highway Administration – to deliver on the directive to accelerate project delivery.

<sup>1</sup> The number of Draft EA, Draft EIS, FONSI, Final EIS documents and RODs includes only projects under which the environmental studies phase was initiated after NEPA Assignment began. Median duration was calculated using a sample "baseline" set of projects reviewed and approved prior to initiation of NEPA Assignment.

<sup>2</sup> Caltrans Division of Environmental Analysis, Office of NEPA Assignment.



OFFICE OF THE GOVERNOR

February 24, 2017

The President  
The White House  
1600 Pennsylvania Avenue NW  
Washington, D.C. 20500

Dear Mr. President:

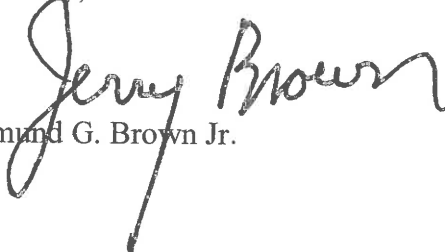
In light of your commitment to rebuilding America's infrastructure, and in response to Executive Order 13766, I am hereby submitting ten high-priority projects in need of expedited environmental review.

These projects will enhance public safety and strengthen our economy.

I have included on this list the repair of the Oroville Dam, for which we have suspended requirements for state environmental review due to the emergency. I would ask that the White House take similar steps by exempting this project from any National Environmental Policy Act review.

I welcome the opportunity to work with you in improving America's infrastructure.

Sincerely,

A handwritten signature in black ink, reading 'Jerry Brown', is written over the printed name.

Edmund G. Brown Jr.



OFFICE OF THE GOVERNOR

February 24, 2017

Mr. Ted Boling  
Acting Chair, Council on Environmental Quality  
722 Jackson Place NW  
Washington, D.C. 20503

Dear Chairman Boling:

Pursuant to Presidential Executive Order 13766, I am submitting an initial list of high-priority infrastructure projects in need of expedited environmental review.

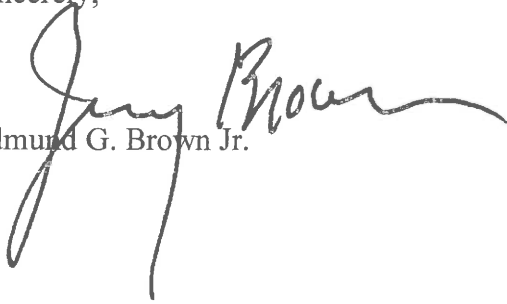
- **Interstate 710 South Corridor Project in Los Angeles County** – widens and replaces the first phase of critical interchanges along the 710 corridor. The 710 is the primary highway connection to the Ports of Los Angeles and Long Beach and is therefore a critical freight corridor for the nation.
- **Highway 101 Managed Lane Project in San Mateo County** – provides major congestion relief in this vital corridor that links two of the nation's top innovation and job-creation hubs, Silicon Valley and San Francisco.
- **San Francisco Oakland Bay Bridge Demolition Project** – expedites demolition of the old bridge to complete this landmark project.
- **Orange County Streetcar** – builds a 4.2-mile streetcar line to connect the Santa Ana Regional Transportation Center to a new transportation hub in Garden Grove.
- **Highway 15 Express Lanes in Riverside County** – constructs express lanes on this major freight corridor between Cajalco Road and State Route 60.
- **Highway 10 Express Lanes in San Bernardino County** – constructs express lanes on this major freight corridor between the Los Angeles County line and State Route 15.
- **Highway 99 Projects in the Central Valley** – builds new lanes and interchanges in Tulare, Madera, Livingston, Turlock and Fresno on this important freight corridor.
- **Highway 101 High Occupancy Vehicle (HOV) Lane Project in Santa Barbara County** – completes the addition of one HOV lane in each direction linking Ventura County to the City of Santa Barbara.
- **California High-Speed Rail Project** – builds the Silicon-Valley-to-Central-Valley connection and advances rail improvement to benefit commuters in the Burbank-to-Anaheim segment.
- **Oroville Dam Spillway** – completes emergency repairs to the Oroville Dam spillway. Given the urgency of these repairs, we are asking the administration to exempt this project from any National Environmental Policy Act review.

- **Oroville Dam Spillway** – completes emergency repairs to the Oroville Dam spillway. Given the urgency of these repairs, we are asking the administration to exempt this project from any National Environmental Policy Act review.

I urge you to designate each of the listed projects as a “high priority” infrastructure project.

Sincerely,

Edmund G. Brown Jr.

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