



U.S. Department
of Transportation
**Pipeline and Hazardous
Materials Safety
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

March 31, 2026

To: Carrie Moore
Town of Century
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From: Amanda L. Murphy
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**Subject: Categorical Exclusion Determination
Town of Century, NGDISM-FY23-CE-2025-48**

PROPOSED ACTION

The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviewed the materials submitted by the Town of Century (Sponsor) to support the environmental review by PHMSA for the pipeline replacement project in Century, Florida (the Project). See Attachment A for a map of the project area. PHMSA understands the Project includes construction of the Ramar Street gate station, including worker/monitor regulators, filters/strainers, properly sized meter, valves, odorization equipment, overpressure protection and dual-run bypasses, for the custody transfer of natural gas from Peninsula Pipeline Company to the Town of Century, Florida. The project also replaces 327 meter sets in homes and businesses across the community, currently posing a safety risks to businesses, homeowners, and the general public.

APPLICABLE CATEGORICAL EXCLUSION

B.4: Repair, rehabilitation, or replacement of natural gas distribution pipelines and associated equipment within existing rights-of-way or easements.

EXTRAORDINARY CIRCUMSTANCES

Based on the scope of the action, PHMSA has determined that the proposed action does not meet the criteria for extraordinary circumstances listed in DOT 5610.1D.

Air Quality: The Project falls within Escambia County, Florida which is designated by the Environmental Protection Agency (EPA) as in attainment for all National Ambient Air Quality Standards (NAAQS) based on EPA's Greenbook. Replacing leak-prone pipe with newer, more durable materials will result in the overall reduction of leaking natural gas. Therefore, it is

PHMSA's assessment that the Project would provide a net benefit to air quality from the overall reduction of leaking natural gas and that no adverse indirect or cumulative impacts would result from the project.

Cultural Resources: PHMSA sent a consultation letter with the agency's determination of a finding of no adverse effect under Section 106 of the National Historic Preservation Act to the Florida State Historic Preservation Officer (SHPO) on September 17, 2025. An archeological survey was requested by SHPO on September 24, 2025. PHMSA also invited federally recognized tribes to participate in consultation by separate letter on September 17, 2025. The Muscogee (Creek) Nation concurred on September 17, 2025. On September 24, 2025, the SHPO responded requesting systematic shovel testing at the new gate station and tie-in locations, the state site ID number for the Alger-Sullivan Lumber Company Residential Historic District, and information on when the district was last evaluated and listed. In response, On January 29, 2026, PHMSA provided background research and eight shovel tests. The survey found no archaeological sites within the APE and no further archaeological fieldwork is recommended. Concurrence was received from the SHPO on March 6, 2026.

Section 4(f): The Project would not result in a use of a property protected by Section 4(f) of the Department of Transportation Act.

Biological Resources: The Project would have no effect on any Endangered Species Act listed species or designated critical habitat or on any essential fish habitat as outlined in the Magnuson-Stevens Fishery Conservation and Management Act.

Land Use: The Project is located in Escambia County, Florida which is subject to compliance with the Coastal Zone Management Act. Project activities consist entirely of in-kind replacement of existing infrastructure and do not constitute new development. The proposed project activities would not affect any coastal use or natural resource of the coastal zone that require a Consistency Determination and Certification.

The Sponsor must implement all mitigation and other commitments identified in Attachment B. In addition, the Sponsor is responsible for securing all necessary permits, approvals, and authorizations.

DETERMINATION

Based on a review of the information and documentation submitted by the Sponsor, including a review of Extraordinary Circumstances, PHMSA finds the proposed action qualifies for a Categorical Exclusion in accordance with Section 102 of the National Environmental Policy Act, 42 U.S.C. § 4332 and DOT Order 5610.D, Departmentwide National Environmental Policy Act Implementing Procedures.

Approval by Environmental Analysis and Compliance Division:

Attachment(s):

- Attachment A: Project Area Maps
- Attachment B: Mitigation and Other Commitments

Map A-2



Attachment B: Mitigation and Other Commitments

Air Quality

- Use on-road and non-road vehicles efficiently by minimizing speeds and the number of vehicles;
- Minimize excavation to the greatest extent practical;
- Minimize all vehicle idling and at minimum, conforming with idling regulations;
- Ensure that all vehicle and equipment are in proper operating condition;
- On-road and non-road engines must meet EPA exhaust emission standards (40 CFR Part 85, 86, and 89);
- Cover open-bodied trucks while transporting materials;
- Use water or other approved dust suppressants at the construction sites and on unpaved roadways, as necessary;
- Minimize the area of soil disturbance to that necessary for construction; and
- Minimize construction site traffic by using offsite parking and shuttle busses, as necessary.

Groundwater and Hazardous Materials/Waste

- Develop and adhere to a Stormwater Pollution and Prevention Plan, if necessary;
- Avoid boring or drilling, staging, and laydown areas within EPA superfund sites or areas containing known wastes; and
- Adhere to applicable groundwater or soil management plans;

Cultural Resources

- If, during project implementation, a previously undiscovered archaeological or cultural resource that is or could reasonably be a historic property is encountered or a previously known historic property will be affected in an unanticipated manner, all project activities in the vicinity of the discovery will cease and the town of Century will immediately notify PHMSA. This may include discovery of cultural features (*e.g.*, foundations, water wells, or trash pits) or artifacts (*e.g.*, pottery, stone tools and flakes, or animal bones) or damage to a historic property that was not anticipated. PHMSA will notify the State Historic Preservation Office and participating federally recognized tribes and conduct consultation as appropriate in accordance with 36 CFR § 800.13. Construction in the area of the discovery must not resume until PHMSA provides further direction. The town of Century will strictly adhere to PHMSA's Unanticipated Discoveries Protocols.
- In the event that unmarked human remains are encountered during permitted activities, all work shall halt and the town of Century shall immediately contact PHMSA as well as the proper authorities in accordance with applicable state statutes to determine if the discovery is subject to a criminal investigation, of Native American origin, or associated with a potential archaeological resource. At all times human remains must be treated with the utmost dignity and respect. Human remains and associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be photographed, collected, or removed until PHMSA has conducted the appropriate consultation and

developed a plan of action. Project activities shall not resume until PHMSA provides further direction.

- All work, material, equipment, and staging to remain within the road's existing right-of-way or utility easement or other staging areas as identified in the environmental documentation. If the scope of work changes in any way that may alter the effects to historic properties as described herein, the grant recipient must notify PHMSA, and consultation may be reopened under Section 106.

Land Use and Transportation

- Restore all impacted areas to pre-construction conditions;
- Maintain traffic flows to the extent possible;
- Use traffic control measure to assist traffic negotiating through construction areas, as needed;
- Coordinate with state and local agencies regarding detours and routing adjustments during construction;
- Notify potentially impacted residents and business owners (access, parking, etc.); and
- Have a traffic control plan in place prior to construction, and coordinate with the appropriate agency well in advance of any impacted emergency services or essential agency functions.

Noise and Vibration

- Adhere to all local, city, and state noise regulations.

Community Effects

- Provide advanced notification of service disruptions and construction schedules to all affected parties including residents and businesses adjacent to the project area;
- Coordinate service disruptions and construction schedule with local community leader and groups, as applicable;
- Maintain service at temporary facilities, if appropriate;
- Promote public engagement to reduce project delivery delays and public controversy; and
- Develop outreach plans to involve and engage populations.

Safety

- Incorporate public awareness programs, as necessary;
- Use standard construction safety methods and procedures;
- Ensure distribution integrity management program (DIMP) procedures are updated as necessary;
- Ensure work is constructed in accordance with industry best practices; and
- Comply with all local, state, and federal regulations.