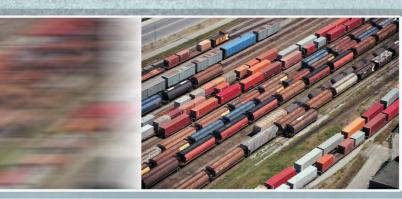


### Phase 1A · Rehabilitate Existing Northwood Connection



Categorical Exclusion Worksheet
Attachments - FINAL
May 2014









# Attachment 1

#### **Exhibits**

Exhibit 1 – Project Location Map

Exhibit 2 – Quadrangle Map

Exhibit 3 – Existing Land Use Map

Exhibit 4 – Future Land Use Map

Exhibit 5 – Census Block Group Map

Exhibit 6 – Socioeconomic Characteristics Table

Exhibit 7 – Preliminary Conceptual Plan Sheet

Exhibit 8 – Photographs

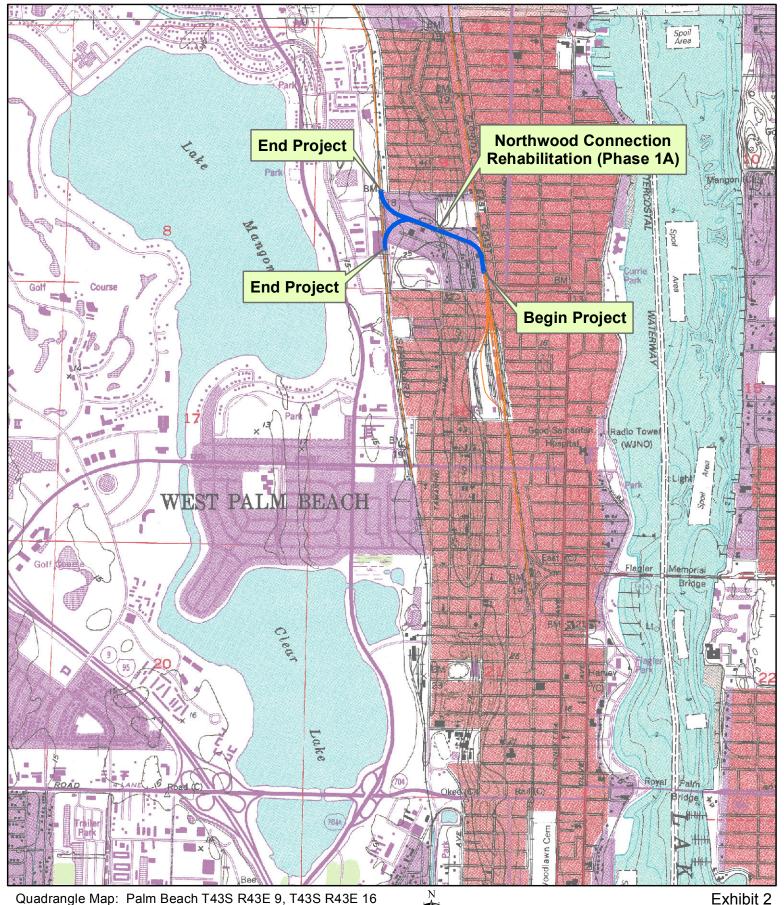
Exhibit 9 – Grade Crossing Summary Table

Exhibit 10 – Cultural Resources Map







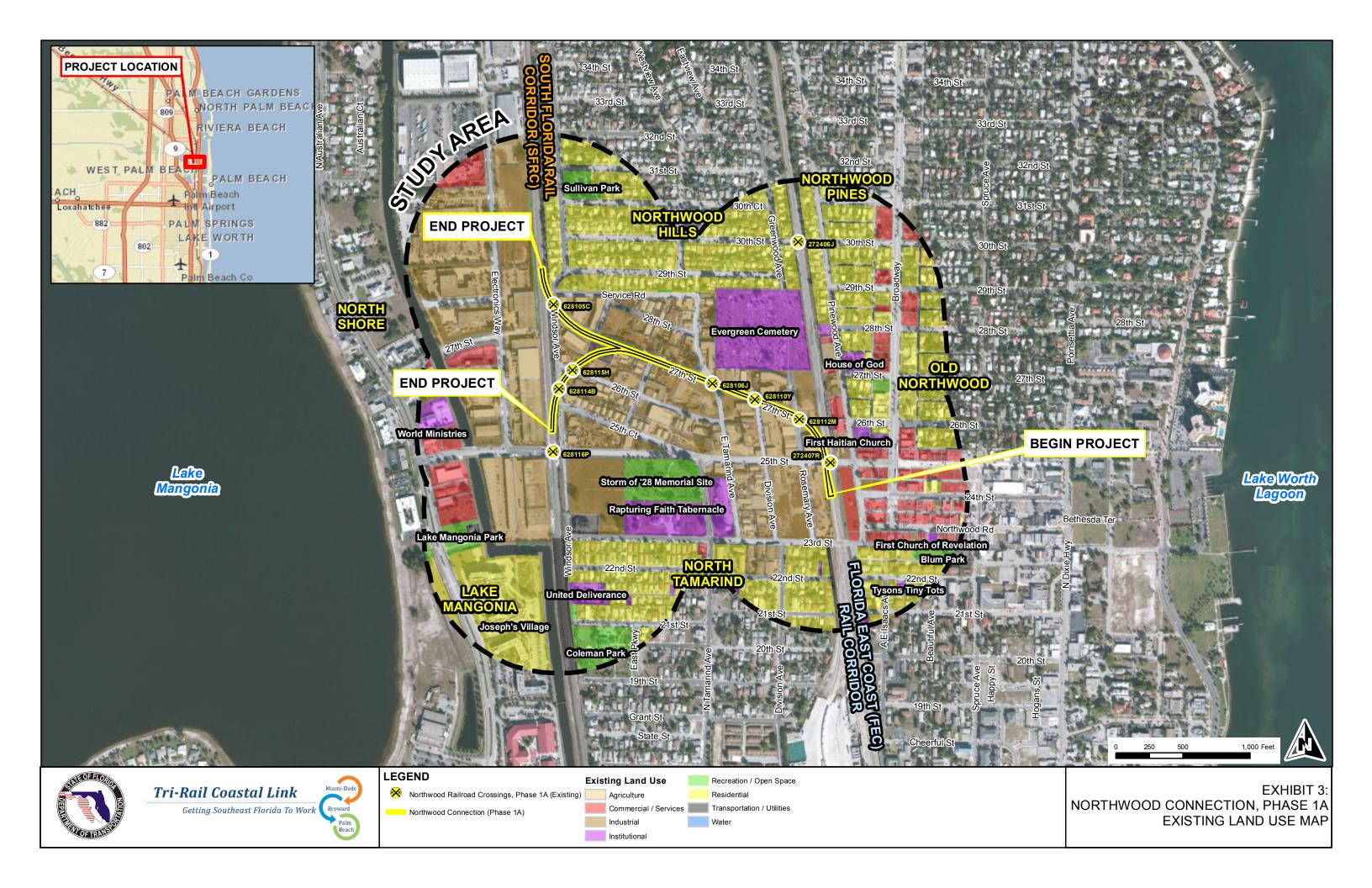


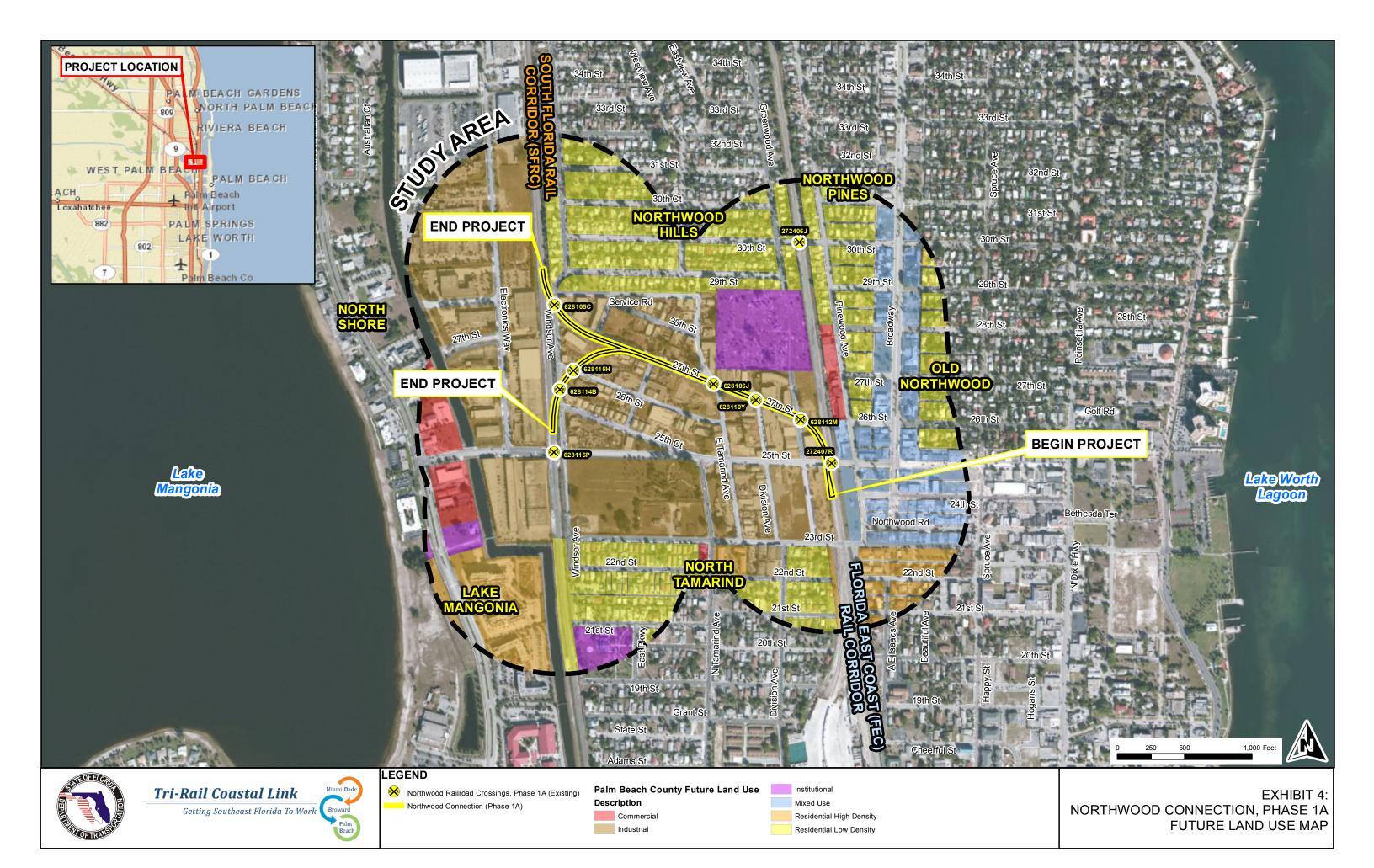
STATE PROJECT NO. FPID NO.

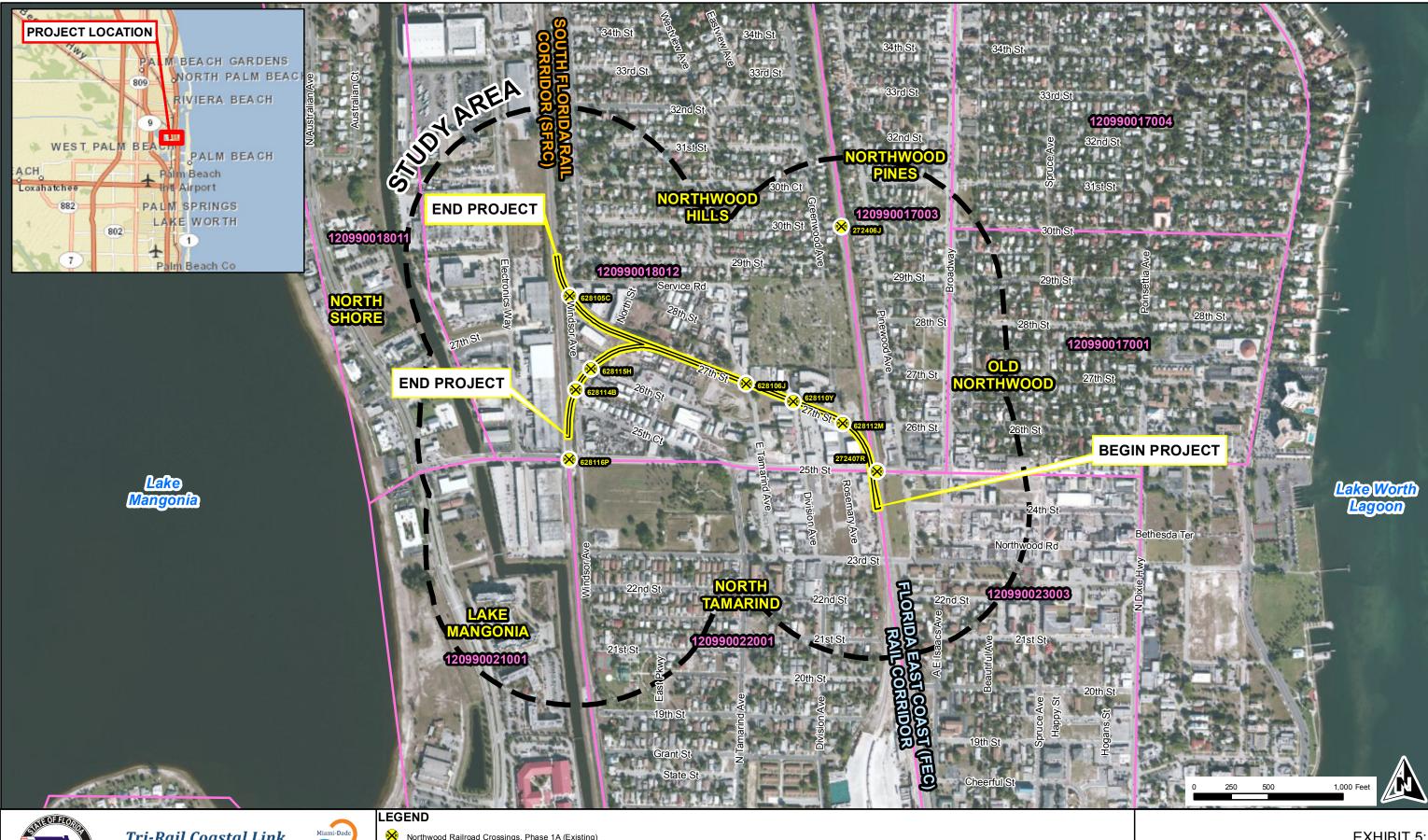


Feet

Exhibit 2 QUADRANGLE MAP Rehabilitate Existing **Northwood Connection** Palm Beach County











Northwood Railroad Crossings, Phase 1A (Existing)

Northwood Connection (Phase 1A)

Census Block Group

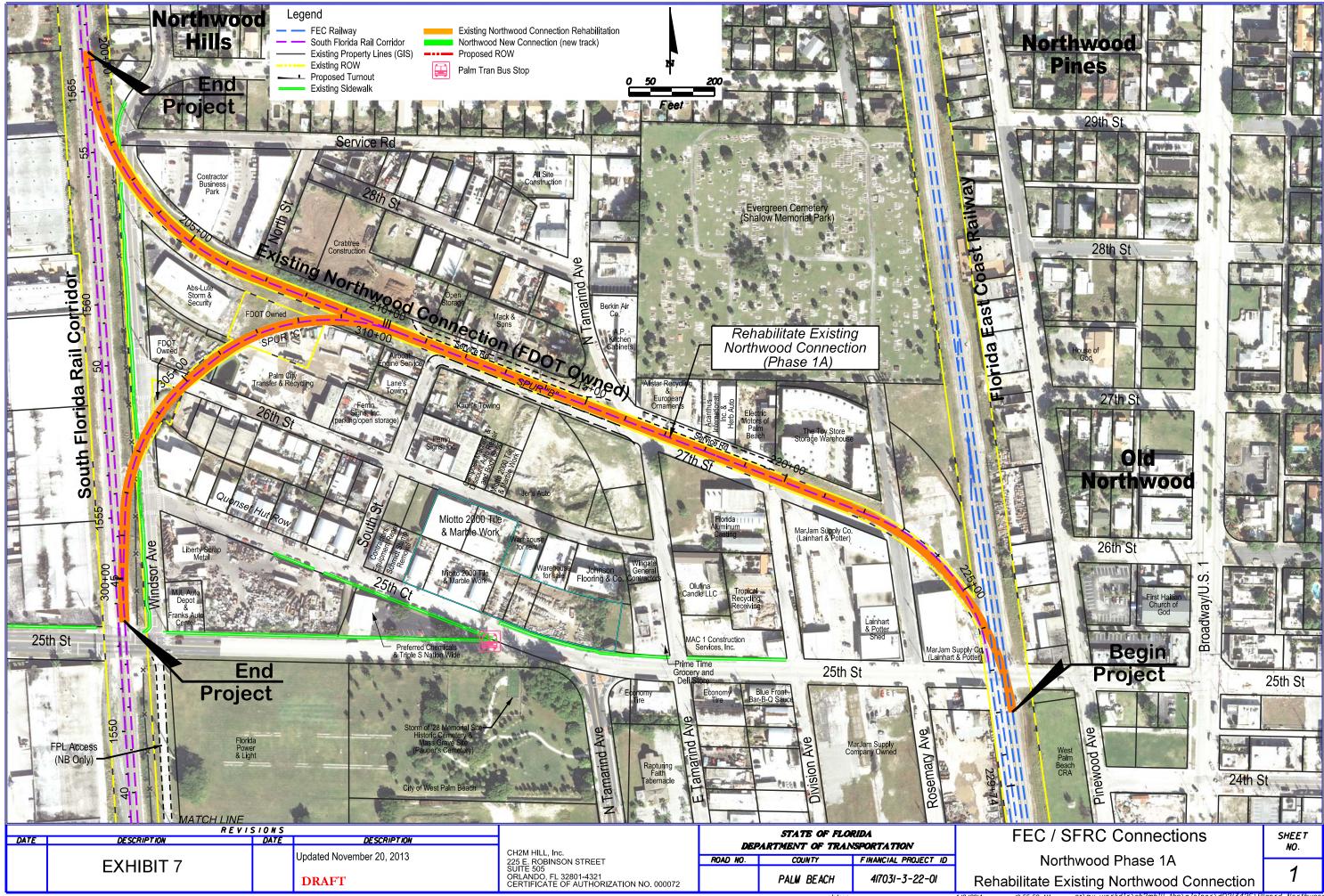
EXHIBIT 5: NORTHWOOD CONNECTION, PHASE 1A CENSUS BLOCK GROUP MAP

EXHIBIT 6: Socioeconomic Characteristics in Northwood (Phase 1A) and (Phase 2) Analysis Area Table

COMMUNITY				Study Area	Palm					
CHARACTERISTICS	1001	2001	3003	7001	7003	7004	8011	8012	Total	Beach
			RA	CE AND ETH	HNICITY					
White:	7.9%	2.6%	15.4%	70.3%	39.8%	89.3%	14.3%	22.1%	23.53%	82.2%
Minority:	92.1%	97.4%	84.6%	29.7%	60.2%	10.7%	85.7%	77.9%	76.47%	17.8%
Black:	88.8%	96.1%	81.1%	18.2%	41.8%	4.0%	80.3%	74.6%	69.93%	13.1%
American Indian/Alaskan:	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.18%	0.0%
Asian:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	1.2%	0.19%	2.0%
Native Hawaiian/Other Pacific	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.14%	0.0%
Hispanic:	4.1%	3.3%	7.4%	30.4%	37.9%	2.1%	9.3%	8.4%	12.78%	14.5%
			LIMITED EN	NGLISH PRO	FICIENCY (	LEP)				
Population	1339	2200	620	742	1735	577	2976	996	11185	1,238,642
Spanish, LEP	13	46	25	213	417	0	76	32	822	99,920
Other, LEP	1	0	0	0	34	0	33	70	138	60,265
% LEP:	1%	2%	4%	29%	26%	0%	4%	10%	9%	13%
			MEDIAN H	OUSEHOLD	INCOME (I	MHI)				
Households:	586	655	312	296	544	361	947	455	4156	522,201
Median HH Income:	\$ 15,278	\$ 15,901	\$ 13,056	\$ 16,852	\$ 22,672	\$ 46,917	\$ 40,128	\$ 40,461	\$26,408	\$ 51,278
Percentage of County MHI:	30%	31%	25%	33%	44%	91%	78%	79%	51%	100%
% HH Below Poverty Level	39%	46%	59%	25%	26%	12%	25%	0%	29%	14%

Sources: (1) 2010 U.S. Census; (2) 2007-2011 American Community Survey

<sup>\*</sup>Average



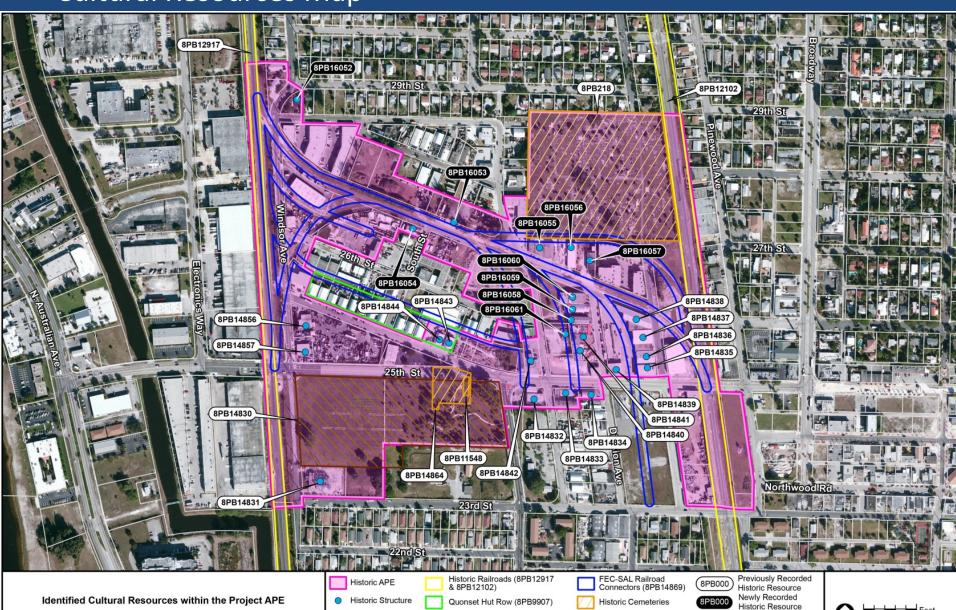
#### Northwood Phase 1A and 2 CE Attachment 1: Exhibit 8



**Exhibit 9: Grade Crossing Summary Table** 

Grade Crossing #	<u>Location</u>	Existing? (Y/N)	Modified by Phase:
628116P	25th St @ SFRC	Υ	
272407R	25th St @ FEC	Υ	
628105C	Windsor Ave near Service Rd	Υ	Ph 1A
628114B	Windsor Ave north of 25th Ct	Υ	Ph 1A
628115H	26th Street	Υ	Ph 1A
628106J	Tamarind Ave	Υ	Ph 1A
628110Y	Division Ave	Υ	Ph 1A
628112M	Rosemary Ave	Υ	Ph 1A
272734B	NW 37th Avenue south of NW 76th Street	Υ	Ph 1B
NCX1	Windsor Ave south of 25th St - private crossing	N	Ph 2
NCX2	25th St east of Windsor Ave	N	Ph 2
NCX3	25th Court north of 25th St	N	Ph 2
NCX4	N. Tamarind Ave between 25th and 26th	N	Ph 2
NCX5	Division Ave between 25th and 27th	N	Ph 2
628112M/NCX6	Rosemary Ave between 25th and 27th	Υ	Ph 2

# NORTHWOOD Phase 1A and 2 CE Attachment 1: Exhibit 10 – Cultural Resources Map



Archaeological Site

## Attachment 2

#### **Agency Correspondence**

U.S. Fish and Wildlife Service – 07/27/2010
SHPO Letter – 08/04/2010, DHR File 2010-368
FRA and SHPO Consultation Meeting Summary – 11/19/2013
Advance Notification Comments – October 2013
U.S. Fish and Wildlife Service – 12/13/2013
SHPO Letter – 01/23/2014, DHR File 2014-53
Palm Beach MPO LRTP Amendment – 03/20/2014



#### **United States Department of the Interior**

FISH AND WILDLIFE SERVICE South Florida Ecological Services Office 1339 20<sup>th</sup> Street Vero Beach, Florida 32960



August 3, 2010

David Bogardus Florida Department of Transportation 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309-3421

> Service Federal Activity Code: 41420-2010-CPA-0285 Service Consultation Code: 41420-2010-I-0175

Date Received: June 24, 2010

Project: Amtrak Passenger Rail Service from

Jacksonville to Miami

Counties: Duvall, St. Johns, Flagler, Volusia,

Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward, Miami-Dade

Dear Mr. Bogardus:

The Fish and Wildlife Service (Service) has reviewed your letter dated July 27, 2010, the Endangered Species Biological Assessment (ESBA) dated July 2010, and other information submitted by the Florida Department of Transportation (FDOT), on behalf of the Federal Railroad Administration, for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 et seq.).

#### PROJECT DESCRIPTION

The FDOT is proposing to restore Amtrak passenger rail service from Jacksonville to Miami. The rail service would occur on the existing Florida East Coast (FEC) railway freight track from Jacksonville to West Palm Beach, and on Amtrak's existing South Florida Rail Corridor (SFRC). track from West Palm Beach to Miami. The proposed Amtrak service would consist of two northbound and two southbound trains per day travelling the entire corridor at a maximum speed of 90 mph. The existing FEC Railway freight train service would also be maintained within the railway corridors. A variety of infrastructure improvements are needed to implement the proposed passenger rail service. Track signals will be installed throughout the rail corridors. Passenger stations will be constructed in St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart. Each station would include a 1000-foot long platform and a 2,500-foot track siding. The height of the existing railroad bed would be increased by 6 inches within 29 miles of the existing rail corridor to accommodate the increased speed of the passenger train. Existing highway and pedestrian crossings within the FEC Railway corridor will be upgraded for safety purposes. Finally, a 2,100-foot crossover track connecting the existing FEC rail corridor with the SFRC rail corridor in West Palm Beach will be relocated



David Bogardus Page 2

and constructed approximately 600 feet south of its current location. The majority of proposed improvements will be located within the existing disturbed railroad right-of-ways and in highly urbanized areas. The project corridor is located in Duvall County, St. Johns County, Flagler County, Volusia County, Brevard County, Indian River County, St. Lucie County, Martin County, Palm Beach County, Broward County, and Miami-Dade County, Florida.

#### THREATENED AND ENDANGERED SPECIES

The Service notes that the proposed project is located within the area of responsibility of the Service's Vero Beach Ecological Services Office (VBESO) and the Jacksonville Ecological Services Office (JESO). As such, the VBESO will take the lead on this consultation and will be the point of contact for all correspondence and inquires related to the consultation. However, we are conferring with appropriate staff from the JESO to assess the project's effects to federally listed species in north Florida.

The Service is aware that several locations for the passenger stations have been proposed, but that the preferred locations for the stations have not been finalized. Consequently, the FDOT has determined the project "may affect" federally listed species. The FDOT intends to reinitiate consultation with the Service for federally listed species (pursuant to section 7 of the Act, as described in 50 CFR § 402.14) during the design and permitting phase of the project. At that time the FDOT will conduct specific surveys, as necessary, to determine the status of federally listed species within and near the project corridor. Moreover, at that time, the Service will review the project corridor (including the proposed locations of the rail passenger stations) and the results of any surveys conducted to determine the project effects on federally listed species. Based on the commitment to request reintiation of consultation during design and permitting, the Service concurs with the FDOT's determination.

Thank you for allowing us to provide these comments and for your cooperation and effort in protecting federally listed species. If you have any questions regarding this project, please contact John Wrublik at 772-562-3909, extension 282.

Sincerely yours,

Paul Souza

Field Supervisor

South Florida Ecological Services Office

cc:

Service, Jacksonville, Florida (Jane Monaghan) FWC, Tallahassee, Florida (Mary Ann Poole, Jane Chabre, Traci Wallace) NOAA Fisheries Service, West Palm Beach, Florida (Brandon Howard)



#### Florida Department of Transportation

CHARLIE CRIST GOVERNOR

3400 West Commercial Boulevard Fort Lauderdale, FL 33309-3421 STEPHANIE C. KOPELOUSOS SECRETARY

August 3, 2010

Mr. Scott M. Stroh, III
State Historic Preservation Officer
Director, Florida Division of Historic Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Subject:

FEC Amtrak Passenger Rail Study

**Environmental Assessment** 

Duval to Miami-Dade Counties, Florida

Federal Aid Project Number: FR-HSR-09-003

Commitments to the State Historic Preservation Officer

Dear Mr. Stroh:

The Federal Railroad Administration (FRA), in cooperation with the Florida Department of Transportation (FDOT), is proposing to provide intercity passenger rail service along nearly 350 miles of Florida's East Coast (FEC) Railway freight rail line and by expanding Amtrak's long-distance passenger rail service from Jacksonville to West Palm Beach, with service continuing to Miami on the existing South Florida Rail Corridor (SFRC) Amtrak route. The project study corridor traverses through eleven (11) different Florida counties, which from north to south are Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward and Miami-Dade. The proposed project is anticipated to be considered for funding through the FRA High Speed Intercity Passenger Rail (HSIPR) Program as part of the American Reinvestment and Recovery Act (ARRA). The Florida Department of Transportation (FDOT), District Four, is providing support for the completion of a National Environmental Policy Act (NEPA) Environmental Assessment (EA) document.

The project will include the addition of two southbound and two northbound passenger trains per day at speeds up to 90 mph on the FEC Railway. The existing freight service on the FEC Railway would be maintained in the proposed condition.

No infrastructure improvements are proposed on the SFRC from West Palm Beach to Miami and the existing Amtrak train speeds (up to 79 mph) will be maintained on the SFRC. Other improvements proposed as part of this project include: eight (8) new passenger stations (involving three renovated former station buildings) between Jacksonville and Stuart, new track sidings (2,500 feet) at the new stations; track signal control; twenty-nine (29) curve miles of surface replacement track work of the existing rail line; upgrades at existing highway and pedestrian crossings; new railroad crossings at sidings only; and realignment of the Northwood Crossover in Palm Beach County.

In compliance with Section 106 of the National Historic Preservation Act of 1966, preliminary consultation with the State Historic Preservation Officer (SHPO) resulted in a methodology for a Cultural Resources Assessment Survey (CRAS). As a result, a CRAS was conducted for this large-scale project and is currently under review by your office.

Volume I reports on the cultural resource assessment survey along the mainline of the FEC Amtrak Passenger Rail project corridor between Jacksonville and West Palm Beach. The purpose of this investigation was to identify known and potential historic properties that could be affected by the proposed passenger rail service along the FEC mainline. The mainline survey focused on grade crossings and bridges. Fieldwork at grade crossings was conducted by PCI in May and June 2010, and documentation of bridges along the mainline was performed by Janus Research in May 2010. Located along the project corridor were 288 grade crossings, 78 of which required field visits to make visual assessments. The results of the grade crossing assessments demonstrated that in no cases was the proposed Amtrak traffic expected to cause any adverse effects to previously recorded historic districts, potential historic districts, or other nearby historic properties. Twenty-two bridges were documented along the mainline. Two of the bridges have previously been determined eligible for the NRHP by the SHPO, and three additional bridges are considered potentially eligible for individual listing on the NRHP as a result of this survey. Additionally, 14 bridges are considered to be contributing elements to a linear historic district. Since none of the historic bridges will need to be altered to accommodate the proposed passenger rail service and there is no work planned for any of the bridges, the proposed project will not have any adverse impacts to these resources. Additionally, there are no noise or vibration effects to land uses adjacent to the FEC Railway as a result of the proposed action.

Volume II reports on the cultural resource assessment survey of the Northwood Crossing, a proposed new construction project that will link the existing FEC rail line with the existing CSX (formerly Seaboard Air Line) rail line, allowing for passenger cars to continue to Miami. A total of 39 cultural resources were recorded and evaluated within the APE for the Northwood Connection project corridor (one historic district includes 13 individual resources). Five resources were previously recorded—Ouonset Hut Row (PB9907), the FEC Railway (PB12102), the SAL Railroad (PB12917), the Evergreen Cemetery (PB218), and the Hurricane of 1928 African American Mass Burial site (PB11548). Of these, only the mass burial site has been formally nominated for listing in the NRHP. Quonset Hut Row is considered potentially eligible for listing in the National Register as a historic district for its local significance under Criterion C in the category of Architecture. The Evergreen Cemetery and Quonset Hut Row have not been formally evaluated by SHPO to date. There is one potentially eligible or significant cultural resource in the Northwood Connection APE, the 25th Street Scatter (PB14830). Given the potential for information important to our understanding of the development of West Palm Beach in the twentieth century, PCI recommends the site be considered potentially eligible for listing on the NRHP. As the specific area to be impacted by the Northwood Connection project corridor contains only mid-century fill material and lacks integrity, construction of the railroad connection in this portion of the site does not constitute an adverse effect to site PB14830.

Volume III reports on the cultural resource assessment survey of 25 station alternatives within 8 different cities associated within the FEC Amtrak Passenger Rail project. The purpose of this investigation was to document cultural resources within and adjacent to each station alternative project limits and assess their potential eligibility for listing on the NRHP. Fieldwork was conducted by PCI in April and May 2010. A total of 303 cultural resources was recorded during the project, 130 of which were previously recorded and 173 of which were newly recorded. The previously recorded resources included 114 structures, 12 resource groups, 3 archaeological sites, and 1 cemetery. Eleven of the previously recorded resources have been listed on the NRHP; 23 are considered potentially eligible or eligible; 80 are considered ineligible; and 16 structures were noted to have been destroyed. The newly recorded resources included 168 structures, 2 bridges, 2 resource groups, and 1 archaeological site. Most of the newly recorded resources have been recommended as ineligible for the NRHP with the exception of one linear resource, the FEC

mainline within Indian River County (8IR1497), which has been recommended as potentially eligible for the NRHP. St. Augustine Station Alternative 2 was determined to have a potentially adverse effect on a NRHP-eligible resource (8SJ5036, the FEC railroad), since it would involve partial realignment to the railroad. Based on the results of surveys at the remaining 24 station alternatives, it is the opinion of PCI that their development would not adversely affect any cultural resources that meet the minimum criteria for NRHP listing. It has been previously determined that returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway. St. Augustine Station Alternative 1 involves adaptive reuse of SJ5476, a potentially eligible train station, which should be done in consultation with the SHPO. Similarly, Titusville Station Alternative 2, while not having an adverse effect on any historic properties, involves adaptive reuse of 8BR468, a potentially eligible train station, which should be done in consultation with the SHPO.

In summary, the following sites were found to be listed on the NRHP: BR177, BR215, BR1710, FL86, IR68, IR624, IR975, IR1048A, MT86, MT348, PB11548, SJ2462, SL0289, SL0799, VO7188, VO697, VO7125, and VO7056. The following sites were previously found to be eligible or potentially eligible for listing on the NRHP by DHR: BR1569, BR1870, FL298, IR1497, MT1450, PB12102, SJ5036, SL3014, VO8606 (all components of the FEC Rail Line), BR1163, BR1569, BR1777, DU13284, DU17719, DU17729, DU6573, IR1048B, MT1382, PB9906, SJ147, SJ2492, SJ3482, SJ5298, SL0826, VO255, and VO7195. Lastly, the following sites were recommended potentially eligible for listing on the NRHP as a result of these studies: BR2173, BR425, BR426, BR430, BR465, BR468, MT130, MT131, MT84, PB00218, PB09907, PB14830, PB14843, PB14844, PB14845, PB14846, PB14847, PB14848, PB14849, PB14850, PB14851, PB14854, PB14855, PB14864, SJ5476, SJ5477, SJ5478, VO5571, VO5904, and VO5988. Three bridges without site numbers were also found to be potentially eligible for listing on the NRHP. The following table contains further information about the above-listed resources (Table 1).

ie 1. Summary of potentially eligible and eligible resources evaluated in three-volume CRAS

				Survey of Transcript	Prior Side of Systemics		Action Industry
8BR1870, FL298, IR1497, MT1450, PB12102, SJ5036, SL3014, VO8606	Florida East Coast Railroad	Linear Resource	1881-1932, 1892-1957, Nineteenth century American, Twentieth century American	Not Reevaluated	Potentially Eligible	None, per DHR determination	
BR177	St. Gabriel's Episcopal Church	Historic Structure			Listed 1972	Viewshed, Noise	No adverse effects
BR1163	Mattle Lamar House	Historic Structure	1917	Potentially eligible	Potentially eligible	Viewshed, noise	No adverse effects
BR1569	Martha Hankins House of Triumph	Historic Structure	c1912	Potentially eligible	Potentially eligible	Viewshed, noise	No adverse effects
BR1710	Jorgensen's General Store	Historic Structure			Listed 1999	Viewshed, Noise	No adverse effects
BR1777	Cocca Cemetery	Cemetery	1890	Potentially eligible	Potentially eligible	Viewshed, noise	No adverse effects
BR215	Florida Power and Light Company Ice Plant	Historic Structure	1927		NRHP-listed	Viewshed, noise	No adverse effects
BR425	Hill Hotel and Apartments	Historic Structure	1925	Potentially Eligible		Viewshed, noise	No adverse effects
BR426	428 Julia Street	Historic Structure	c1905	Potentially Eligible		Viewshed, noise	No adverse effects
BR430	423 Main Street	Historic Structure	c1910	Potentially Eligible		Viewshed, noise	No adverse effects
BR465	Brevard County Courthouse	Historic Structure	1912	Potentially Eligible		Viewshed, noise	No adverse effects
BR468	Titusville Train Station	Historic Structure	1925	Potentially Eligible		Adaptive Reuse	No adverse effects
BR2173	Hopkins Union Cypress Sawmill Historic District	Historic District	1912-1932	Potentially Eligible		Viewshed, noise	No adverse effects
DU6573	Old Jacksonville City Hall	Historic Structure		Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
DU13284	Myrtle Avenue Subway Bridge	Bridge	c1908	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
DU17718	Railroad Segment - 8SX	Linear Resource	Disston Era of Consolidation and Expansion (1881-1903)	Not Reevaluated	Potentially Eligible	None, per DHR determination	
DU17729	Seaboard Airline Railway	Linear Resource	Nineteenth century American, Twentieth century American	Not Reevaluated	Potentially Eligible	None, per DHR determination	
FL86	Bunneil State Bank Building, Old	Historic Structure			Listed 1992	Vlewshed, Noise	No adverse effects
IR68	Vero Railroad Station/IRC History Society Museum	Historic Structure	1903		NRHP-listed	Viewshed, noise	No adverse effects
IR624	Old Vero Beach Community Building	Historic Structure	1924		NRHP-listed	Viewshed, noise	No adverse effects
IR975	Vero Beach Diesel Power Plant/Vero Municipal Power	Historic Structure	1926		Listed 1999	Viewshed, Noise	No adverse effects

Viewshed, noise	Views	element of PB9907	THE PERSON NAMED IN COLUMN		,	7044004
		Potentially eligible;	American-20th Century	Historic Structure	Allen Cabinetry	PB14855
Viewshed, noise	Views	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	1025 25th Court	PB14854
Viewshed, noise	Views	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	Delisca Auto Repairs and Sales	PB14851
Viewshed, noise	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	Bernard Auto Storage	PB14850
Vlewshed, noise	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	O'Hara Landscape & Maintenance/West Building	PB14849
Viewshed, noise	Views	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	O'Hara Landscape & Maintenance/East Building	PB14848
Viewshed, noise	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	957 25th Court	PB14847
Viewshed, noise	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	955 25th Court	PB14846
Viewshed, noise	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	Miotto 2000	PB14845
Viewshed, noise No adverse effects	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	Miotto 2000 Tile and Marble Works	PB14844
Viewshed, noise No adverse effects	View	Potentially eligible; element of PB9907	American-20th Century	Historic Structure	š	PB14843
Removal of fill portion of site does northwest corner adverse effect to the site.	Rem mate north	Potentially eligible	American-20th Century	Archaeological Site	25th Street Scatter Site	PB14830
Viewshed, noise No adverse effects	NRHP-Listed View		1928	Cemetery	Hurricane of 1928 African American Mass Burial Site	PB11548
	Not Evaluated by SHPO View	Potentially eligible	American-20th Century	Historical District	Quonset Hut Row	PB09907
	Potentially Eligible View	Not Reevaluated	1920	Historical District	Northwood Hills Historic District	PB09906
Viewshed, noise No adverse effects	Not Evaluated by SHPO View	Potentially eligible	1916	Cemetery	Evergreen Cemetery	PB00218
Viewshed, Noise No adverse effects	Potentially Eligible View	Not Reevaluated		Bridge	Loxahatchee River Bascule Bridge	Not Requested
Viewshed, Noise No adverse effects	Potentially Eligible View	Not Reevaluated	c1926	Bridge	Sebastian River Bridge	Not Requested
	Potentially Eligible View	Not Reevaluated	1924	Bridge	St. John's River Bascule Bridge	Not Requested
Viewshed, Noise No adverse effects	Potentially Eligible View	Not Reevaluated	c1938	Bridge		MT1382
Viewshed, noise No adverse effects	NRHP-listed View		c1940	Historic Structure	2	MT348
Viewshed, noise	View	Potentially Eligible	1925	Historic Structure	Hobe Sound Cabinetry	MT131
	View	Potentially Eligible	1917	Historic Structure	East Coast Lumber & Supply	MT130
Viewshed, Noise No adverse effects	Listed 1993 View			Historic Structure	Lyric Theatre	MT86
Viewshed, noise	View	Potentially Eligible	1913	Historic Structure	Feroe Building	MT84
Viewshed, Noise	Potentially Eligible View	Not Reevaluated	Nineteenth century American, Twentieth century American	Historical District	Old Town Sebastian Historic Dist East	IR1048B
Vlewshed, Nolse	Listed 2004 View		Nineteenth century American, Twentieth century American	Historic Structure	Old Town Sebastian Historic District, West	IR1048A

FEC Amtrak Passenger Rail Study Commitments page 6

V07195 Ros		VO7125 Dist	VO7056 Tun	VO5988 Chu	VO5904 DB	V05571 Dur	VO697 Cost	VO255 Old	SL0826 Fra	SL0799 Sur	SL0289 Old	SJ5478 FE	SJ5477 FE	SJ5476 FE	\$J5298 Kin	SJ3482 Old	SJ2492 FE	SJ2482 His	SJ147 79.
Rose Bay Causeway	Southwest Daytona Beach Black Heritage District	District Avenue Historic	Turnbull Canal System	New Mount Zion Baptist Church	DB Water Softening Plant	Dunn Lumber & Hardware	Port Orange Florida East Coast Rallway Freight Depot	Old King's Road	Frank Tyler House	Sunrise Theatre	Old Fort Pierce City Hall	FEC Freight Building C	FEC Freight Building B	FEC Freight Building A	King Street	Old King's Road	FEC Railroad Park	Model Land Company Historic District	79 Almeria Street
Linear Resource	Historic District	Historic District	Canal; Historic earthworks; Inundated land site; Land-terrestrial; Other, Freshwater submerged site	Historic Structure	Historic Structure	Historic Structure	Historic Structure	Linear Resource	Historic Structure	Historic Structure	Historic Structure	Historic Structure	Historic Structure	Historic Structure	Linear Resource	Linear Resource	Designed Historic Landscape	Historic District	Historic Structure
Nineteenth century American, Twentieth century American	1884-1948			c1940	1937	c1940		American Acquisition/Territorial Develop; American Civil War	1924	1923	1925	1955-1960	1955-1960	1955-1960	Nineteenth century American, Twentieth century American	American, 1821-present	c1890	19th and 20th Century	c1915
Not Reevaluated				Potentially Eligible	Potentially Eligible	Potentially Eligible		Not Reevaluated	Potentially Eligible			Potentially Eligible	Potentially Eligible	Potentially Eligible	Not Reevaluated	Not Reevaluated	Potentially Eligible		Potentially Eligible
Potentially Eligible	Listed 1997	Listed 1998	Listed 2007				Listed 1998	Potentially Eligible	Potentially Eligible	NRHP-listed	Listed 2001				Potentially Eligible	Potentially Eligible	Potentially Eligible	NRHP-listed	Potentially Eligible
Viewshed, Noise	Viewshed, Noise	Viewshed, Nolse	Viewshed, Noise	Viewshed, Noise	Viewshed, Noise	Viewshed, Noise	Viewshed, Noise	Viewshed, Noise	Viewshed, noise	Viewshed, noise	Viewshed, noise	Viewshed, Noise	Viewshed, Noise	Adaptive Reuse	Viewshed, Noise	Viewshed, Noise	Viewshed, noise	Viewshed, noise	Viewshed, noise
No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects	No adverse effects

On July 20, 2010, a meeting took place with SHPO and FDOT at which the results of the CRAS reports were presented and discussed. A conference call on July 22, 2010 with SHPO, FDOT, and FRA was held to further discuss the project and anticipated CRAS submittal. During a follow-up meeting on July 26, 2010 with SHPO and FDOT, more specific discussion took place, which included the development of commitments that would result in a No Adverse Effect finding.

As a result of those and other discussions, FDOT, in cooperation with the FRA, will fulfill the following commitments before project construction activities are undertaken:

- FDOT will provide monitoring by a qualified archaeologist of the archaeological resources at the Northwood Crossover, including the entire segment of the new construction between the FEC and Tri-Rail lines. In addition staging/stockpiling will not occur in the Northwood Crossover area that contains sensitive archaeological resources;
- FDOT will develop an Unanticipated Finds Plan for construction in the Northwood Crossover area;
- 3. FDOT will utilize special geo-cloth and construction methods at a shallow depth in order to avoid possible impacts during construction at the Northwood Crossover area;
- FDOT will notify SHPO as soon as possible if there are modifications to this proposed project which may result in effects to historic rail-related infrastructure, including resources removed, altered, or destroyed;
- FDOT will provide more project information as it becomes available for proposed at grade crossings, and demonstrate to SHPO that these improvements will avoid effects to adjacent historic resources with better assurances regarding potential effects to historic resources;
- 6. FDOT will continue to consult with SHPO during the development of plans at the station locations and improvements that are in proximity to historic districts to ensure there will be no adverse effects to historic districts:
- FDOT will consult with SHPO to ensure Secretary of the Interior Standards for the Treatment of
  Historic Properties are followed when rehabilitating and adaptively re-using historic
  stations/buildings for St. Augustine, Titusville and Vero Beach Preferred Station Locations.

These stipulations underscore the FDOT's commitment to avoid or minimize adverse effects to the significant historic properties located within the project APE. Contingent upon on-going consultation with your office and the specific proposed actions outlined above, we look forward to your concurrence with the determination that the proposed undertaking will have a No Adverse Effect on significant properties identified in the CRAS documents.

We look forward to working with you and your staff in finalizing design plans which enhance the historic values embodied in these significant properties.

Sincerely

Gregor Senger

Transit Development Project Manager

Florida Department of Transportation - District Four

Cc: Catherine Kauffman/FRA

www.dot.state.fl.us

The FDOT finds the attached Cultural Resources Assessment Report complete and sufficient and approves / does not approve the above recommendations and findings.
The FDOT requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.
SHPO Comments:
The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment
Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 20/0-3685.
HM W 8/4/2010
Mr. Scott M. Strok, III Director, and State Historic Preservation Officer
Florida Division of Historical Resources

#### **DRAFT MEETING SUMMARY**

FRA and SHPO Consultation Meeting Held November 20, 2013, 10:30AM to 12:00PM

South Florida Freight and Passenger Rail Enhancement Projects
Phase 1A – Rehabilitate Existing Northwood Connection; FPID: 434948-1
Phase 1B – IRIS NE Connection; FPID: 433514-1
Phase 2 – New Northwood Connection; FPID: 434948-2

#### **ATTENDEES**

Ann Broadwell/FDOT D4
Lynn Kelley/FDOT D4
Roy Jackson/FDOT Central Office
Mary Hassell/FRA
Todd McIntyre/FRA
John Winkle/FRA
Dan McClarnon/SHPO

Ginny Jones/SHPO
Sunserea Dalton/CH2M HILL
Allie Joiner/CH2M HILL
Tara Jones/CH2M HILL
Ken Hardin/Janus Research
Amy Streelman/Janus Research

The purpose of the meeting was to present the three separate rail connection projects and discuss the results of the Cultural Resources Assessment Surveys and potential effects to the Federal Rail Administration (FRA) and the State Historic Preservation Office (SHPO) prior to submitting documentation to determine a Categorical Exclusion Class of Action (COA).

The meeting invitation was sent to members of FDOT District 4, FDOT Central Office, FRA and SHPO with a GoTo Webinar invitation where attendees could register for the meeting. Fourteen attendees were present via the webinar. The following summary provides an overview summary to document the information presented at the meeting and comments that were discussed during the presentation. The webinar was initiated by Ann Broadwell with introductions and the purpose of the meeting. FRA representation included John Winkle who confirmed he will be taking over NEPA coordination for Mary Hassell.

#### **Project Overview:**

Tara Jones provided a project overview. She related that the Northwood area was previously studied in 2010 and that a Cultural Resource Assessment Survey (CRAS) was completed with a concurrence of no impact to linear railroad resources and no adverse effect to other cultural resources from SHPO (SHPO letter dated 08/04/2010, DHR File 2010-368). She also mentioned that there had been a reconnaissance survey done of the Little River Spur in 2009 but no CRAS was prepared at that time. Tara then explained that there were three independent projects with independent utility in two study areas: (1) two projects (Phase 1A and 2) in the Northwood area, north of downtown West Palm Beach in Palm Beach County and (2) Phase 1B in a heavy industrial area in east Hialeah within northwest Miami-Dade County. She reported that these actions are expected to all be Category Exclusions (CE) pending FRA review. Tara Jones then explained that the purpose of all of the projects was to provide direct connections between the Florida East Coast (FEC) Railroad and the South Florida Rail Corridor (SFRC)

which will accommodate existing freight traffic and projected growth in freight rail operations with the growth of shipments coming into the area. Sunserea clarified that each project has its own development path: Phase 1A and 1B could proceed to straight into design because there is no right-of-way acquisition. Phase 2 has to have a property acquisition phase first.

#### Changes since 2010 in Northwood Study Area:

Mary Hassell asked for clarification on the changes to the proposed action since the 2010 CRAS was prepared and for further documentation of the changes. It was discussed that the proposed action for the 2010 study (FEC AMTRAK Passenger Rail Study) in the Northwood area was based on the partial relocation of Amtrak passenger rail (two daily existing Amtrak trains would relocate to the FEC Railway that currently operate on the CSX/SFRC corridor and it would involve new stations along the FEC Railway between Jacksonville and West Palm Beach. Since 2010, the following has occurred:

- The proposed rail operations for the South Florida Freight and Passenger Rail Enhancement projects are based on accommodating existing and future freight trains (consistent with historic freight levels). The FEC AMTRAK passenger rail project was not funded: consequently, passenger rail is not the focus of these studies. Any future passenger rail studies ongoing or re-initiated would be a separate action.
- The 2013 concept for the connection in Northwood was developed with over a year in coordination with the City of West Palm Beach and the Palm Beach MPO and included wyes (track connecting to north & south) on both sides of the alignment. The 2010 preferred alignment was developed to minimize impacts to the Storm of '28 Mass Grave Site, the Evergreen Cemetery and Quonset Hut Row. In 2012, the City requested that FDOT reduce the property impacts to minimize the economic impact to the City's Community Redevelopment Area (CRA) tax base. The alignment was not changed from 2010 to avoid direct impacts to the Storm of '28 Mass Grave Site, the Evergreen Cemetery and Quonset Hut Row. However, the track connections were revised to the Sconfiguration to maximize the use of the existing track configuration, to minimize property impacts to the extent feasible on and minimize major reconstruction efforts on 25<sup>th</sup> Street.
- The preliminary concept for the Northwood connection was revised resulting in two independent projects - Phase 1A which rehabilitates the existing connection and requires no right-of-way; and Phase 2 which is a new alignment that requires approximately 2 acres of right-of-way. The single track Phase 2 connection has the same alignment as the 2010 concept. Both projects are within the same Area of Potential Affect (APE).
- As a result of these changes, the APE was refined and the 2010 CRAS and effects are being updated in a CRAS Addendum.

Sunserea verified that the cultural resource documents will include background of the changes since 2010. The special conditions for the no adverse effect finding in Northwood is documented in the SHPO letter dated 08/04/2010. The IRIS study area was not included in the 2010 CRAS.

#### IRIS Phase 1B - IRIS NE Connection FPID: 433514-1

#### Miami-Dade County, Florida

Tara provided a description of the IRIS NE Connection. In addition to the active SFRC and FEC rail corridors in the study area, Lynn Kelly clarified that the Metrorail (Miami-Dade transit, an

elevated heavy-rail rapid transit system) is located north of the study area along E 25th Street/NW 79th Street and should be labeled in the project documents.

Amy Streelman provided the CRAS findings. A discussion followed to clarify the anticipated effects, the submittal process for the administrative record:

- the IRIS Phase 1B project is not anticipated to adversely affect resources in the APE;
- a CRAS is being prepared to document the findings and will be submitted to SHPO and FRA for concurrent review and comment;
- a letter of transmittal will be provided that documents the effects to the significant linear resources, and requesting SHPO concurrence on findings and effects.

#### Northwood Phase 1A – Phase 1A Rehabilitate Existing Northwood Connection FPID: 434948-1 & Phase 2 New Northwood Connection FPID: 434948-2

#### Palm Beach County, Florida

Tara provided a description of the Northwood Connections Phase 1A, an existing track that was operational for freight until 2004; and Phase 2 which will involve construction of a new track. Amy Streelman provided the CRAS findings and potential effects which are being updated from 2010. Amy Streelman explained the cultural resources in the Northwood APE by first showing the 2010 CRAS results map and then a map of the current CRAS Addendum results. She informed everyone that, in the CRAS Addendum, 34 cultural resources were identified: 33 historic resources and one archaeological site. Ten of these resources are newly recorded and are considered National Register-ineligible pending SHPO review.

Ken Hardin stated that a lot of coordination occurred in 2010 making sure that the project did not affect the Storm of '28 mass burial site (i.e., the Hurricane of 1928 African American Mass Burial Site (8PB11548) which is National Register-listed). He also stated that it is highly likely that the scatter continues under 25th Street and is beyond the boundaries shown on the maps. Portions of the scatter have been covered over with asphalt so we have to be very careful to avoid impacts to that area. It was clarified that the recommended Phase 2 configuration was developed to avoid major reconstruction on 25th Street.

A discussion followed to clarify the anticipated effects, the submittal process for the administrative record:

- the Phase 1A project in located within the existing connection which is still considered active; therefore the project is not anticipated to adversely affect linear resources in the APE and will have no adverse effects to other resources within the revised APE;
- the Phase 2 project is located on new alignment and is not anticipated to adversely affect linear resources; and will have no adverse effect to other resources within the revised APE;
- the Phase 2 project impacts approximately 0.27 acres of the 25th Street Scatter Site (8PB14830), in the parcel owned by Florida Power and Light: There is potential removal of fill materials (some overburden, modern rubble fill) in the northwest corner; disturbance in this portion of site does not constitute an adverse effect. The removal of this overburden is necessary to avoid major reconstruction of 25<sup>th</sup> Street where the rail profile needs to meet the road.
- a CRAS Addendum is being prepared to document the findings and will be submitted to SHPO and FRA for concurrent review and comment;

- a letter of transmittal will be provided that documents the changes since the previous 2010 study (with 2010 and 2013 APE maps and concepts), effects to linear resources, effects other resources, special conditions (prior to and during construction), and requesting SHPO concurrence on findings and effects.

#### Conclusion

John Winkle/FRA noted that until formal SHPO concurrence is made on CRAS and effects that the CE will not be signed and approved as final. However, FRA agreed that they will begin reviewing the CE documents [submitted 11/22/13] and coordinate any comments in meantime so everything is finalized and ready to go once SHPO concurrence is received. This approach is consistent with the project schedule we previously submitted to obtain environmental clearance by January 2014. It was discussed that to expedite project approvals, SHPO and FRA would review documents concurrently and coordination by telephone and emails to resolve questions. Rob/ FDOT Project Manager and Ann/FDOT District Environmental Administrator could be contact anytime for comments or questions.

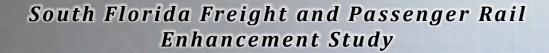
#### Next Steps

- 1. Draft CE documents for all projects will be submittal to FRA for review and comment prior to SHPO concurrence on effects (electronic deliverables)
- 2. The CRAS documents are being reviewed by District 4 and Roy Jackson
- 3. Study team will revise CRAS documents pending FDOT comment and prepare the draft transmittal/request for concurrence letters with documentation of potential effects.
- 4. CRAS will be submitted to FRA and SHPO for concurrent review (electronic and hard copy if document is not 100s of pages)
- 5. FRA determination on effects to Cultural Resources and decision on Class of Action is pending SHPO concurrence.

Attached: PowerPoint Presentation

#### **END OF MEETING SUMMARY**

These meeting minutes are a summary of items discussed at the above meeting and will be considered final unless revisions are requested within ten (10) days of receipt.



Phase 1B IRIS NE Connection, Miami-Dade County; FPID: 433514-1
Phases 1A and 2 Northwood Connections, Palm Beach County; FPID: 434948-1 & 434948-2



# FRA Cultural Resources Coordination Meeting

November 19, 2013

# Agenda

- Introductions
- Project Overview
- Phase 1B IRIS NE Connection
- Phases 1A and 2 Northwood Connections
- Next Steps
- Questions

# **PROJECT OVERVIEW**

# **Project Overview**

- Previous Studies
  - 2009 A reconnaissance survey of the Little River Spur (Iris); No CRAS
  - 2009 FEC Amtrak Service NEPA
  - 2010 FEC Amtrak Passenger Rail Draft EA (August 2010) and CRAS
    - SHPO letter dated 08/04/2010, DHR File 2010-368
    - Determination by SHPO of No impact to Railroad Linear Resources (FEC, CSX, Seaboard Airline)
    - Determination by SHPO of No Adverse Effect in Northwood
    - Commitments prior to construction activities
- Three Independent Projects:
  - Phase 1B CRAS
  - Phases 1A and 2 CRAS Addendum
  - Class of Action Categorical Exclusion anticipated
- FRA Coordination Presentation August 23, 2013

# **Project Overview**

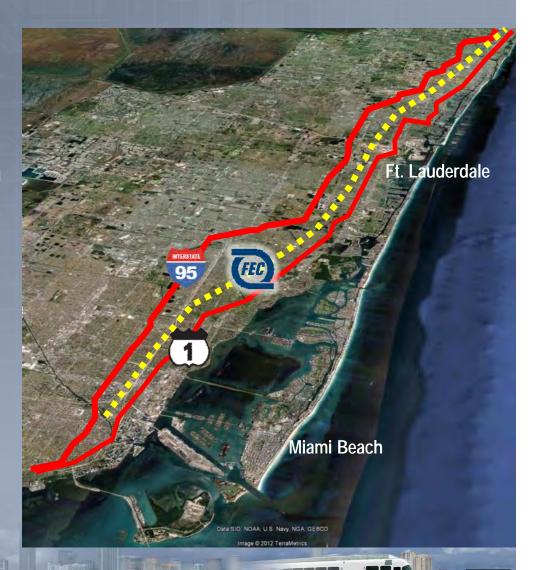
- Project Partners
  - FDOT, SFRTA, FEC and CSX Transportation (CSXT)
- Project Description
  - Provide freight connectivity between the existing FDOT owned South Florida Rail Corridor (SFRC) and the Florida East Coast (FEC) Railway
  - Requires infrastructure improvements to existing FEC/SFRC freight crossings at Northwood Connection (Palm Beach County) and IRIS (i.e. Little River Connection) in Miami-Dade County
  - Projects have independent utility to provide access to inland multimodal facilities
  - Interrelated Proposed Action: Potential of up to six freight trains in each direction daily on Northwood Connection and IRIS Connection; four trains operating on Northwood Connection as recent as 2004

# **Project Overview**

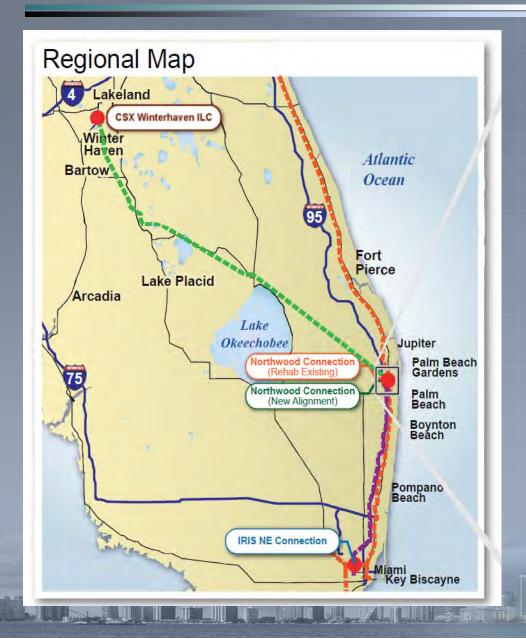
- Project Need
  - No direct connection between FEC and SFRC for freight connectivity
    - IRIS NE Connection (Miami-Dade County) Existing FEC/SFRC junction with no connectivity
    - Northwood Connection (Palm Beach County) Existing partial connection needs rehabilitation
  - Will accommodate existing freight traffic and projected growth in freight rail operations following expansion of Panama Canal and freight intermodal improvements at PortMiami, Port Everglades and the Port of Palm Beach
  - Inefficient freight traffic because of the lack of integration
  - Improvements will also facilitate future integrated passenger rail service

# **Project Setting**

- SFRC parallel to I-95 serves CSX
   Transportation, Amtrak and Tri Rail commuter service
- FEC serves FEC freight
  - Proposed All Aboard Florida high-speed, intercity passenger rail service
  - Proposed Tri-Rail Coastal Link commuter rail linking Miami, Fort Lauderdale and West Palm Beach



# **Three Independent Projects**



- Phase 1B IRISNE Connection
- Phase 1A –NorthwoodConnectionRehabilitation
- Phase 2 New Northwood Alignment
- Independent utility



FPID: 433514-1

**MIAMI-DADE COUNTY, FLORIDA** 

### **Phase 1B – IRIS NE Connection**





### **Phase 1B – IRIS NE Connection**

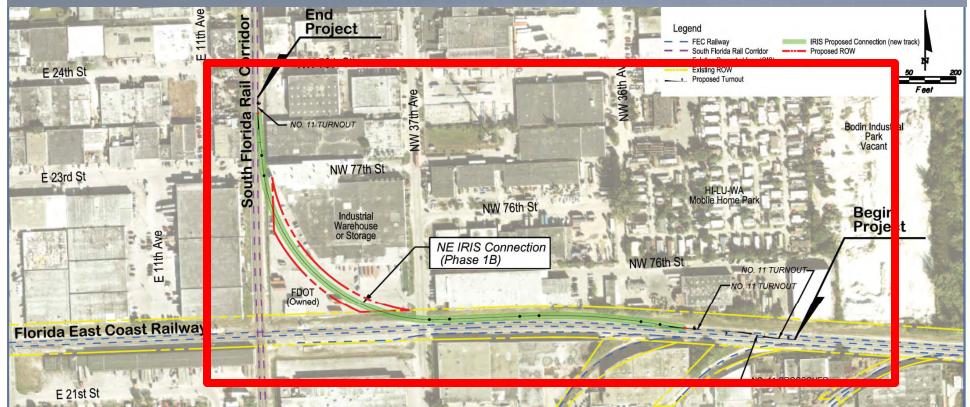
### IRIS Connection

- Existing Little River
   Connection between SFRC
   and FEC
- Diverges from FEC to "IRIS" interlocking at SFRC
- Just south of the Tri-Rail/CSXT Hialeah
   Maintenance facility in Miami
- NE quadrant only
- Previous Studies
  - Tri-Rail Coastal Link (SFECC) Phase 2 Alternatives Analysis/Preliminary Project Development



## Phase 1B - IRIS NE Connection

- Proposed Improvements
  - Construct a new single track connection from Little River Connection to SFRC
  - Within FDOT right-of-way
  - Facilitates freight connectivity from Port Miami
    - Provides access to maintenance facility
    - Provides direct access to north



# Phase 1B – IRIS NE Connection CRAS Historic Resources Results

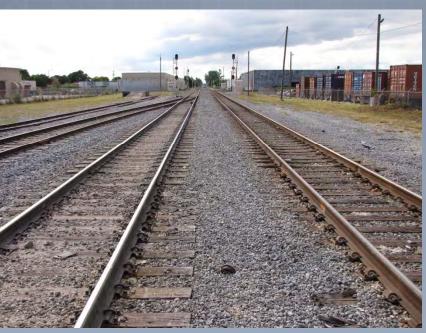
- The Cultural Resource Assessment Survey (CRAS) resulted in the identification of a total of eight historic resources, four of which were previously recorded (8DA6528, 8DA6529, 8DA10753, and 8DA11416), and four of which are newly recorded (8DA13750-8DA13753).
- Only the CSX Railroad (8DA10753) and Florida East Coast Railway Little River Spur (8DA11416) are eligible for listing in the National Register.
- The remaining five resources (8DA6528, 8DA6529, 8DA13750-8DA13753) are all vernacular buildings and are considered ineligible for inclusion in the National Register.

# National Register-Eligible Historic Resources within the Project APE

CSX Railroad (8DA10753)



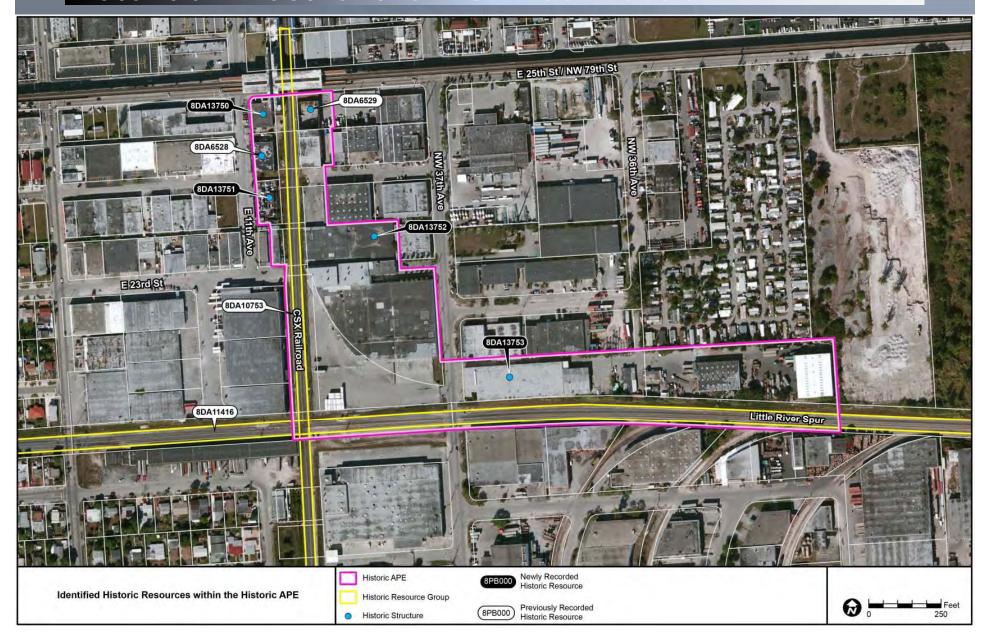




# **CRAS Archaeology Results**

- A search of the Florida Master Site File (FMSF) identified no previously recorded archaeological sites within one mile of the archaeological APE.
- No Miami-Dade County archaeological sites or zones are located within one mile of the APE.
- Background research and a reconnaissance survey confirmed the developed nature of the APE and its low archaeological probability.
- No natural soil was evident and shovel testing was not possible due to pavement and utilities.

# Identified Cultural Resources within the Area of Potential Effect for the Iris NE Connection



# **Potential Impacts to Resources**

### Pending Determination by FRA/SHPO:

- No potential impacts to linear resources anticipated
  - Within existing FDOT ROW

## FEC Amtrak Passenger Rail Study CRAS (2010)

- SHPO letter dated 08/04/2010, DHR File 2010-368
- Determination by SHPO of No impact to Railroad Linear Resources (FEC, CSX, Seaboard Airline)



REHABILITATE EXISTING NORTHWOOD CONNECTION

FPID: 434948-1

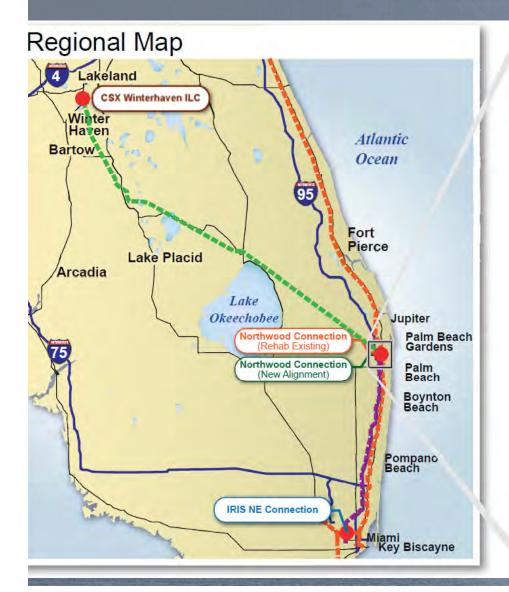
# PHASE 2

**NEW NORTHWOOD CONNECTION** 

FPID: 434948-2

PALM BEACH COUNTY, FLORIDA

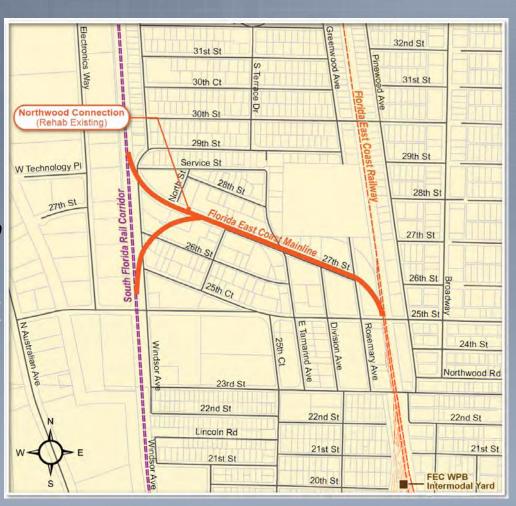
### **Phases 1A & 2 – Northwood Connections**





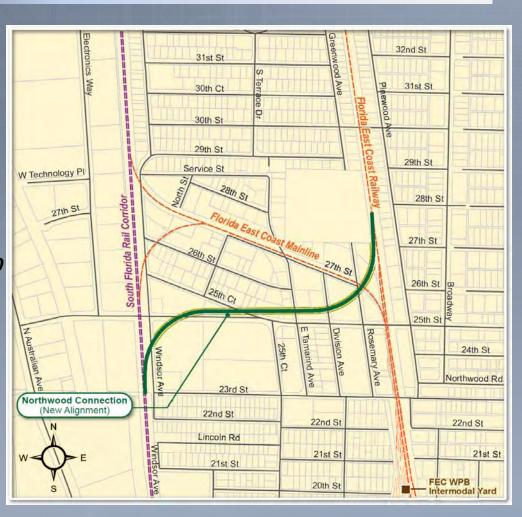
### Phase 1A – Northwood Connection Rehabilitation

- Proposed Improvements
  - Rehabilitate existing single track connection between FEC Railway and SFRC
  - Within existing FEC right-ofway
  - Facilitates freight connectivity from FEC NB to SFRC NB and SFRC SB to FFC SB
    - Port Everglades to CSX ILC or Port of Tampa
    - CSX ILC to Port Everglades/Port Miami
    - Access from SFRC to FEC's West Palm Beach intermodal yard

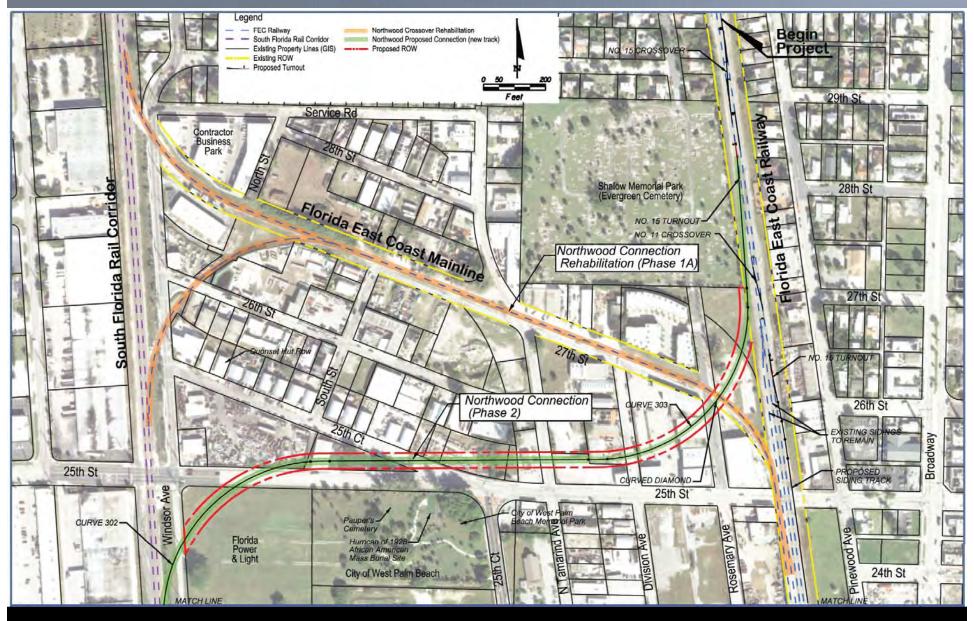


# Phase 2 – New Northwood Alignment

- Proposed Improvements
  - Construct new single track connection between FEC Railway and SFRC
  - Requires minimal right-ofway (approx. 2 acres)
  - Facilitates freight
     connectivity from FEC SB to
     SFRC SB and SFRC NB to
     FEC NB
    - FEC to South Florida Logistics Center/Miami International Airport



### **Phases 1A & 2 – Northwood Connections**



# Phases 1A & 2 -Northwood Connections Map Showing Results of 2010 CRAS



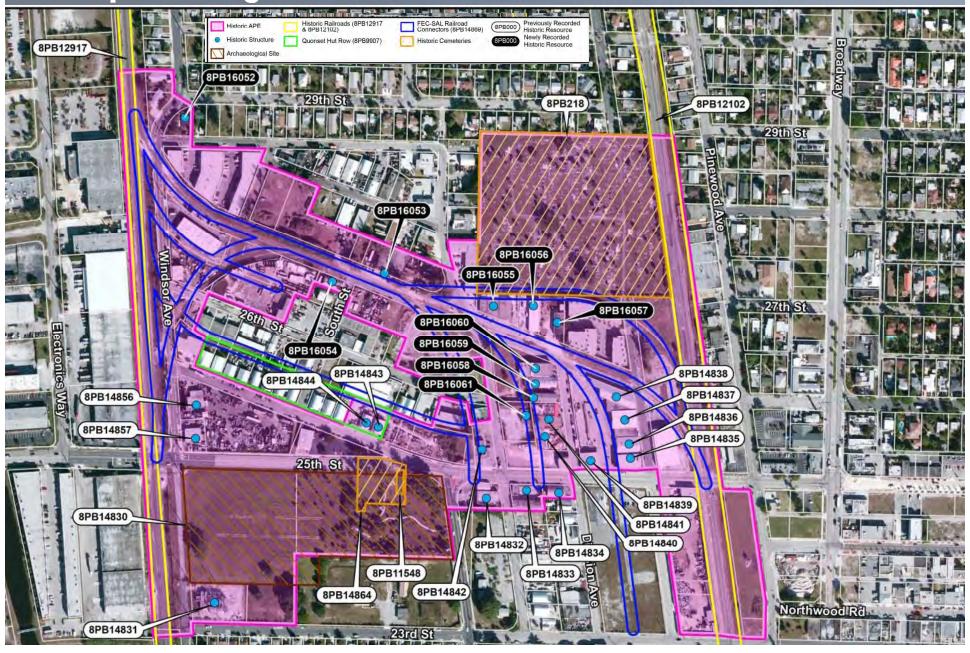
### **Results of the 2010 CRAS**

- 39 cultural resources were identified
- The Hurricane of 1928 African American Mass Burial Site (8PB11548) was previously listed in the National Register.
- Quonset Hut Row (8PB9907), Florida East Coast (FEC) Railway (8PB12102), Seaboard Air Line Railroad (8PB12917), and Evergreen Cemetery (8PB218), and the 25th Street Scatter Site (8PB14830) were all determined National Register-eligible.
- The 33 remaining cultural resources were all determined ineligible for inclusion in the National Register.
- Surface collection and shovel testing were conducted to evaluate the newly recorded 25th Street Scatter Site (8PB14830).

### **Results of the Current CRAS Addendum**

- 34 cultural resources identified
  - Consists of 33 historic resources and one archaeological site
  - There are fewer resources located within the current APE than in the 2010 CRAS due to changes in the project plans
- 10 of the 33 historic resources are newly recorded (8PB16052-8PB16061), and all 10 are considered National Register-ineligible
- The remaining 23 previously recorded historic resources were all documented during the 2010 CRAS, and all 23 remained unchanged since their previous recordation.
- The Hurricane of 1928 African American Mass Burial Site (8PB11548) remains National Register-listed; Quonset Hut Row (8PB9907), Florida East Coast (FEC) Railway (8PB12102), Seaboard Air Line Railroad (8PB12917), and Evergreen Cemetery (8PB218), and the 25th Street Scatter Site (8PB14830) remain National Register-eligible.
- No additional archaeological testing was conducted for the 25th Street Scatter (8PB14830) due to the nature of the area where the new alignment intersects with this site.

# Map Showing Results of the Current 2013 CRAS Addendum



## **Potential Impacts to Resources**

## Pending Determination by FRA/SHPO:

- No potential impacts to linear resources anticipated
- Phase 1A: No adverse effects anticipated
  - No noise impacts anticipated
- Phase 2: No adverse effects anticipated
  - Potential viewshed, Minimal noise impacts
  - 25th Street Scatter Site (8PB14830): Potential removal of fill materials (some overburden, modern rubble fill) in NW corner; disturbance in this portion of site does not constitute an adverse effect

### FEC Amtrak Passenger Rail Study CRAS (2010)

- SHPO letter dated 08/04/2010, DHR File 2010-368
- Determination by SHPO of No impact to Railroad Linear Resources (FEC, CSX, Seaboard Airline)
- Determination by SHPO of No Adverse Effect in Northwood
- Commitments prior to construction activities



- Submit FRA Categorical Exclusion Worksheet 11/21/13
- Submit CRAS and Effects/Updated Concurrence letter
- NEPA phase anticipated to be complete January 2014

### **Contact Information**

- Robert E. Bostian, Jr. P.E
   FDOT Project Manager
   FDOT District 4
   3400 West Commercial Boulevard
   Fort Lauderdale, Florida 33309-3421
   (957) 777-4427
   Robert.Bostian@dot.state.fl.us
- Ann Broadwell
   District Environmental Administrator
   FDOT District 4
   3400 West Commercial Boulevard
   Fort Lauderdale, Florida 33309-3421
   (954) 777-4325
   Ann.Broadwell@dot.state.fl.us

#### Jones, Tara/ORL

From: Young, Richard [Richard.Young@dot.state.fl.us]

Sent: Wednesday, October 23, 2013 3:15 PM

To: Dalton, Sunserea/ORL

**Subject:** FW: Subject: Notice: Advance Notification and Federal Consistency Review have begun for

FMN#434948-1

Categories: Red Category

For your use.

Richard A. Young, P.E. District Project Development Engineer FDOT District 4 richard.young@dot.state.fl.us (954) 777-4323 Fax (954) 777-4310

From: Wiglesworth, Chris [mailto:Chris.Wiglesworth@deo.myflorida.com]

Sent: Wednesday, October 23, 2013 10:46 AM

To: Young, Richard

Cc: Biblo, Adam A; Preston, Matt; Stansbury, James

Subject: RE: Subject: Notice: Advance Notification and Federal Consistency Review have begun for FMN#434948-1

Dear Richard,

DEO Staff has reviewed the project (to rehabilitate Northwood Connection - Phase 1A, FN# 43494813201) and found it consistent with the City of West Palm Beach Comprehensive Plan, adopted December, 2012. We have no further comments on the project. If you have any questions, please let me know.

Have a nice day,

#### Chris

Chris A. Wiglesworth
Senior Planner
Florida Department of Economic Opportunity
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399
TEL: 850-717-8515

Email: chris.wiglesworth@deo.myflorida.com

**From:** Young, Richard [mailto:Richard.Young@dot.state.fl.us]

**Sent:** Friday, October 11, 2013 5:09 PM

**To:** <a href="mailto:linda.anderson@dot.gov">linda.anderson@dot.gov</a>; <a href="mailto:bent@dot.gov">benito.cunill@dot.gov</a>; <a href="mailto:Delta:Del

lauren.milligan@dep.state.fl.us; chris.stahl@dep.state.fl.us; ginny.jones@dos.myflorida.com;

daniel.mcclarnon@dos.myflorida.com; alyssa.mcmanus@dos.myflorida.com; timothy.parsons@dos.myflorida.com; Bixby,

Marjorie; jennifer.goff@myfwc.com; scott.sanders@myfwc.com; Post, John M.; brandon.howard@noaa.gov; anita barnett@nps.gov; rick.a.robbins@fl.usda.gov; paulbackhouse@semtribe.com; alisonswing@semtribe.com; bconmy@sfwmd.gov; cderojas@sfwmd.gov; jmorganj@sfwmd.gov; mparrott@sfwmd.gov; robert.b.barron@usace.army.mil; garett.g.lips@usace.army.mil; evelyn.smart@uscg.mil; brosen@usgs.gov; budeir.maher@epa.gov; john wrublik@fws.gov; terry.gilbert@myfwc.com; maryann.poole@myfwc.com; mbrunot@tcrpc.org; randall.d.overton@uscg.mil; dominy.madolyn@epa.gov; Broadwell, Ann L; vsandanasamy@palmbeachmpo.org; mary.hassell@dot.gov; todd.mcintyre@dot.gov; quintyj@sfrta.fl.gov; ahansen@wpb.org; fstubbs@pbcqov.org; bkelley@wpb.org

**Subject:** Subject: Notice: Advance Notification and Federal Consistency Review have begun for FMN#434948-1

The Florida State Clearinghouse federal consistency review period has begun for the following project. This notice also constitutes the Advance Notification (AN) in accordance with Presidential Executive Order 12372. Please review instructions below and then submit any comments as noted on the attached AN package.

Please note - this is a minor rail rehabilitation project not requiring an ETDM screen. However, the existing rail alignment has been previously screened (refer to ETDM #12796).

ETDM #: N/A

PROJECT NAME: Rehabilitate Northwood Connection (Phase 1A)

FINANCIAL #: 43494813201

FEDERAL INVOLVEMENT: Federal Funding, Federal Action, Federal Permit, Maintain Federal

Eligibility

ACE PROJECT: N ALTERNATIVES: 1

MODES: Rail Facility

SIS: N DISTRICT: 4

COUNTY: Palm Beach

PLANNING ORGANIZATION: FDOT District 4

SCREEN: N/A

REVIEW START: Friday, 10/11/2013 REVIEW END: Monday, 11/25/2013

ETDM COORDINATOR: Richard Young

(954) 777-4323

richard.young@dot.state.fl.us

PROJECT MANAGER: None assigned at this time

LEAD AGENCY: FRA

CLASS OF ACTION (COA): Not determined at this time

The Advance Notification Package is attached.

\_\_\_\_\_\_

The review period starts today 11-Oct-13, and will end in 45 days, on 25-Nov-13.

\_\_\_\_\_\_

The following Water Management District(s) should review this project:

SOUTH FLORIDA WATER MANAGEMENT DISTRICT

------

The following agencies have been identified as potentially exempted from this project screening event. These agencies should review the Advance Notification Package and participate in the review screening at their own discretion.

Federal Transit Administration Federal Highway Administration

\_\_\_\_\_\_

Federal Consistency Reviewers for their agency should reference the "Federal Consistency Review" instructions below.

Your review of this project should include:

- \* Review of Project Description and Purpose and Need
- \* Commentary on potential direct and secondary effects. Consider:
  - Studies and other data about the area
  - Your professional knowledge about potential effects in the area
- \* Scoping recommendations for future project development phase to address:
  - Potential technical studies necessary to evaluate potential project effects
  - Identify critical issues/resources for analysis during NEPA

Your commentary and input will be used to assist in determining the Class of Action for the NEPA study.

For those involved in Sociocultural Effects Evaluations, please review the 'SCE Guide ETDM' document at <a href="http://www.dot.state.fl.us/emo/pubs/sce/sce1.shtm">http://www.dot.state.fl.us/emo/pubs/sce/sce1.shtm</a>.

If you have any technical questions, please contact Richard Young at richard.young@dot.state.fl.us

NOTICE TO MPO ETDM Coordinators and CLCs: Some projects may not fall within your geographic jurisdiction; however, the Department would not want to prevent you from commenting on a project if you believe that it may impact your organization. Therefore, you are being notified of any project entering a review cycle within your FDOT District.

\_\_\_\_\_

INSTRUCTIONS FOR FEDERAL CONSISTENCY REVIEW: The Florida State Clearinghouse requests that applicable state agency contacts review the referenced project for consistency with the Florida Coastal Management Program. If you are not the designated Clearinghouse contact for your agency, please advise the designated contact of this notice.

State reviewers should note that if a finding of inconsistency is made, the finding must cite the section of the relevant statute under that agency's authority with which the project is inconsistent, and must identify actions that can be taken to resolve the conflict. Prior to actually issuing a finding of inconsistency, the reviewing agency should immediately notify the Clearinghouse of identified problems (phone 850-245-2161).

The Florida State Clearinghouse requests the participation of the regional planning councils and local governments in the federal consistency review process. Please note that participation is advisory in nature, based upon such issues as consistency with the strategic regional policy plan or the local government comprehensive plan, or conflict with other known area activities.

Richard A. Young, P.E. District Project Development Engineer FDOT District 4

#### richard.young@dot.state.fl.us

(954) 777-4323 Fax (954) 777-4310

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From: Young, Richard

To: Dalton, Sunserea/ORL

Subject: FW: Subject: Notice: Advance Notification and Federal Consistency Review have begun for FMN#434948-1 -

State Clearance Letter

**Date:** Monday, October 14, 2013 5:13:51 PM

#### FYI and file.

Richard A. Young, P.E. District Project Development Engineer FDOT District 4 richard.young@dot.state.fl.us (954) 777-4323 Fax (954) 777-4310

From: Milligan, Lauren [mailto:Lauren.Milligan@dep.state.fl.us]

**Sent:** Monday, October 14, 2013 3:04 PM

To: Young, Richard; 'gustavo.schmidt@dot.state.fl.us'; Bixby, Marjorie; Hatim, Khaleda; Post, John M.;

Broadwell, Ann L

 $\textbf{Cc:} \ \ linda. and erson@dot.gov; \ benito.cunill@dot.gov; \ DeTizio, \ Andrew; \ cathy. kendall@dot.gov; \ detail and erson@dot.gov; \ d$ 

joseph.sullivan@dot.gov; Jennifer.hibbert@dot.gov; stan.mitchell.ctr@dot.gov; mary.hassell@dot.gov;

andres.ramirez@dot.gov; todd.mcintyre@dot.gov; steve.bohl@freshfromflorida.com;

dennis.hardin@freshfromflorida.com; matt.preston@deo.myflorida.com;

chris.wiglesworth@deo.myflorida.com; Stahl, Chris; ginny.jones@dos.myflorida.com;

daniel.mcclarnon@dos.myflorida.com; alyssa.mcmanus@dos.myflorida.com;

timothy.parsons@dos.myflorida.com; jennifer.goff@myfwc.com; scott.sanders@myfwc.com;

terry.gilbert@myfwc.com; maryann.poole@myfwc.com; bconmy@sfwmd.gov; cderojas@sfwmd.gov; jmorganj@sfwmd.gov; mparrott@sfwmd.gov; mbrunot@tcrpc.org; vsandanasamy@palmbeachmpo.org;

 $fstubbs@pbcgov.org;\ a hansen@wpb.org;\ bkelley@wpb.org;\ quintyj@sfrta.fl.gov$ 

Subject: RE: Subject: Notice: Advance Notification and Federal Consistency Review have begun for

FMN#434948-1 - State Clearance Letter

Mr. Richard A. Young, P.E. District Project Development Engineer Florida Department of Transportation, District 4 3400 West Commercial Boulevard Ft. Lauderdale, FL 33309-3421

RE: Department of Transportation – Advance Notification – Rehabilitate Existing Northwood Connection Rail Line (Phase 1A), Financial # 434948-1 – West Palm Beach, Palm Beach County, Florida. (Reference Related ETDM #s 7519-3 and 12796) SAI # FL201310146750C

#### Dear Richard:

Florida State Clearinghouse staff has reviewed the subject rail line rehabilitation proposal under the following authorities: Presidential Executive Order 12372; § 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

Based on the information contained in the advance notification and negligible project impacts, the state has no objections to the allocation of federal funds for the proposed project and, therefore, the funding award is consistent with the Florida Coastal Management

Program.

If you have any questions regarding this message or the state intergovernmental review process, please don't hesitate to contact me at (850) 245-2170 or <a href="mailto:Lauren.Milligan@dep.state.fl.us">Lauren.Milligan@dep.state.fl.us</a>. Thank you.

Yours sincerely,

#### Lauren F. Milligan

Lauren P. Milligan, Coordinator Florida State Clearinghouse Florida Department of Environmental Protection 3900 Commonwealth Blvd, M.S. 47 Tallahassee, FL 32399-3000 ph. (850) 245-2170 fax (850) 245-2190 Lauren.Milligan@dep.state.fl.us

From: Young, Richard [mailto:Richard.Young@dot.state.fl.us]

**Sent:** Friday, October 11, 2013 5:09 PM

To: linda.anderson@dot.gov; benito.cunill@dot.gov; DeTizio, Andrew; cathy.kendall@dot.gov; joseph.sullivan@dot.gov; Jennifer.hibbert@dot.gov; stan.mitchell.ctr@dot.gov; andres.ramirez@dot.gov; Hatim, Khaleda; steve.bohl@freshfromflorida.com; dennis.hardin@freshfromflorida.com; matt.preston@deo.myflorida.com; chris.wiglesworth@deo.myflorida.com; Milligan, Lauren; Stahl, Chris; ginny.jones@dos.myflorida.com; daniel.mcclarnon@dos.myflorida.com; alyssa.mcmanus@dos.myflorida.com; timothy.parsons@dos.myflorida.com; Bixby, Marjorie; jennifer.goff@myfwc.com; scott.sanders@myfwc.com; Post, John M.; brandon.howard@noaa.gov; anita\_barnett@nps.gov; rick.a.robbins@fl.usda.gov; paulbackhouse@semtribe.com; alisonswing@semtribe.com; bconmy@sfwmd.gov; cderojas@sfwmd.gov; jmorganj@sfwmd.gov; mparrott@sfwmd.gov; robert.b.barron@usace.army.mil; garett.g.lips@usace.army.mil; evelyn.smart@uscq.mil; brosen@usqs.gov; budeir.maher@epa.gov; john\_wrublik@fws.gov; terry.gilbert@myfwc.com; maryann.poole@myfwc.com; mbrunot@tcrpc.org; randall.d.overton@uscg.mil; dominy.madolyn@epa.gov; Broadwell, Ann L; vsandanasamy@palmbeachmpo.org; mary.hassell@dot.gov; todd.mcintyre@dot.gov; guintyi@sfrta.fl.gov; ahansen@wpb.org; fstubbs@pbcgov.org; bkelley@wpb.org Subject: Subject: Notice: Advance Notification and Federal Consistency Review have begun for FMN#434948-1

The Florida State Clearinghouse federal consistency review period has begun for the following project. This notice also constitutes the Advance Notification (AN) in accordance with Presidential Executive Order 12372. Please review instructions below and then submit any comments as noted on the attached AN package.

Please note - this is a minor rail rehabilitation project not requiring an ETDM screen. However, the existing rail alignment has been previously screened (refer to ETDM #12796).

ETDM #: N/A

PROJECT NAME: Rehabilitate Northwood Connection (Phase 1A)

FINANCIAL #: 43494813201

FEDERAL INVOLVEMENT: Federal Funding, Federal Action, Federal Permit,

Maintain Federal Eligibility

ACE PROJECT: N ALTERNATIVES: 1

MODES: Rail Facility

SIS: N DISTRICT: 4

COUNTY: Palm Beach

PLANNING ORGANIZATION: FDOT District 4

SCREEN: N/A

REVIEW START: Friday, 10/11/2013 REVIEW END: Monday, 11/25/2013

ETDM COORDINATOR: Richard Young (954) 777-4323

richard.young@dot.state.fl.us

PROJECT MANAGER: None assigned at this time

LEAD AGENCY: FRA

CLASS OF ACTION (COA): Not determined at this time

The Advance Notification Package is attached.

\_\_\_\_\_\_

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\_\_\_\_\_

The following Water Management District(s) should review this project:

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\_\_\_\_\_\_

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http://www.dot.state.fl.us/emo/pubs/sce/sce1.shtm.

If you have any technical questions, please contact Richard Young at richard.young@dot.state.fl.us

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Richard A. Young, P.E.
District Project Development Engineer
FDOT District 4
richard.young@dot.state.fl.us

### **ETDM Summary Report**

#### **Project #14093 - New Northwood Connection (Phase 2)**

#### **Preliminary Programming Screen - Published on 01/17/2014**

Printed on: 1/17/2014

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Degree of Effect: 0 None assigned 10/30/2013 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

#### **Direct Effects**

#### **Identified Resources and Level of Importance:**

Magnuson-Stevens Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA s National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a no effect determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA s National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

#### **Comments on Effects to Resources:**

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

None

**CLC Recommendations:** 

#### **Indirect Effects**

**Identified Resources and Level of Importance:** 

None

**Comments on Effects to Resources:** 

None

**Recommended Avoidance, Minimization, and Mitigation Opportunities:** 

None

Degree of Effect: Minimal assigned 10/21/2013 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

#### **Direct Effects**

#### **Identified Resources and Level of Importance:**

Wetlands

#### **Comments on Effects to Resources:**

Wetlands provide important habitat for fish and wildlife. Data in the environmental screening tool indicate that wetlands may occur within the project area.

We recommend that the project be designed to avoid and minimize impacts to wetland resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

#### Recommended Avoidance, Minimization, and Mitigation Opportunities:

#### **CLC Recommendations:**

#### **Indirect Effects**

**Identified Resources and Level of Importance:** 

#### **Comments on Effects to Resources:**

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Page 20 of 61

Printed on: 1/17/2014



U.S. Fish and Wildlife Service 1339 20th Street Vero Beach, Florida 32960 772-562-3909 Fax 772-562-4288

FWS LOG NO. 2014 - CPA-0053

RICK SCOTT GOVERNOR

3400 W. Comme Fort Lauderdale, I December 6, 2013

Via Electronic Mail

Mr. John Wrublik United States Fish and Wildlife Service South Florida Ecological Services Office 1339 20th Street Vero Beach, FL 33702

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.).

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Larry Williams, Field Supervisor

RE: South Florida Freight and Passenger Rail Enhancement Study

Financial Management No.: 434948.1, 433514.1 and 434948.2

EDTM:

14093

County:

Palm Beach & Miami-Dade Counties

Dear Mr. Wrublik.

On behalf of the Federal Railroad Administration (FRA), the Florida Department of Transportation (FDOT) would like to initiate Section 7 Informal Consultation, under the provisions of the Endangered Species Act (ESA), and establish a federal nexus as per the NEPA process associated with the federal funding for this project. No Army Corps of Engineers permit is required for this project.

The Florida Department of Transportation (FDOT) is currently proposing three rail crossings between the South Florida Rail Corridor (SFRC) and the Florida East Coast Railroad (FEC). The goal of these crossings is to increase connectivity between the two rail lines for the purpose of enhancing freight movement following the expansion of the Panama Canal and freight intermodal improvements at the Port of Palm Beach, Port Everglades, and the Port of Miami. Three separate projects are included:

- · Phase 1A includes the rehabilitation of an existing crossing in the Northwood area (FM 434948-1) of West Palm Beach. No right-of-way (ROW) will be acquired for this segment. The Northwood area is a predominantly industrial area with no potential habitat for listed species. The proposed improvements include: the rehabilitation and replacement of approximately 3,725 linear feet of existing track and connections at the SFRC and FEC Railway; and the implementation of new signal equipment at the grade crossings.
- Phase 1B includes a new crossing in the Iris area (FM # 433514-1) within the existing FDOT ROW in Miami-Dade County. This area is also highly industrial with no potential habitat for listed species. The proposed improvements include: the construction of approximately 1,700 linear feet of new single track providing a new connection to the FEC and SFRC and a modified grade crossing at NW 37th Avenue/FEC Railway to accommodate the new track.

Phase 2 includes a new crossing in the Northwood area (434948-2) of West Palm Beach. Minor ROW will be acquired for this crossing. Area is predominantly urbanized/industrial. The Phase 2 proposed improvements include: the construction of approximately 3,150 linear feet of new single track between the SFRC and FEC Railway; approximately 50 feet of proposed right-of-way along the rail alignment (25 feet from track centerline on either side) to accommodate rail ballast and drainage requirements; and the implementation of new signal equipment at the grade crossings.

The new Northwood connection (Phase 2) requiring additional ROW was screened in the Efficient Transportation Decision Making (ETDM) tool. Wetlands were not identified within the buffer area of the new Iris/Phase 1B connection. Approximately 1.2 acres of wetlands within a canal were identified within the 500' buffer of the Northwood area; however there are no wetlands within or adjacent to the existing alignment or the limits of the proposed improvements. In addition, no impacts to the canal will result from this project. All three rail crossing projects fall within a wood stork Core Foraging Area (CFA), however no wetlands or suitable CFA will be impacted by these projects. In addition, the Northwood area is within a Consultation Area for Scrub Jay and manatee. However, no suitable scrub habitat is present within this urbanized area and no in-water work is anticipated. Due to the industrialized and developed nature of the area FDOT has determined that there will be no effect to any ESA listed species. FDOT respectfully requests concurrence from the United States Fish and Wildlife Service.

At your convenience, the FDOT is available to assist the USFWS on any ESA issues related to this project. If you should have any further questions or comments please contact me at (954) 777-4339.

Thank you for your timely assistance on this project.

Sincerely,

David Bogardus

Senior Environmental Specialist

FDOT- District Four

cc:

Rob Bostian, FDOT Reading file/Central file

Attachment: Project Location Maps

### Florida Department of Transportation

RICK SCOTT GOVERNOR

3400 W. Commercial Blvd. Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E. SECRETARY

January 3, 2014

Mr. David Valenstein Office of Railroad and Policy Development Federal Railroad Administration 1200 New Jersey Avenue, SE Washington, DC 20590 HISTORIC PRESERVATION

ALC CLIVED

HISTORIC PRESERVATION

ZOIN JAN 21 P 5: 21

Subject:

Cultural Resource Assessment Survey (CRAS)

South Florida Freight and Passenger Rail Enhancement Study

Phase 1A - Rehabilitate Existing Northwood Connection; FPID: 434948-1 Phase 2 – New Northwood Connection (New Alignment); FPID: 434948-2

Palm Beach County, Florida

Dear Mr. Valenstein:

On behalf of the Federal Railroad Administration (FRA), the Florida Department of Transportation (FDOT), District 4 engaged Janus Research in conjunction with CH2M HILL to conduct a Cultural Resource Assessment Survey (CRAS) of the Northwood Connection in West Palm Beach, Palm Beach County, Florida as part of the South Florida Freight and Passenger Rail Enhancement Study. The purpose of this CRAS was to document the historic and archaeological resources within the Area of Potential Effect (APE) and assess them in terms of their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4. The final CRAS document and associated Florida Master Site File forms are being submitted for your review and concurrence.

This project is one of three interrelated rail connection projects with independent utility that are being studied concurrently. The three South Florida Freight and Passenger Rail Enhancement projects include the following proposed connections:

- Phase 1A: Rehabilitate Existing Northwood Connection, Financial Project Number: 434948-1; ETDM Number: N/A; Palm Beach County, Florida
- Phase 1B: IRIS Northeast Connection, Financial Project Number: 433514-1; Miami-Dade County, Florida)
- Phase 2: New Northwood Connection, Financial Project Number: 434948-2;
   ETDM: 14093; Palm Beach County, Florida

A new alignment for the Northwood Connection was previously studied as part of the FEC Amtrak Passenger Rail Study (2010). This study involved relocating existing Amtrak passenger rail (up to two trains daily in each direction) from the existing CSX corridor through Central Florida to the east coast of Florida from Jacksonville to West Palm Beach. The proposed

Amtrak service intended to use the proposed Northwood Connection to access the CSX corridor to connect to the existing Amtrak route with service to Miami. The 2010 FEC Amtrak Passenger Rail Study CRAS, resulted in a SHPO finding of no adverse effect to the significant railroad resources (CSX, FEC, and Seaboard Airline) based on the proposed improvements (track connections between the two railroads and new turnouts) that were taking place within the rail corridors. A Draft Environmental Assessment was completed for the study; however, the project concluded due to Amtrak liability concerns and no identified funding for design, right-of-way or construction. The subject project, the South Florida Freight and Passenger Rail Enhancement Study, proposes freight relocation on the new alignment studied in 2010 and proposes the rehabilitation of the existing Northwood Connection.

The new alignment for the New Northwood Connection has not changed since 2010; however, through coordination with the City of West Palm Beach as part of the Tri-Rail Coastal Link project (formerly designated South Florida East Coast Corridor (SFECC)), the track configuration was reduced to minimize property impacts and effects to environmental resources. As compared to the 2010 alignment, the track configuration was revised to remove two additional rail connections including a connection at SFRC to/from the north and a connection at FEC to/from the south. To accomplish the minimization of property impacts and the number of proposed grade crossings with the New Northwood Connection while maintaining the need for direct rail connectivity, the existing Northwood Connection was proposed to be rehabilitated to provide the connections not included in the Phase 2 alignment. Furthermore, an updated survey is necessary to document resources that have become historic since the 2010 survey, and to document the effects of the revised configuration and proposed improvements. Therefore, the FDOT, District 4 in 2013 engaged Janus Research in conjunction with CH2M HILL to conduct this CRAS Addendum of the Northwood Connection of the South Florida Freight and Passenger Rail Enhancement Study, located in the City of West Palm Beach, Palm Beach County, Florida.

#### **Proposed Improvements**

Phase 1A: The existing Northwood Connection (or crossover) is an existing track connecting the Florida East Coast (FEC) Railway with the existing FDOT owned South Florida Rail Corridor (SFRC) in the Northwood Industrial District north of downtown West Palm Beach. The SFRC serves existing Amtrak service, Tri-Rail commuter rail service and CSX Transportation (CSX) freight. This is a short connector track since the FEC Railway is located approximately 2,100 feet east of the SFRC. The existing connection is oriented in a northwest/southeast direction between the two rail lines, parallel to 27th Street. Historically, this existing connection served freight industry customers; up to four freight trains daily as recent as 2004. As currently configured, the existing railway facilitates direct connections from the SFRC (northbound and southbound) to FEC Railway (to/from south only). The existing track infrastructure on the Northwood Connection is in poor condition and in a state of disuse limiting freight mobility. No regularly scheduled freight movements occur on the existing Northwood Connection today; only infrequent freight movements at very low speeds occur.

There is no existing direct connection to/from the north on the FEC Railway. The Phase 1A proposed improvements include: the rehabilitation and replacement of approximately 3,725 linear feet of existing single track connection between the FEC and SFRC; and the

implementation of new signal equipment at the grade crossings. The rehabilitated Northwood Connection will not require right-of-way acquisition. The proposed rehabilitation of the existing Northwood Connection has independent utility to provide access to/from Port Everglades/Port Miami to inland multimodal facilities including the CSX Winter Haven Intergrated Logistics Center (construction complete in early 2014), the Port of Tampa and a proposed inland port south of Lake Okeechobee. In addition, the proposed project provides access from the SFRC to FEC's West Palm Beach intermodal yard located just south of the study area.

Phase 2: The proposed action of the New Northwood Connection involves the construction of a single track connection on a new alignment connecting the FEC Railway (to/from north) to the existing FDOT owned SFRC (to/from south). The proposed action has independent utility to provide access to inland multimodal facilities: from FEC to South Florida Logistics Center/Miami International Airport and to provide freight connectivity to southeast Florida including PortMiami. The proposed project will accommodate existing freight traffic and projected growth in freight rail operations following the expansion of the Panama Canal and freight intermodal improvements at Port of Palm Beach, Port Everglades and PortMiami.

The new connection includes the following proposed improvements: Trackwork - 3,150 linear feet of new track and special trackwork including new turnouts at the point of connections along the FEC and SFRC, new crossovers for mainline flexibility, a crossing diamond to maintain the rehabilitated existing connection identified in Phase 1A (as part of a separate proposed action); Grade Crossing Improvements - Up to four new public grade crossings with signal and safety equipment including new gate systems and one new grade crossing on a private access road. This will include concrete crossing panels and active or passive warning as warranted.

The proposed action for both Phase 1A and Phase 2 assumes freight trains traveling at 15 mph (maximum speed limited due to track geometry) and freight movements will occur between 7 P.M. and 7 A.M. The proposed action assumes up to six freight trains would use the New Northwood Connection in each direction (12 trains daily) by 2035. In the interim condition (2015-2017), until the New Northwood Connection (Phase 2) is operational as part of a separate proposed action, these trains would utilize the Rehabilitated Existing Northwood Connection which results in two additional trains daily above recent historical levels. In the ultimate condition, the Rehabilitated Existing Northwood Connection would serve up to one train in each direction (2 trains daily) to intermodal facilities in Central Florida (CSX Winter Haven ILC or Port of Tampa). The construction of the first phase of the CSX Winter Haven ILC is anticipated to be complete in 2011. The proposed freight service on the new connection involves relocating existing FEC freight from the FEC Railway between Northwood in West Palm Beach and northern Miami-Dade County to improve freight mobility from Jacksonville/Cocoa to Port Miami. Historical freight levels on the FEC and SFRC are not proposed to increase due to the proposed project.

#### **Identification of Resources**

In 2010, Janus Research, in conjunction with Panamerican Consultants, Inc. (PCI) conducted A Cultural Resource Assessment Survey (CRAS) of the Northwood Connection in West Palm Beach, Palm Beach County, Florida as part of the FEC Amtrak Passenger Rail Project for the

FDOT, District 4. The objective was to document the historic and archaeological resources within the proposed project APE, and assess them in terms of their eligibility for listing in the National Register according to the criteria set forth in 36 CFR Section 60.4. Significant historic and archaeological resources were identified as part of this project, including the Quonset Hut Row (8PB9907), FEC Railway (8PB12102), Seaboard Air Line Railroad (8PB12917), Evergreen Cemetery (8PB218), and Hurricane of 1928 African American Mass Burial Site (8PB11548). A surface collection, shovel testing, and limited testing were conducted to evaluate the newly recorded 25<sup>th</sup> Street Scatter Site, 8PB14830. The SHPO and the FDOT, in cooperation with the Federal Railroad Administration (FRA), developed a list of commitments that would help to ensure a "No Adverse Effect" finding for the project. It was determined that the proposed undertaking would have no adverse effect on any significant properties identified as part of the CRAS; the SHPO concurred with the findings and recommendations in the report on August 4, 2010.

The CRAS addendum resulted in the identification of a total of 33 historic resources, 23 of which were previously recorded (8PB218, 8PB9907, 8PB11548, 8PB12102, 8PB12917, 8PB14831-8PB14844, 8PB14856, 8PB14857, 8PB14864, 8PB14869), and 10 of which are newly recorded as part of this study (8PB16052-8PB16061). These previously recorded historic resources were all documented during the 2010 CRAS. However, it should be noted that the five previously recorded significant historic resources do remain at least partially within the current APE: Quonset Hut Row (8PB9907), FEC Railway (8PB12102), Seaboard Air Line Railroad (8PB12917), Evergreen Cemetery (8PB218), and Hurricane of 1928 African American Mass Burial Site (8PB11548).

A search of the FMSF identified one previously recorded archaeological site within the archaeological APE: the 25th Street Scatter (8PB14830). The 25th Street Scatter was tested extensively during the previous 2010 study. As the location of the alignment on this property has not changed since 2010, no additional archaeological testing was conducted as part of this CRAS addendum. Please note that the boundaries of the Hurricane of 1928 African American Mass Burial Site (8PB11548) and the Pauper's Cemetery (8PB14864) do not directly intersect with the new alignment.

#### **Effects Determination**

Of the previously recorded resources, only the Hurricane of 1928 African American Mass Burial Site (8PB11548) has been listed in the National Register. The FEC Railway (8PB12102) and Seaboard Air Line Railroad (8PB12917) were previously determined eligible for listing in the National Register. As part of the 2010 documentation, Evergreen Cemetery (8PB218) and Quonset Hut Row (8PB9907) were determined eligible for inclusion in the National Register by the SHPO. Please note that only a small portion of Quonset Hut Row currently remains within the historic APE due to the updates the project plans and subsequent revision to the APE for the CRAS addendum. The proposed improvements will not indirectly or directly affect any of the significant resources which will result in an adverse effect finding.

The FEC Railway and Seaboard Air Line Railroad corridors will be utilized as part of the current project improvements; however, these resources will continue to be used in a rail capacity, which

is the historic use, and the overall original corridor and route will not be notably modified to such an extent that the historic physical integrity is compromised. As previously noted, two significant resources, Florida East Coast Railway Little River Spur (8DA11416) and CSX Railroad (8DA10753), were identified within the APE. Previous studies, including the 2010 FEC Amtrak Passenger Rail Study CRAS, resulted in a SHPO finding of no adverse effect to the significant railroad resources (CSX, FEC, and Seaboard Airline) based on the proposed improvements (track connections between the two railroads and new turnouts) that were taking place within the rail corridors. In November of 2012, SHPO rendered a finding of conditional no adverse effect for the improvements proposed as part of the Cultural Resources Report and Section 106 Documentation and Determination of Effects for the All Aboard Florida Passenger Rail from West Palm Beach to Miami. This conditional no adverse effect finding included the significant FEC Railway and the proposed improvements to the railroad and within the corridor (restoring historical double-track). The finding of no adverse effect for the subject railroads remains consistent with the 2010 Section 106 effects determination by FRA and SHPO.

The Evergreen Cemetery and Quonset Hut Row are located within the APE but no direct effects will result from the improvements. The project will not result in notable changes to noise levels, visual aspects, or current vibration levels which would result in indirect adverse effects. Project improvements in the vicinity of the Hurricane of 1928 Mass Burial Site will be limited to surface improvements that will involve minimal ground disturbance. Additionally, all ground disturbing activities associated with the project in this vicinity will be monitored by a professional archaeologist. No noise impacts to the Hurricane of 1928 Mass Burial Site are anticipated as the freight traffic will occur in evening hours outside the open hours for the memorial site. The Phase 2 proposed alignment will cross existing 25<sup>th</sup> Street north of the roadway and outside the designated boundary for the Hurricane of 1928 Mass Burial Site. Minimal excavation (between 1-3 feet) north of 25<sup>th</sup> Street will be required to ensure the rail profile meets the profile of the existing roadway. Due to the original construction activities of 25<sup>th</sup> Street, this minimal excavation is not anticipated to result in an adverse effect to the potential historical boundary of the Pauper's Cemetery to the south (potentially extending under a portion of 25<sup>th</sup> Street to the south of the proposed improvements).

The one archaeological site identified during the 2010 survey, the 25<sup>th</sup> Street Scatter (8PB14830) was recommended as potentially eligible for the National Register based on its potential to yield information important to an understanding of the development of West Palm Beach during the twentieth century. Archival research and archaeological testing indicates that the site consists largely of fill associated with early to mid-twentieth century features including a former abattoir, municipal dump, and wastewater treatment plant. During the 2010 survey, archaeological testing of the site within the APE consisted of shovel-testing, the excavation of a 1 x 2 meter test unit, and a Ground Penetrating Radar (GPR) survey. No significant archaeological features or artifacts were identified within the APE during these investigations. Because of the lack of integrity for this portion of the site, the proposed project construction was not anticipated to constitute an adverse effect to site 8PB14830.

The proposed construction of the New Northwood Alignment will require removal of overburden that exists on the involved property. The overburden is approximately eight feet above ground and is likely a result of prior construction activities (including construction of 25<sup>th</sup> Street). The

railroad construction would involve removing the overburden within the area of the proposed improvements (50 feet wide) to allow the rail profile to meet the existing profile at the SFRC rail track on the southern end and the 25<sup>th</sup> Street roadway profile to the north.

As the alignment and archaeological APE for the current project is unchanged from the 2010 study, additional archaeological testing was not warranted. Based on the results of the 2010 study, there is no potential for discovery of significant archaeological matter within the impacted area that warrants preservation in place. Therefore, the project is not anticipated to constitute an adverse effect. This finding of "no adverse effect" is consistent with the 2010 finding as the alignment has not changed within this site boundary.

On November 19, 2013, a teleconference took place in which representatives from FRA, FDOT, and the State Historic Preservation Officer (SHPO) participated in a discussion regarding this project and the cultural resources that were identified within the APE. Additionally, potential effects to the significant resources were discussed. FRA and SHPO both concurred that if the commitments specific to the Northwood Connection that were included within the 2010 letter were met as part of this project, the no adverse effect finding would continue to be applicable to the current project. In addition, several more current commitments were included below that will also result in avoidance of any adverse effects.

#### **Project Commitments**

As a result FDOT, in cooperation with the FRA, will fulfill the following commitments before project construction activities are undertaken:

- 1. FDOT will provide monitoring by a qualified archaeologist of the archaeological resources at the New Northwood Connection (Phase 2), including the entire segment of the new construction between the FEC and SFRC (Tri-Rail) lines. In addition staging/stockpiling will not occur in the Northwood Connection area that contains sensitive archaeological resources (on the Florida Power & Light site). Construction staging activities are anticipated to occur on existing FDOT property and on cleared portions of acquired property.
- 2. FDOT will develop an Unanticipated Finds Plan for construction in the Northwood Connection area. The plan will provide specific steps to be taken in the event that human remains are encountered during this work. These steps will be consistent with FS 872;
- 3. FDOT will utilize special geo-cloth and construction methods at a shallow depth in order to avoid possible impacts during construction at the Northwood Connection area;
- 4. FDOT will notify SHPO as soon as possible if there are modifications to this proposed project which may result in effects to historic rail-related infrastructure, including resources removed, altered, or destroyed;

- 5. At the 25<sup>th</sup> Street Historic Scatter, spot archaeological monitoring will be conducted during the removal of construction fill and other overburden from the site during improvements associated with the current project; and
- 6. Construction in the vicinity of the Hurricane of 1928 African American Mass Burial Site will be limited to surface improvements involving minimal ground disturbance. All project improvements in the vicinity of the Mass Burial Site will be monitored by a professional archaeologist.

These stipulations underscore the FDOT's commitment to avoid adverse effects to the significant historic properties located within the project APE.

#### **Findings**

Contingent upon on-going consultation with your office, and the specific proposed actions outlined above, we look forward to your concurrence with the determination that the proposed undertaking will have a no adverse effect on significant properties identified in the CRAS addendum document. The project has been evaluated pursuant to the regulations adopted by the Advisory Council on Historic Preservation (36 CFR 800), and the proposed project will have no adverse effect on the significant historic properties including the historic railroads. We respectfully request concurrence with these findings pursuant to 36 CFR 800.5(c)(1).

If you have any questions or wish to discuss this project further, please contact me at (954) 777-4325 or ann.broadwell@dot.state.fl.us. You may also contact the FDOT Project Manager, Robert Bostian, Jr., P.E. at (954) 777-4427 or via email at Robert.Bostian@dot.state.fl.us.

Sincerely,

Ann Broadwell Environmental Administrator

FDOT District Four

Enclosure: CRAS (December 2013)

Cc: Robert F. Bendus/State Historic Preservation Officer, Todd McIntye/FRA, John Winkle/FRA, Mary Hassell/FRA, Robert Bostian/FDOT

The FRA finds the attached Cultural Resources Assessment and sufficient and approves / does not approve the findings provided in the cover letter.	ent Report Addendum complete le above recommendations and
FRA Comments:	
Jawa Vales David Valenstein	1/16/2014 Date
David Valenstein	Date
The Florida State Historic Preservation Officer finds the Assessment Report Addendum complete and suffice recommendations and findings provided in this cover letter Number 2013-53.	cient and concurre41. 41
the Ala	1/23/19
Robert F. Bendus	Date
Director, and State Historic Preservation Officer	
Florida Division of Historical Resources	



# PALM BEACH METROPOLITAN PLANNING ORGANIZATION

2300 N. Jog Rd., 4<sup>th</sup>.Floor, West Palm Beach, Florida 33411-2749

Phone 561.684.4170 Fax 561.242-7165 www.PalmBeachMPO.org

### PALM BEACH METROPOLITAN PLANNING ORGANIZATION – AGENDA

DATE: THURSDAY, MARCH 20, 2014

TIME: **9:00 A.M.** 

PLACE: Palm Beach County Governmental Center

**301 North Olive Avenue** 

12<sup>th.</sup> Floor McEaddy Conference Room

West Palm Beach, FL 33401

#### 1. REGULAR ITEMS

- A. Roll Call
- B. Prayer
- C. Pledge of Allegiance
- D. MOTION TO ADOPT Agenda for March 20, 2014
- E. MOTION TO APPROVE Minutes for February 20, 2014
- F. Comments from the Chair
- G. Executive Director's Report
- H. MOTION TO APPROVE Consent Agenda Items
  - Appointment Renewals to the Transportation Disadvantaged Local Coordinating Board

The Transportation Disadvantaged Local Coordinating Board (TDLCB) was created by § 427, Fla. Stat., to provide a forum to facilitate transportation for the disadvantaged. The TDLCB is comprised of representatives from funding and service agencies, consumers and transportation providers. Members of the TDLCB are recommended by the respective agency or group represented by formal application to the MPO for consideration and approval.

Mr. Laurence Osband representing the disabled community and Mr. Tomas Boiton, citizen advocate have notified the MPO of their desire to continue their service on the Transportation Disadvantaged Local Coordinating Board. Approval would extend their term to March 16, 2017.

2. Certification of the current board membership of the Transportation Disadvantaged Local Coordinating Board

Pending approval of the above membership request, the MPO Board must also certify the current board membership. The updated membership roster is attached.

 Approval of Board member travel to Washington, D.C. to meet with USDOT staff to facilitate TIGER grant application for quiet zones on the FEC corridor

The Palm Beach MPO will be making a joint application with the Broward MPO for TIGER grant funding of rail safety infrastructure to make the FEC corridor eligible for quiet zone designation. Elected officials from both MPOs will meet with officials at the USDOT to outline the TIGER grant application. Approval of this item allows Mayor Susan Haynie, City of Boca Raton and Commissioner Shanon Materio, City of West Palm Beach to be reimbursed for travel expenses incurred to attend this meeting.

I. General Public Comments and Public Comments on Action Items

Any members from the public wishing to speak at this meeting must complete a Comment Card which is available at the welcome table. General Public comments will be heard prior to the consideration of the first action item. Public comments on specific <u>Action Items</u> on the Agenda will be heard following the presentation of the item to the Board. Please limit comments to three minutes.

#### 2. ACTION ITEMS

A. MOTION TO APPROVE appointment to the Citizens Advisory Committee

Last month the MPO Board approved two appointments for their Citizens Advisory Committee (CAC). Another nomination has been received. Mr. Andre' Varona has been nominated by Commissioner Paulette Burdick. Mr. Varona's nomination and resume are attached.

- B. Technical Advisory Committee Membership and Appointments
  - MOTION TO APPROVE the City of Greenacres for membership on the Technical Advisory Committee

The Technical Advisory Committee (TAC) advises the MPO board on the technical aspects of transportation plans, programs, studies, and other appropriate documents and regional transportation issues. The TAC is comprised of representatives of local governments, aviation departments, seaport departments, public transit departments/agencies, the School District of Palm Beach County, and other entities as deemed appropriate by the MPO Board. The MPO must approve creation of membership to the TAC.

The attached letter from the City of Greenacres requests membership on the TAC.

### 2. <u>MOTION TO APPROVE</u> appointment to the Technical Advisory Committee

The MPO Board appoints members in accordance with F.S. 339.175, Section (6) (d).

The City of Greenacres is requesting the appointment of Mr. Thomas Lanahan, assistant city manager/planning and engineering director as the City's representative on the TAC. Mr. Lanahan's resume is attached.

### 3. <u>MOTION TO APPROVE</u> appointment to the Technical Advisory Committee

The City of West Palm Beach currently has two seats on the TAC. For their planning seat, they have requested approval of Mr. Alex Hansen, senior transportation planner as the member and Ms. Denise Malone, comprehensive planner as the alternate. For their engineering seat, Mr. Brian Collins, the City's traffic engineer, serves as the member and they have requested approval of Ms. Miranda Beadles, senior project engineer as the alternate. A copy of the City's request and resumes are attached.

### C. <u>MOTION TO APPROVE</u> Amendment #1 to the adopted 2035 Long Range Transportation Plan

The FDOT District 4 has requested an amendment to the adopted 2035 Long Range Transportation Plan (2035 LRTP) to add the Northwood Connector Track Project. The request, amended LRTP pages and a project overview and maps are attached.

TAC/CAC: Recommended approval unanimously.

#### D. MOTION TO TRANSMIT the draft FY 15-16 Unified Planning Work Program

Attached is the draft FY 15-16 Unified Planning Work Program (UPWP) for the Palm Beach MPO. The UPWP is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. It is essentially a business plan and budget for the MPO. The estimated cost of the Program is approximately \$3M per year. Federal, State and local sources provide the funding with federal funds comprising over 75% of the total and local funds less than 3%. The final version of this document will be presented to the MPO Board for approval in May.

TAC/CAC: Recommended transmittal unanimously.

#### E. MOTION TO APPROVE the FY 15 Palm Beach MPO Operating Budget

The Interlocal Agreement for Staff and Services entered into March 12, 2013 by and between Palm Beach County and the Palm Beach MPO section 8.1(b) requires the MPO to submit its budget to the County in accordance with the timetable established by the County's Administrator and section 8.1(c) mandates that the MPO Governing Board shall approve the MPO's annual operating budget. This agenda item approves the MPO's FY15 operating budget for submittal to the County. MPO staff will be available to answer any questions.

#### F. Advisory Committee Bylaws

1. <u>MOTION TO APPROVE changes to the Citizens Advisory Committee</u> <u>Bylaws</u>

The Citizens Advisory Committee Bylaws determine the membership, responsibilities and operating rules for the Committee. The current CAC Bylaws were approved by the MPO board in February 2013. At their March meeting, CAC members recommended approval of the proposed changes to the bylaws to improve clarity. The proposed changes to the bylaws and the current CAC membership list are attached.

CAC: Recommended approval unanimously.

2. MOTION TO APPROVE the Technical Advisory Committee Bylaws

The Technical Advisory Committee Bylaws determine the membership, responsibilities and operating rules for the Committee. At their March meeting, TAC members recommended approval of the proposed bylaws that will govern the committee's operations. The proposed bylaws and current TAC membership list are attached.

TAC: Recommended approval unanimously.

3. MOTION TO APPROVE deletion of Chapter 35 0-3 of the Rules of the MPO of PBC for the West Palm Beach Urban Study Area revised May 1986. The 1986 document outlines the organizational structure, responsibilities and operating rules for the MPO Board and its committees. Approval of this item deletes all references to MPO committees in this document as they have been superseded by approval of items F.1 and F.2 above. Additional revisions to the MPO Board rules will be brought to the MPO at a future meeting and are not considered in this item.

#### 3. INFORMATION ITEMS

A. 2040 Long Range Transportation Plan- Preliminary Desires Plan

Leftwich Consulting Engineers (LCE) will provide a brief overview of the anticipated levels of roadway congestion and major improvements identified to address them. LCE staff will also highlight a proposed methodology to evaluate locations where urban interchanges should be considered.

B. Correspondence - City of Boca Raton Resolution No. 26-2014
Transportation Regional Incentive Grant Program
Port of Palm Beach Appointment to the MPO Board
SR-7 Corridor Extension PD&E Study

#### 4. ADMINISTRATIVE ITEMS

- A. Member Comments
- B. Next Meeting March 20, 2014
- C. MOTION TO ADJOURN

#### NOTICE

In accordance with Section 286.0105, *Florida Statues*, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services for a meeting (free of charge), please call 561-684-4143 or send email to <a href="MBooth@PalmBeachMPO.org">MBooth@PalmBeachMPO.org</a> at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

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### Attachment 3

### Technical Memorandums (Under Separate Cover)

Air Quality Technical Memorandum (November 2013)

Contamination Screening Evaluation Memorandum (December 2013)

Cultural Resource Assessment Survey Addendum (December 2013)

Drainage Technical Memorandum (November 2013)

Economic Analysis: CRA Property Tax Base and Revenue Impacts (December 2013)

Grade Crossing Analysis (March 2014)

Natural Resources Technical Memorandum (November 2013)

Noise and Vibration Technical Memorandum (November 2013)