SOUTH FLORIDA
FREIGHT & PASSENGER
RAIL ENHANCEMENT PROJECT

Phase 1A · Rehabilitate Existing Northwood Connection

Categorical Exclusion Worksheet – FINAL

May 2014

U.S. Department of Transportation
Federal Railroad Administration

Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET

The purpose of this worksheet is to assist Project sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as Categorical Exclusions. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement (EIS) or an environmental assessment (EA). Decisions to prepare EAs and EISs are made by FRA.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the Categorical Exclusion recommendation for NEPA requirements to be met.

The Project sponsor is responsible for providing FRA with a sufficient level of documentation and analysis to help inform FRA's determination that a Categorical Exclusion is the appropriate NEPA class of action. Documentation and analysis may include background research, results of record searches, field investigations, field surveys, and any past planning or studies.

Instructions for completing this worksheet are available on the FRA website at: http://www.fra.dot.gov/eLib/Details/L02708. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in MS Word electronic format.

The following documents must be submitted along with this worksheet:

1. Include maps or diagram of the Project area that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences.
2. Include maps or diagrams of the proposed modifications to existing railways, roadways, and parking facilities.
3. Copies of all agency correspondence particularly with permitting agencies.
4. Representative photographs of the Project area.

I. PROJECT DESCRIPTION

Project Sponsor Florida Department of Transportation	**Date Submitted to FRA** 11/21/2013	**FRA Funding (TIGER, HSIPR, Rail Line Relocation, RRIF, etc.) or other FRA Action** 2013 TIGER Grant
Contact Person **Mr. Robert Bostian**	**Phone** **954-777-4427**	**E-mail address** **Robert.Bostian@dot.state.fl.us**
Proposed Project Title Phase 1A Rehabiliate Existing Northwood Connection; FPID: 434948-1		
Location (Include Street Address, City or Township, County, and State) City of West Palm Beach, Palm Beach County, FL Refer to Exhibit 1 Project Location Map, Exhibit 2 Quadrangle Map and Exhibit 8 for Photographs		
NEPA Contact Ms. Ann Broadwell	**Phone** 954-777-4325	**E-mail Address** Ann.Broadwell@dot.state.fl.us

Description of Proposed Action (Project): Fully describe the Project including specifics that may be of environmental concern such as: *widening an embankment to stabilize roadbed; repairing or replacing bridge pier foundations, extending culverts, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating a new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard. Where applicable fully describe the operational characteristics of the facility to be improved by the proposed action and any anticipated operational changes that may result.*

The Northwood Connection (or crossover) connects the Florida East Coast (FEC) Railway with the Florida Department of Transportation (FDOT)-owned South Florida Rail Corridor (SFRC) in the Northwood Industrial District north of downtown West Palm Beach. The SFRC serves Amtrak passenger service, Tri-Rail commuter rail service and CSX Transportation (CSXT) freight service. The project limits and proposed improvements are shown in Attachment 1 (Exhibit 1 and Exhibit 7).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 connection served freight industry customers; up to four freight trains daily as recent as 2004. As currently configured, the railway facilitates direct connections from the SFRC (northbound and southbound) to FEC Railway (to/from south only). The Phase 1A proposed improvements include: the rehabilitation and replacement of approximately 3,725 linear feet of single track connection between the FEC and SFRC; and the implementation of new signal equipment at six grade crossings . The rehabilitated Northwood Connection will not require right-of-way acquisition. The proposed rehabilitation of the Northwood Connection has independent utility in that it provides access to/from Port Everglades/PortMiami to inland multimodal facilities including the Central Florida Intermodal Logistics Center (ILC) located in Winter Haven and operated by CSX, the Port of Tampa and a proposed inland port south of Lake Okeechobee. In addition, the proposed project will provide access from the SFRC to FEC's West Palm Beach intermodal yard located just south of the study area (shown in Exhibit 1). The proposed action assumes the following rail operations: (1) Freight trains traveling at 15 miles per hour (mph) (maximum speed limit due to track geometry); 12,000 feet to 14,000 feet in length; between 7 p.m. and 7 a.m. and (2) Up to 1 train in each direction (2 trains daily) to intermodal facilities in Central Florida (CSX Winter Haven ILC or Port of Tampa) in ultimate condition (2017). In the interim condition (2015-2017), until the New Northwood Connection (Phase 2) is operational as part of a separate proposed action, this facility will also serve up to 6 trains in each direction (12 trains daily) including: (1) Up to 4 trains in each direction (8 trains daily) from Jacksonville/Cocoa to PortMiami; and (2) Up to 2 additional trains in each direction (4 trains daily) after FEC intermodal transfer at PortMiami is operational.

Drainage construction = None as the existing railbed meets drainage requirements. Property acquisition = None as the property is FDOT-owned. FDOT anticipates potential staging areas for construction activities will include FDOT property adjacent to the Northwood Connection. FDOT anticipates no utility relocations. FDOT anticipates that the existing grade crossings will be modified to replace the existing rail; FDOT also anticipates that construction will occur at night to avoid peak hour traffic and minimize travel delay. During these temporary construction activities, the surrounding grid roadway network within the study area will allow FDOT to maintain transportation connectivity with temporary detours per FDOT Roadway and Traffic Design Standards.

Purpose and Need of Proposed Action (Project).

Project Purpose: The purpose of the proposed Phase 1A project is to rehabilitate the Northwood Connection between the SFRC and FEC Railway in order to provide enhanced freight connectivity for existing freight traffic as well as the projected growth in freight rail operations in the region. Integrating these rail corridors will facilitate improved intermodal connectivity to the major intermodal freight centers and multi-modal centers within the region. The existing track infrastructure on the Northwood Connection is in poor condition and in a state of disuse, limiting freight mobility. There is no existing direct connection to/from the north on the FEC Railway.

The proposed improvements will provide the larger Northwood Industrial District with improved freight mobility. The project will improve rail connectivity to intermodal freight facilities at the three major regional seaports (Port of Palm Beach, Port Everglades and PortMiami) and existing or planned intermodal facilities located inland including those located in Orlando, Winter Haven and Tampa.

Maintaining intermodal connectivity and satisfactory freight operations on both the SFRC and FEC is essential to efficiently serve the movement of goods and people in the region. Existing freight service provides an efficient and highly economical mode of transportation to support the transfer of intermodal freight between major industries and major Strategic Intermodal System (SIS) transportation hubs including airports, seaports and intermodal yards.

Because of the anticipated growth of cargo shipments into the Florida ports, enhanced freight rail connectivity is important for the region and State of Florida to be economically competitive. The proposed project will improve rail mobility and increase cargo movement by rail, which will alleviate existing and future truck traffic on South Florida's congested roadways.

Between 2000 and 2010, the Miami-Fort Lauderdale-West Palm Beach, Florida metropolitan area (located within Miami-Dade, Broward and Palm Beach Counties) experienced approximately 11.1% population growth and as of the 2010 Census the population in the tri-county region was more than 5.5 million people. Much of this population growth has been focused on the east coast - population density on the coast is three times that in the western section of Miami-Dade County. Rapid population growth is expected to continue in the foreseeable future. In the long-term, the proposed New Northwood Connection will prepare the rail network for increased passenger service in the area by allowing for some freight traffic on the FEC corridor to be realigned to the SFRC, opening up capacity on the FEC and allowing potential restoration of historical passenger rail service.

By adding this new rail connection, FDOT will be creating additional track capacity and routing options. Dispatchers will gain the needed flexibility to transfer from one rail to the other. This will reduce congestion, improve operational consistency, support emergency detours, drive improvements in on-time performance, and support the future projected growth of freight traffic along Florida's East Coast.

II. NEPA CLASS OF ACTION

Please check the category or categories that the Project best fits. If no category applies, contact FRA as an EA or EIS may need to be prepared.

☐ Changes in plans for a Project for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Describe the full consequences of the changes only in part III)*

☐ Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. *("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs)*

☐ Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure.

☐ Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment.

☐ Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities.

☐ Minor rail line additions *including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards,* provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities.

☐ Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties.

☐ Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density characteristics of the existing rail line.

☐ Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, *including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks.*

☐ Alterations to existing facilities, locomotives, stations and rail cars in order to make them accessible for the elderly and persons with disabilities, *such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms.*

☐ Bridge rehabilitation, reconstruction or replacement, the rehabilitation or maintenance of the rail elements of docks or piers for the purposes of intermodal transfers, and the construction of bridges, culverts, or grade separation projects, predominantly within existing right-of-way, that do not involve extensive in-water construction activities, *such as projects replacing bridge components including stringers, caps, piles, or decks, the construction of roadway overpasses to replace at-grade crossings, construction or reconstruction of approaches and/or embankments to bridges, or construction or replacement of short span bridges.*

☐ Acquisition (including purchase or lease), rehabilitation, or maintenance of vehicles or equipment that does not cause a substantial increase in the use of infrastructure within the existing right-of-way or other previously disturbed locations, *including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance or inspection equipment.*

☐ Installation, repair and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, *such as the installation, repair or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, and fencing, railroad warning devices, train*

control systems, signalization, electric traction equipment and structures, electronics, photonics, and communications systems and equipment, equipment mounts, towers and structures, information processing equipment, and security equipment, including surveillance and detection cameras.

☐ Environmental restoration, remediation and pollution prevention activities in or proximate to existing and former railroad track, infrastructure, stations and facilities conducted in conformance with applicable laws, regulations and permit requirements, *including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to storm water oil/water separators, installation of pollution containment systems, slope stabilization, and contaminated soil removal or remediation activities.*

☐ Assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in a major change in traffic density on existing rail or highway facilities and result in approximately less than ten acres of surface disturbance, *such as storage and maintenance facilities, freight or passenger loading and unloading facilities or stations, parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.*

☒ Track and track structure maintenance and improvements when carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, *such as stabilizing embankments, installing or reinstalling track, re-grading, replacing rail, ties, slabs and ballast, installing, maintaining, or restoring drainage ditches, cleaning ballast, constructing minor curve realignments, improving or replacing interlockings, and the installation or maintenance of ancillary equipment.*

III. PROJECT INFORMATION

Potential impacts from both construction and changes to operations (where applicable) should be analyzed and identified for each resource type below. Where appropriate, the Project sponsor may commit to mitigation measures to avoid, reduce, or minimize impacts, including the use of Best Management Practices (BMP). Mitigation measures necessary to comply with other laws or regulations (e.g. Clean Water Act Section 404) should also be identified and the impacts from mitigation considered.

A. Affected Environment: *Briefly describe the ecosystems and environmental conditions in the area affected by the Project (defined as broadly as necessary to evaluate potential impacts and address Project area habitats).*

The Phase 1A rehabilitation of the existing Northwood Connection will be constructed within the existing FEC right-of-way on the existing mainline alignment that served historical freight operations as recently as 2004. The project is located within an existing urban industrialized area (Northwood Industrial Park) between the two active SFRC and FEC rail corridors. There will be no right-of-way impacts and no displacements as a result of the proposed Phase 1A project.

FDOT anticipates that the project will have no direct right-of-way impacts to the neighborhoods of Northwood Hills, Old Northwood and North Tamarind (shown on Exhibit 3) since the communities were built around the historic FEC Railway that operates freight service today.

Cultural resources located near the project include the Evergreen Cemetery. FDOT developed the proposed improvements to avoid impacts to the Evergreen Cemetery (8PB218), which is eligible for listing on the National Register of Historic Places(NRHP)(State Historic Preservation Officer [SHPO]letter dated 08/04/2010, DHR File 2010-368). By letter dated January 16, 2014, FDOT and FRA determined that the proposed Phase 1A project would result in No Adverse Effect on any historic resources. On January 23, 2014, the SHPO concurred with

FRA's and FDOT's determination (see Attachment 2 for SHPO correspondence).

There are no wetlands or other significant habitat / natural features within the study limits.

Within the 500-foot buffer width from the proposed improvements, the majority of social features include residential land uses, churches and cemeteries. Medical facilities, schools, community centers and other similar features are not present within the 500-foot buffer of the proposed alignment. Thirteen of the census blocks within the 500-foot buffer have minority populations greater than 40%.

B. ***Location & Land Use:*** *Briefly describe the existing land use of the Project site and surrounding properties and resources and identify and discuss any potential inconsistencies the Project might have with local land use plans and policies.*

The existing Northwood Connection right-of-way is approximately 30 feet in width and one half-mile in length. The existing right-of-way is immediately adjacent to industrial land uses and nearby institutional land uses (the Evergreen Cemetery), which is located northeast of the railway on Rosemary Avenue.

As shown in Exhibit 3, within close proximity of the project are residential areas of Northwood Hills (to the north), Old Northwood (to the east) and North Tamarind (to the south). Based on Exhibit 4, future land uses are not expected to change within the study area (source: Palm Beach County Planning, Zoning and Building Department).

According to the future land use vision of the City of West Palm Beach and Palm Beach County, areas within the vicinity of the Northwood Connection are targeted for reinvestment through urban infill development and redevelopment as the proposed connection is located within a designated Brownfield area, the Palm Beach County Enterprise Zone and the established Community Redevelopment Agency's (CRA) District in the Northwood/Pleasant City area. The rehabilitation of the existing Northwood Connection has the potential to facilitate redevelopment within the industrial area with enhanced freight connectivity. Since the Northwood Connection was initially developed within a commercial and industrial zone, complete with rail lines linking the structures to the adjacent FEC Railway and SFRC rail lines, any restoration of rail service through this area will represent a restoration of a historic setting and not an adverse effect. The proximity of the nearby FEC Intermodal Yard and freight access are both economic catalysts for development and redevelopment potential. Existing vacant parcels near the existing alignment have increased potential to redevelop to light industrial uses consistent with future land use.

The project will be constructed within the existing right-of-way and, therefore, the project will result in minimal economic impacts. The redevelopment efforts taking place in the adjacent Old Northwood Historic District (mixed-use retail, commercial and entertainment), are east of the FEC Railway outside of the proposed improvements. There will be no indirect impacts to the downtown Northwood Village mixed-use area as the redevelopment area is east of the existing FEC Railway, outside the project limits.

In the immediate vicinity of the existing railway, FDOT does not expect industrial land uses and values to decrease as the area will

remain industrial and the project will provide enhanced freight connectivity and allow the restoration of inactive rail spurs that provide access to adjacent industrial properties. No impacts to business access or designated parking will occur as a result of the proposed project.

Existing (Exhibit 3) and future (Exhibit 4) land use maps are attached.

C. Cultural Resources: *Is the Project of the type where there is no potential to affect historic properties? Check yes or no depending on whether resources have been identified in the immediate vicinity of the Project (Area of Potential Effect)*

☒ *Yes, explain how Project has no potential to affect historic properties. (Continue to D)*

FDOT, in consultation with FRA and SHPO, prepared a Cultural Resource Assessment Survey (CRAS), including background research and a field survey coordinated with the SHPO. Refer to Attachment 3 for the CRAS.

As a result of the CRAS, one archaeological site (25th Street Scatter Site (8PB14830) is NRHP-eligible and five historic cultural resources were identified: The Hurricane of 1928 African American Mass Burial Site (8PB11548) is NRHP-listed; Quonset Hut Row (8PB9907), Florida East Coast (FEC) Railway (8PB12102), Seaboard Air Line Railroad (8PB12917), and Evergreen Cemetery (8PB218)are NRHP-eligible (see Attachment 2 for SHPO letter dated 08/04/2010, DHR File 2010-368; and SHPO letter dated 01/23/2014, DHR File 2013-53). The FRA, after consultation with the SHPO, has determined that no resources listed or eligible for listing on the NRHP will be adversely affected. The SHPO concurrence letter (and prior coordination letters) are provided in Attachment 2. Further detailed information on the cultural resource evaluation is available in the CRAS prepared for this project.

☐ *No, there is potential to affect historic properties. Describe identification procedures to determine the existence of cultural resources in the Project area.*

Describe any resource(s) identified in the project area and then describe any potential effect of the Project on the resource(s).

Has consultation with the State Historic Preservation Office occurred?

☐ *No, contact FRA*

☒ *Yes, describe and attach relevant correspondence*

Attachment 2:

1. SHPO letter dated 08/04/2010, DHR File 2010-3685

2. SHPO letter dated 01/23/2014, DHR File 2013-53

FDOT prepared a CRAS Addendum for this project (refer to Attachment 3). On 1/23/2014, the SHPO concurred with no adverse effect to cultural resources. Prior SHPO consultation occurred during the following months: December 2009 (CRAS Methodology), April 2010 (Area of Potential Effect), June 2010 (Northwood Connection Field

Visit), and June 2010 (Cultural Resource Meeting). In 2013, meetings were held with West Palm Beach Planning, Historic Preservation and CRA Departments. A FRA and SHPO consultation meeting occurred on November 19, 2013 (Update to Area of Potential Effect and Proposed Action, for meeting summary see Attachment 2).

What resources of interest to Federally-recognized Native American Tribes are known to be present in the Project area?

No resources of interest are within the study area. An Advance Notification Package (October 2013) was sent to Miccosukee Tribe of Indians of Florida, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, and Seminole Tribe of Florida. No responses were received from the tribes.

D. Parks and Recreational Facilities: *Are there any publicly owned park, wildlife and waterfowl refuge, or recreational area of national, state, or local significance within or directly adjacent to the Project area?*

☒ No, include a short statement describe efforts to identify parks and recreational facilities in the Project area.

No park or recreation facilities are within the 500-foot buffer width. Potential historic and archaeological sites listed above may be protected under Section 4(f); however, no direct and no proximity effects (constructive use) of potential Section 4(f) resources are anticipated.

☐ Yes, include a detailed description of the property, including map or drawing, describe the recreational uses of the property, any unique characteristics of the property, any consultations with the entity with legal jurisdiction over the property, and the potential impact on the property.

E. Transportation: *Would the Project have any effect (beneficial or adverse) on transportation including but not limited to other railway operations, road traffic, or increase the demand for parking?*

☒ No, explain why the Project would have no effect (beneficial or adverse) on transportation

The project will have minimal impact on the surrounding roadway network including traffic operations, designated parking and other conditions. The project will not increase parking demand. FDOT coordination with SFRTA, FEC and CSXT will continue in future phases to identify changes to FEC freight operations necessary to facilitate transfer of four FEC freight trains from the FEC Railway to the SFRC and thus facilitate access to PortMiami and inland multimodal facilities.

FDOT conducted an analysis of grade crossings to determine the effects the proposed action may have upon the local roadway network. The grade crossing analysis was based on certain assumptions about the length (up to 14,000 feet) and speed (20-mph maximum allowable speed [MAS] through the crossing) of the proposed trains. FEC indicated there will be up to 12 trains per day using the connection and these trains will be active only during nighttime, off-peak hours beginning after 7:00 p.m. Based on information provided by FEC, the FDOT analysis assumed that no more

than two train crossings will occur in a single hour. Given these parameters, results indicate that for both the opening year (2015) and the design year (2035), vehicular queues and delay incurred at the rail crossings will be nominal and can be accommodated without impacting roadway traffic operations at adjacent locations.

Further, adequate clearance time of approximately 20 minutes is needed between the two crossing events to allow drivers in queue to complete the rail crossing prior to the next rail crossing event. This ensures that no driver is affected by both crossing events without the opportunity to cross. A Grade Crossing Technical Memorandum is included in Attachment 3 that provides further details regarding anticipated traffic impacts.

In terms of rail operations, FDOT anticipates that the proposed action will enhance intermodal connectivity to major freight and multi-modal centers in the region, enhance freight connectivity between the SFRC and FEC Railway and support bringing additional future passenger rail options to Florida's East Coast.

☐ Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this Project will impact.

F. Noise and Vibration: *Are there any sensitive receptors in the Project area?*

☐ No, describe why there are no sensitive receptors (residences, parks, schools, hospitals, public gathering spaces) in or near the Project area. (Continue to G)

☒ Yes, will the Project change the noise and/or vibration exposure of the sensitive receptors when applying the screening distances for noise and vibration assessment found in FRA and Federal Transit Administration's noise impacts assessment guidance manuals? Such changes in exposure might include changes in noise emissions and/or events, or changes in vibration emissions and/or events.

FDOT identified three noise sensitive receptors within the 750-foot screening distance for noise (two residences in Northwood Hills and one residence in Old Northwood) with no impacts anticipated. Although located within the 750-foot screening distance, FDOT does not anticipate that the Evergreen Cemetery will be affected by the train operations associated with Phase 1A. The trains operating on the rehabilitated Northwood Connection will operate between 7:00 p.m. and 7:00 a.m., whereas the use of the Evergreen Cemetery will occur primarily during the posted hours (7:00 a.m. to 5:00 p.m. at latest); therefore, no potential noise impacts are anticipated as a result of the proposed action.

Although the build condition ground-borne vibration level (82.5 vdB) at the closest sensitive site exceeded the impact criteria (80 VdB), no ground-borne vibration impacts are anticipated as the difference between the existing (92 VdB) and build (82.5 vdB) conditions vibration levels exceeded the 5 VdB. The estimated ground-borne noise levels (32.5 dB(A))did not exceed impact criteria (43 bD(A)) at the at the closest sensitive site; therefore no ground-borne noise impacts are anticipated.

If the Project is anticipated to change the noise or vibration exposure of sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. Describe the results of the Assessment and any mitigation that will address potential impacts.

Based on the results of the General Noise and Vibration Assessment, FDOT expects that the proposed rehabilitation of the Northwood Connection will not result in any moderate or severe noise impacts at the closest residential areas. Therefore, FDOT anticipates that the proposed action will not result in any significant permanent noise impacts to any noise sensitive land uses. In addition, FDOT anticipates that the train operations on the rehabilitated Northwood Connection will not change the type of noise sources nor substantially increase the overall cumulative noise levels in the surrounding sensitive land uses. As noise impact to the residential areas are not anticipated, future land uses will not be impacted. The overall noise exposure level at the three noise sensitive receptors identified is not considered an impact and does not warrant the consideration of noise abatement measures.

Refer to Attachment 3 for the Noise and Vibration Assessment and a noise and vibration map.

G. Air Quality: *Is the Project located in a Non-Attainment or Maintenance area?*

☒ No, identify any air emissions increases or benefits that the project will create.
(Continue to H)

The proposed action is located in Palm Beach County, which is currently designated as being in attainment for all of the National Ambient Air Quality Standards (NAAQS) criteria air pollutants including: Ozone (O3), Nitrous Oxides (NOx), Particulate Matter (PM2.5, less than 2.5 microns in diameter) and PM10 (less than 10 microns in diameter), Sulfur Dioxide (SO2), Carbon Monoxide (CO), and Lead (Pb).

As part of this project, FDOT performed an assessment of potential air quality impacts. Emissions from the locomotives and emissions associated with idling vehicles in queue at grade crossings will be expected to occur up to two times per hour. Most of the emissions associated with the project will occur in the evening/night when traffic volumes are low.

Due to the nature of the project, which FDOT anticipates will reduce overall emissions, and the location of the project in an industrial area with low traffic volumes, the project will not result in an overall increase in emissions of the criteria pollutants; lead to levels that exceed the NAAQS and/or lead to the establishment of a new non-attainment area; or delay achievement of attainment. The project is also anticipated to reduce CO emissions from trucks that would, otherwise, have to transport the goods associated with the increased freight rail traffic. The project is in an area which is designated in attainment for all of the NAAQS under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

Construction activities will cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. Adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction will minimize these impacts.

☐ Yes, for which of the following pollutants:

☐ Carbon Monoxide (CO) ☐ Ozone (O_3), volatile organic compounds or Nitrous Oxides (NO_x)
☐ Particulate Matter (PM_{10} and $PM_{2.5}$)

Will the Project, both during construction and operation, result in new emissions of criteria pollutants including Carbon Monoxide (CO), Ozone (O_3), volatile organic compounds, or Nitrous Oxides NO_x, Particulate Matter (PM_{10} and $PM_{2.5}$)?

☒ No ☐ Yes, Attach an emissions analysis for General Conformity regarding CO, O_3, PM_{10}, and NO_x.

Based on the emissions analysis, will the Project increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?

☒ No ☐ Yes, Describe any substantial impacts from the Project.

H. Hazardous Materials*: Does the Project involve the use or handling of hazardous materials?*

☐ No (continue to I)

☒ Yes, describe the use and measures that will mitigate any potential for release and contamination.

Freight trains traveling on the FEC and SFRC have historically transported hazardous materials and FEC freight trains are currently equipped to haul hazardous materials. Although there is no regularly scheduled transport of hazardous materials, these types of cargo shipments are hauled on an average of once a week along the FEC Railway. FEC anticipates no change in the frequency or quantity of hazardous materials hauled along the FEC mainline associated with this project. There is a potential for existing FEC freight shipment of hazardous materials to transfer to the SFRC via the rehabilitated connection. Based on the existing and historical FEC cargo shipments, FDOT anticipates minimal hazardous material transport within the limits of the proposed project. FEC does not plan to use or store hazardous materials along the proposed connection. All hazardous materials will be transported by FEC in accordance with federal Hazardous Materials Regulations found in Title 49 of the Code of Federal Regulations. Additionally, the US Department of Transportation (DOT) enacts and enforces all hazardous material shipping laws. Compliance with DOT and federal requirements included in FRA's Hazardous Materials Compliance Manual will be overseen by the railroads who transfer the cargo shipments to/from industry customers. Adherence to these federal shipping regulations governs the shipment of hazardous materials and mitigation measures in the event of an unanticipated contamination release.

I. Hazardous Waste: *Is the Project site in a developed area or was previously developed or used for industrial or agricultural production,*

☐ No, describe the steps taken to determine that hazardous materials are not present on the Project site. (Continue to J)

☒ Yes. *If yes, is it likely that hazardous materials will be encountered by undertaking the Project? (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)*

☒ Yes, complete a Phase I site assessment and attach.

FDOT conducted a Contamination Screening Evaluation (Phase 1 Site Assessment) for the proposed action, which is provided in Attachment 3.

The entire project is located within the West Palm Beach Downtown Northwood - Pleasant City Community Redevelopment Agency Area Brownfield (FDEP ID BF500302001). FDOT evaluated potential impacts associated with the sites contributing to the brownfield designation separately, and the brownfield designation itself will have no impact on the project.

High Risk Potential Sites:

There are no Federal Superfund sites or major landfills within 1 mile of the 1,000-foot buffer width (study area). Seven sites received High Risk ratings due to contamination concerns.

Medium Risk Potential Sites:

Twelve Medium Risk sites were identified because of their potential contamination concerns immediately adjacent to the project.

☐ No, explain why it is unlikely that hazardous materials will be encountered.

If a Phase I survey was completed, is a Phase II site assessment recommended?
☐ No, explain why a Phase II site assessment is not recommended.

☒ Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the Project.

FRA has noted in the Categorical Exclusion Substantiation (May 2012) that existing track does not correlate with the presence of hazardous waste or ground contamination. There are times when hazardous materials may be present in removed track components or debris but in all cases, this is addressed by standard waste disposal requirements set by regulatory agencies. FDOT expects only minimal excavation to replace the existing rail infrastructure. The existing subgrade may require additional compacting, but not excavation. As such, FDOT does not anticipate the need for dewatering; however, a Phase II assessment will be conducted during the design phase to further assess potential contamination sites adjacent to the existing railway.

There are no documented activities where a regulatory agency is taking, has taken, or may take action on any property where potential contamination could have an impact on the proposed project. FDOT will re-evaluate the identified contamination sites during the design phase to verify that construction activities will not encounter contaminated sites. FDOT will conduct Level 2 testing on medium/high risk sites impacted by the proposed alignment during the design phase. FDOT will also re-evaluate any changes to the proposed improvements, including modifications to the surface drainage, infiltration or groundwater movement that results from proposed construction activities at the identified contamination sites, during the design phase.

Soil, where excavated at locations that have known or potential contamination, will be remediated and/or characterized for disposal at an approved facility.

J. Property Acquisition: *Is property acquisition needed for the Project?*

☒ No (continue to K)

☐ Yes, indicate how much property and whether the acquisition will result in relocation of businesses or individuals. **Note:** *acquiring property prior to completing the NEPA process and receiving written FRA concurrence in the NEPA recommendation may jeopardize Federal financial participation in the Project.*

K. Community Impacts and Environmental Justice: *Is the Project likely to result in impacts to adjacent communities? Impacts might be both beneficial (e.g. economic benefits) or adverse*

(e.g. reduction in community cohesion).

☒ No, describe the steps taken to determine whether the Project might result in impacts to adjacent communities. (Continue to L)

In accordance with the U.S. DOT Final Order on Environmental Justice in Executive Order 12898, a socioeconomic analysis was performed for this project. As shown in Exhibits 5 and 6, the 2010 U.S. Census and the 2007-2011 American Community Survey document populations with low income (below poverty level), minorities and limited English proficiency within the study area; however, no disproportionate impacts to these populations are anticipated.

FDOT anticipates that the project will have no impacts on nearby neighborhoods or communities since the communities were built around the historic FEC Railway, which operates freight service today. There will be no community cohesion impacts as land uses were built adjacent to the railroad and no right-of-way impacts are anticipated. FDOT will develop the project between the active SFRC and FEC railways on the existing Northwood alignment. As the existing railway is proposed for rehabilitation within the existing right-of-way and historically precedes the surrounding development, no disproportionate impacts to minority or low-income populations will result from the proposed action.

In compliance with Title VI of the Civil Rights Act of 1964, FDOT developed this project and solicited public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Refer to Section W for a description of the public outreach efforts undertaken as part of this project.

☐ Yes, characterize the socio-economic profile of the affected community, including the presence of minority or low-income populations.

Describe any potential adverse effects to communities, including noise, visual and barrier effects. Indicate whether the Project will have a disproportionately high and adverse effect on minority or low-income populations. Describe outreach efforts targeted specifically at minority or low-income populations.

L. Impacts On Wetlands: *Does the Project temporarily or permanently impact wetlands or require alterations to streams or waterways?*

☒ No, describe the steps taken to determine that the Project is not likely to temporarily or permanently impact wetlands or require alterations to streams or waterways.

FDOT evaluated the project corridor for wetlands. In September 2013, a field reconnaissance to locate and delineate wetlands within the 1,000-foot study area was conducted in accordance with the "Federal Manual for Identifying and Delineating Jurisdictional Wetlands" (United States Army Corps of Engineers [USACE], 1987), "The Florida Wetlands Delineation Manual" (FDEP, 1995), the Florida Land Use Cover Classification System (FLUCCS, 1999),and the United States Fish and Wildlife Service (USFWS) classification system as described in "Classification of Wetlands and Deepwater Habitats of the United States, 1979."

The proposed project will be constructed within existing right-of-

way. The 1,000-foot study area is heavily urbanized with few open areas, and no wetlands were identified within it. The cut banks of the canal in the western portion of the 1,000-foot study area are too steep to support jurisdictional wetlands.

The additional analysis, described above, concluded that there are no wetlands located within the existing alignment or the limits of the proposed improvements.

☐ Yes, show wetlands and waters on the site map and classification. Describe the Project's potential impact to on-site and adjacent wetlands and waters and attach any correspondence with the US Army Corps of Engineers.

Is a Section 404 Permit necessary?

☐ Yes, attach all permit related documentation

☒ No

M. Floodplain Impacts: *Is the Project located within the 100-year floodplain or are regulated floodways affected?*

☒ No

☐ Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any and how the Project will comply with Executive Order 11988. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

N. Water Quality: *Are protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site?*

☒ No, describe the steps taken to identify *protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site.*

The project, once completed, will not result in additional water runoff or generation of wastewater, nor will it change the existing drainage or groundwater recharge patterns of the area. Therefore, no long-term negative impact on local groundwater or surface water quality will occur as a result of the project. There are no streams located within the limits of the proposed project. Based on FDOT's Efficient Transportation Decision Making (ETDM) environmental screening and Geographic Information System (GIS)-based analysis of impacts, the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service has concluded that the proposed work will not directly impact areas that support essential fish habitat (EFH)or NOAA trust fishery resources. Furthermore, NOAA stated that further consultation will not be necessary unless future modifications are proposed that FDOT believes would have the potential to impact EFH. Correspondence from NOAA is included in the ETDM Programming Summary Report agency comments in Attachment 2.

☐ Yes, describe water resource and the potential for impact from the Project, and any coordination with regulatory entities.

O. Navigable Waterways: *Does the Project cross or have effect on a navigable waterway?*

☒ No (continue to P)

☐ Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the Project in a designated coastal zone?*

☒ No (continue to Q)

☐ Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

Q. Prime and Unique Farmlands: *Does the Project impact any prime or unique farmlands?*

☒ No, describe the steps taken to identify *impacts to prime or unique farmlands.*

☐ Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

R. Critical Habitat and Endangered Species: *Are there any designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the Project site?*

☒ No, describe the steps taken to identify critical habitat within or directly adjacent to the Project site.

☐ Yes, describe them and the potential for impact.

Due to the developed nature of the area, limited threatened and/or endangered species and associated habitat exist in the study area. FDOT conducted a desktop GIS analysis and site visit to verify no involvement with habitat and/or species. FDOT anticipates no impacts.

Are any Threatened or endangered species located in or adjacent to the site?

☒ No, describe the steps taken to identify the presence of endangered species directly adjacent to the Project site.

Due to the developed nature of the area, limited threatened and/or endangered species and associated habitat exist in the study area. FDOT conducted a desktop GIS analysis and site visit to verify no involvement with habitat and/or species. FDOT anticipates no impacts.

☐ Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach it and any applicable agency correspondence.

S. Public Safety: *Will the Project result in any public safety impacts?*

☒ No, describe method used to determine whether the Project results in any safety or security impacts

Existing Grade Crossings: There are eight existing grade crossings within the study area that may be affected, all of which are considered active crossings in the U.S. DOT Crossing Inventory database (as of February 2014). Existing active grade crossings that are in frequent use are at 25th Street/SFRC (628116P) and 25th Street/FEC Railway (272407R). Six of the existing grade crossings are on the existing Northwood Connection and recorded as active but have not been in regular use for several years. Existing grade crossings that are not in regular use are at Windsor Avenue near Service Road (628105C), Windsor Avenue north of 25th Court (628114B), 26th Street (628115H), Tamarind Avenue (628106J), Division Avenue (628110Y), and Rosemary Avenue (628112M).

For Phase 1A, six grade crossings will be modified by the rehabilitation of the existing Northwood Connection (Phase 1A) and will be upgraded to include new signal and safety equipment, including: Windsor Avenue near Service Road(628105C), Windsor Avenue north of 25th Court(628114B), 26th Street (628115H), Tamarind Avenue (628106J), Division Avenue (628110Y), and Rosemary Avenue (628112M). A map of the grade crossings is included in the Grade Crossing Analysis (Attachment 3). A summary of the grade crossings is shown in Attachment 1 (Exhibit 9).

FDOT does not anticipate that the project will impact safety and/or security related to corridor operations. The existing rail line is still considered active but has not been in scheduled use for several years. Infrequent, unscheduled freight trains (primarily locomomotives) use the existing Northwood Connection for occasional low-speed freight traffic likely related to maintenance and inspection. Therefore, as the project advances through construction FDOT will conduct additional public outreach within the study area. Considerations should include, but should not be limited to, safety and security at grade crossings (pedestrian and roadway), including the addition of signage and other measures deemed necessary; the potential for encroachment within the corridor right-of-way; adequate clearance distance within the dynamic envelope of roadway grade crossings; signal preemption; and the addition of pedestrian and vehicular gates and signage at crossings, as warranted.

☐ Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the Project during and after its construction.

T. Cumulative Impacts: A “cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

Are cumulative impacts likely? ☐ No ☒ Yes, describe the impacts:

The proposed Phase 2 New Northwood Connection (FPID: 434948-2), the

All Aboard Florida (AAF) project (www.allaboardflorida.com), the planned Tri-Rail Coastal Link Study (refer to Section W for brief discussion), and the planned FEC Amtrak Passenger Rail Study were evaluated to identify reasonably foreseeable future actions and the potential for cumulative impacts.

The proposed Phase 2 New Northwood Connection will result in decreased freight traffic on the existing Phase 1A Northwood Connection as noted in the Description of the Proposed Action. The proposed New Northwood Connection will result in direct impacts (noise, traffic and property impacts) to the surrounding Northwood area; however, these impacts will likely be minimal as documented in the Draft Categorical Exclusion for the New Northwood Connection (March 2014). Indirect impacts from the New Northwood Connection are anticipated to result in enhanced aesthetics and a potential increase in economic benefits and property values due to the redevelopment potential of up to four properties. No significant cumulative impacts are anticipated as a result of the related Phase 2 project. The Phase 2 New Northwood Connection has an identified funding plan and is a reasonably foreseeable action.

The AAF project proposes high-speed intercity passenger service on the FEC Railway and there are no plans to use the Northwood Connection or the SFRC for the proposed high-speed service. The proposed AAF passenger trains on the FEC Railway for the AAF project were documented in the approved Finding of No Significant Impact (January 2013). The AAF project is being studied further as part of an ongoing Environmental Impact Statement; however, the proposed Northwood project is not anticipated to result in increased freight traffic on the FEC Railway and cumulative impacts are not anticipated. The AAF project has an identified funding plan and is a federally approved action and, therefore, is a reasonably foreseeable action.

As of February 2014, the Tri-Rail Coastal Link project is in the planning phase and the environmental study is anticipated to begin in 2014 (pending Federal Transit Administration [FTA] approval). There is no funding programmed for the future design, construction or operations phases. The Tri-Rail Coastal Link project is not federally approved and no funding plan has been identified to date and, therefore, is not a reasonably foreseeable action for the purposes of cumulative effects analysis. The operating plan proposes use of the existing Pompano Connection (Broward County) for passenger service between the SFRC and the FEC Railway. If the operating plan is refined to reflect periodic passenger service between the SFRC and FEC Railway in Palm Beach County on the Northwood Connection, the cumulative traffic and noise impacts would need further evaluation as part of that proposal. However, any future passenger service would be anticipated to occur at faster speeds than the freight trains (resulting in less traffic delays) and with reduced noise impacts (as compared to noise impacts from freight trains).

FDOT previously studied a new alignment for the Northwood Connection 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 New Northwood Connection to access the SFRC to connect to the

existing Amtrak route with service to Miami. A Draft Environmental Assessment was prepared for the study and no significant direct or indirect impacts were identified. However, the project was discontinued due to Amtrak liability concerns and no identified funding for design, right-of-way or construction. The FEC Amtrak project is not federally approved and no funding plan has been identified to date and, therefore, is not a reasonably foreseeable action for the purposes of cumulative effects analysis. The subject project, the South Florida Freight and Passenger Rail Enhancement Study, proposes freight relocation on the new alignment studied in 2010. If the FEC Amtrak proposal is re-initiated, the cumulative impacts of the two proposed Amtrak passenger trains would not result in increased impacts on the existing Northwood Connection. Furthermore, the cumulative effects of any proposed Amtrak passenger trains and the proposed freight trains on the New Northwood Connection (up to six trains per direction daily) would not result in significant cumulative impacts as the FEC Amtrak project is not anticipated to result in increased noise levels or traffic congestion due to the nominal number of proposed passenger trains.

Based on the above evaluation, FDOT anticipates no significant cumulative impacts from the proposed project.

U. **Indirect Impacts:** "Indirect impacts" are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Are Indirect impacts likely? ☒ No ☐ Yes, describe the impacts:

V. **Mitigation:** Describe all mitigation measure commitments which address identified impacts that have been incorporated into the Project, if any.

Mitigation is not anticipated.

W. **Public Notification:** *Briefly describe any public outreach efforts undertaken on behalf of the Project, if any. Indicate opportunities the public has had to comment on the Project (e.g., Board meetings, open houses, special hearings).*

The Tri-Rail Coastal Link Study (www.Tri-RailCoastalLinkStudy.com) proposes reintroducing passenger service along an 85-mile stretch of the FEC Railway corridor between Jupiter and Miami. The Tri-Rail Coastal Link would serve 28 cities, including the urban core central business districts (CBDs) of West Palm Beach, Fort Lauderdale and Miami. The Tri-Rail Coastal Link Service is being developed to integrate with the existing Tri-Rail commuter rail service.

The Northwood Connection was included as a component of the proposed improvements associated with the larger Tri-Rail Coastal Link project, and as such has been presented at numerous outreach activities, including public workshops/open houses, staff and elected officials briefings, and Board meetings during the Phase 2 and Phase 3 analysis of the Tri-Rail Coastal Link Study.

In 2013, meetings were held with City of West Palm Beach Planning, Historic Preservation and CRA Departments, and with elected officials to confirm continued support for the project. A public

workshop was held on December 5, 2013 to update the public on project development for the Northwood Connection (both Phase 1A and Phase 2). A total of 88 individuals attended the workshop and 22 comments were received, most of which indicated support for the project.

As a result of the extensive outreach, there has been no significant public controversy concerning the proposed action; it is generally supported by the public, agencies and elected officials. The public has expressed an interest in quiet zones along the Northwood Connection. FDOT will analyze the implementation of grade crossing infrastructure to support potential future quiet zones during the design phase. FDOT commits to continued coordination with the City of West Palm Beach to support any future development of quiet zones (if requested by the City and approved by FRA). Additionally, the public requested further consideration of landscaping, lighting and fencing/barriers as part of the proposed improvements. FDOT commits to analyze these features as part of the design phase and obtain public input on the proposed design features as part of the future design phase.

Has the Project generated any public discussion or concern, even though it may be limited to a relatively small subset of the community? Indicate any concerns expressed by agencies or the public regarding the Project.

The project has not generated any known public discussion or concern among members of the public, interested stakeholders or agencies.

X. Related Federal, State, or Local Actions: *Does the Project require any additional actions (e.g., permits) by other Agencies?* Attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues should be described in the relevant resource discussion above.

☐ **Section 106** *Historic Properties*

☐ **Section 401/**404 **of the Clean Water Act**; *Wetlands and Water Quality*

☐ **Section 402 of the Clean Water Act**

☐ **USCG 404** *Navigable Waterways*

☐ **Migratory Bird Treaty Act**

☐ **Endangered Species Act** *Threatened and Endangered Biological Resources*

☐ **Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*

☐ **Safe Drinking Water Act**

☐ **Section 6(f) Land and Conservation Act**

☐ **Other State or Local Requirements** (Describe)

Potential permits that may be required for construction activities include the U.S. EPA National Pollutant Discharge Elimination System (NPDES) permit administered by the Florida Department of Environmental Protection (FDEP). FDOT commits to obtain the necessary permit prior to construction.

For Agency Use	*Date Received:*
Reviewed By: *Date:*	*Recommendation for action:* ☐ *Accept* ☐ *Return for Revisions* ☐ *Not Eligible*
Comments:	
Concurrence by Counsel: ☐ *Accept Recommendation* ☐ *Return with Comments*	*Reviewed By:* *Date:*
Comments:	
Concurrence by Approving Official:	*Date:*

For Agency Use

Will the Proposal result in the use of a resource protected by 49 U.S.C. §303 (Section 4(f)) of the Department of Transportation Act of 1966?

☐ YES ☐ NO

Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

☐ YES ☐ NO