

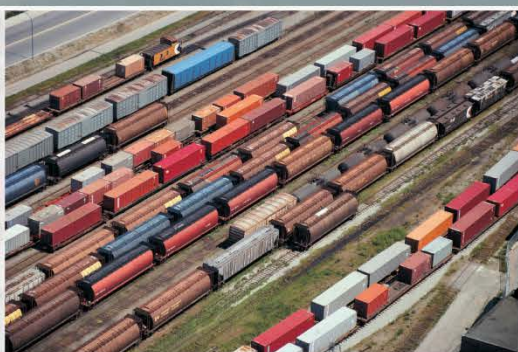
SOUTH FLORIDA **FREIGHT & PASSENGER**



RAIL ENHANCEMENT PROJECT

Phase 2 · New Northwood Connection

Categorical Exclusion Worksheet Attachments - FINAL May 2014



U.S. Department of Transportation
Federal Railroad Administration



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

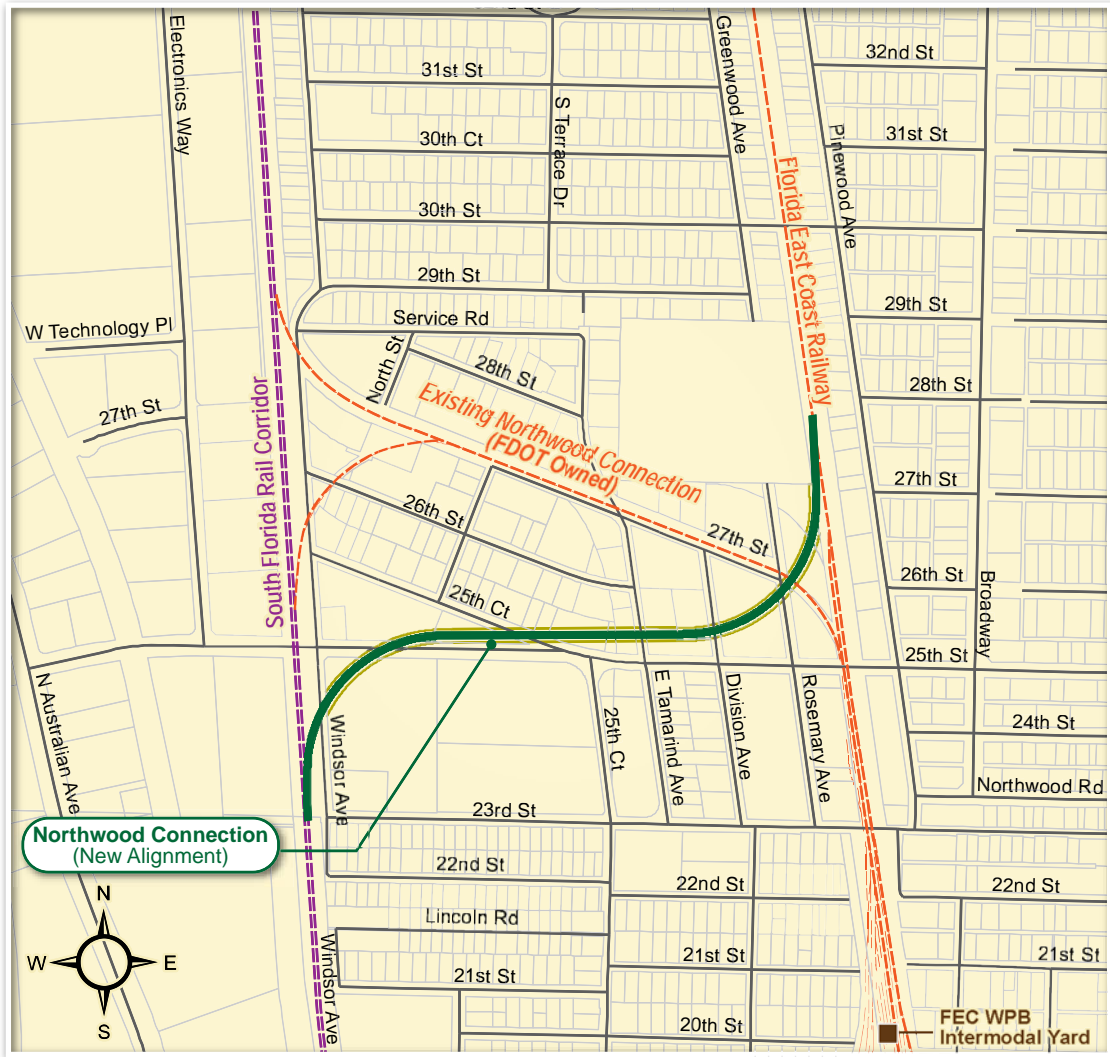
Exhibit 6 – Socioeconomic Characteristics Table

Exhibit 7 – Preliminary Conceptual Plan Sheet

Exhibit 8 – Photographs

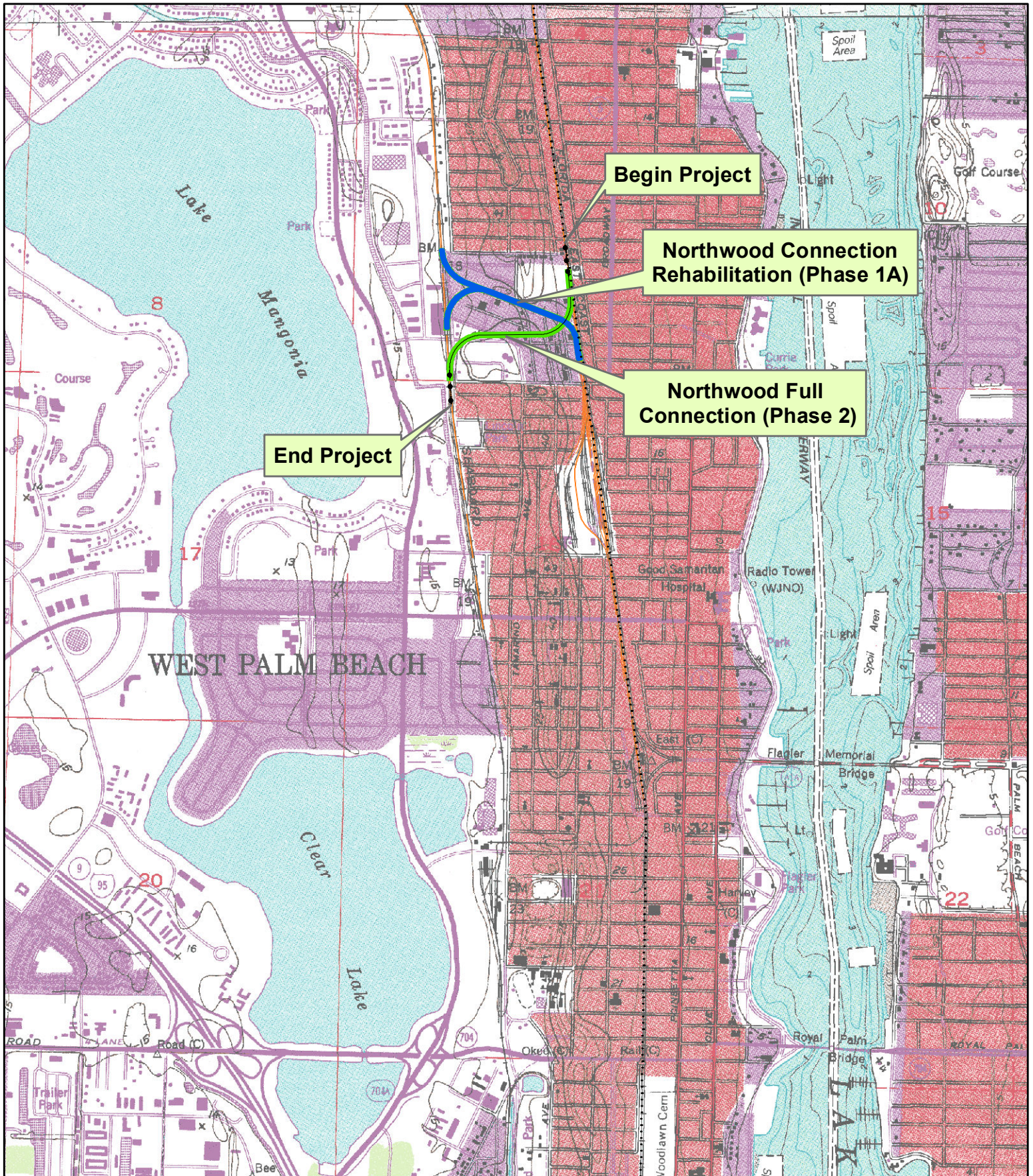
Exhibit 9 – Grade Crossing Summary Table

Exhibit 10 – Cultural Resources Map



- South Florida Rail Corridor (Tri-Rail)
- Florida East Coast Railway (FEC)
- CSX S Line
- Intermodal Center
- Ports

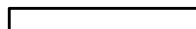
Exhibit 1:
New Northwood Connection
Project Location Map



Quadrangle Map: Palm Beach T43S R43E 9, T43S R43E 16



2,000

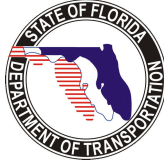


Feet


STATE PROJECT NO.
FPID NO.

Exhibit 2
QUADRANGLE MAP
Construct Full
Northwood Connection
Palm Beach County





Tri-Rail Coastal Link
Getting Southeast Florida To Work



LEGEND

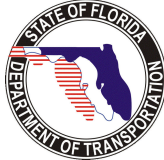
- Northwood Rail Crossing, Phase 2 (Existing)
- Northwood Rail Crossing, Phase 2 (Proposed)
- Northwood Connection (Phase 2)

Existing Land Use


- Agriculture
- Commercial / Services
- Industrial
- Institutional
- Recreation / Open Space
- Residential
- Transportation / Utilities
- Water

EXHIBIT 3:
NORTHWOOD CONNECTION, PHASE 2
EXISTING LAND USE MAP














Tri-Rail Coastal Link
Getting Southeast Florida To Work



LEGEND

-  Northwood Rail Crossing, Phase 2 (Existing)
-  Northwood Rail Crossing, Phase 2 (Proposed)
-  Northwood Connection (Phase 2)

Palm Beach County Future Land Use Description

 Commercial	 Institutional
 Industrial	 Mixed Use
	 Residential High Density
	 Residential Low Density

0 250 500 1,000 Feet


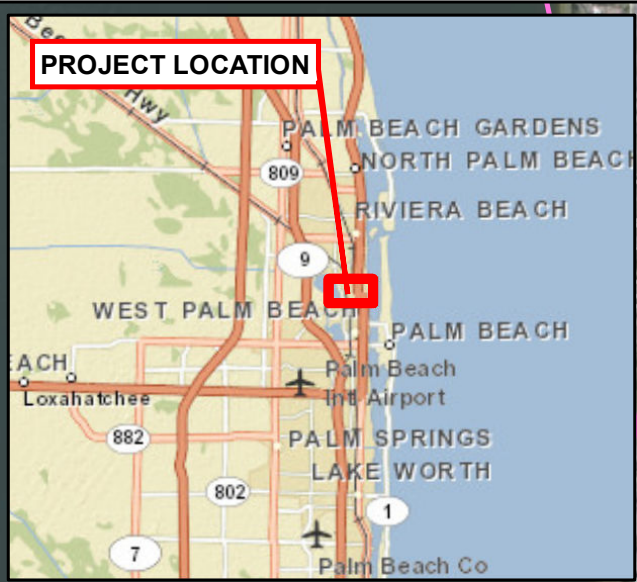
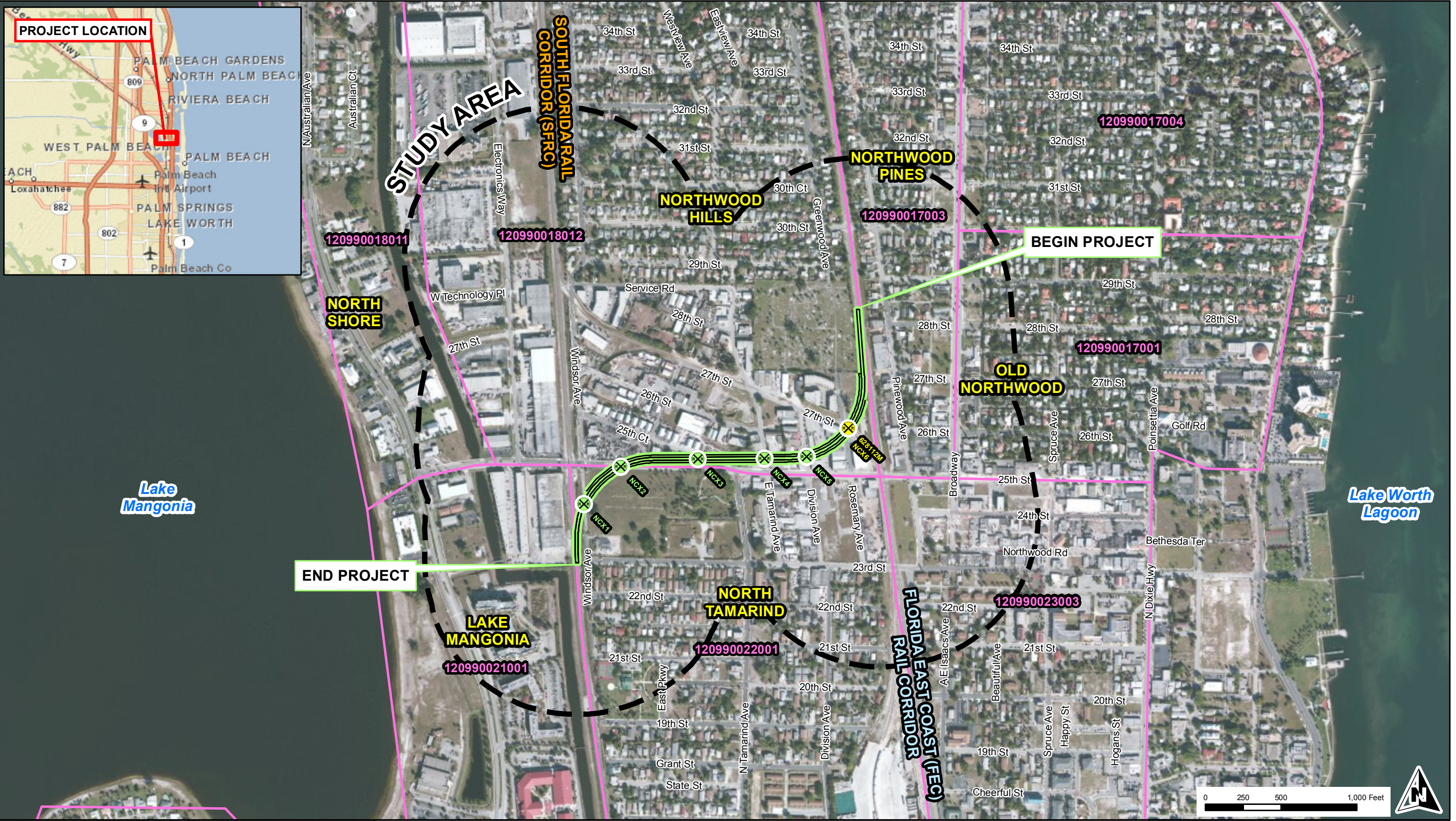


EXHIBIT 4:
NORTHWOOD CONNECTION, PHASE 2
FUTURE LAND USE MAP





Tri-Rail Coastal Link

Getting Southeast Florida To Work



LEGEND

-  Northwood Rail Crossing, Phase 2 (Existing)
-  Northwood Rail Crossing, Phase 2 (Proposed)
-  Northwood Connection (Phase 2)
-  Census Block Groups

EXHIBIT 5:
NORTHWOOD CONNECTION, PHASE 2
CENSUS BLOCK GROUP MAP


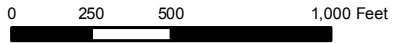
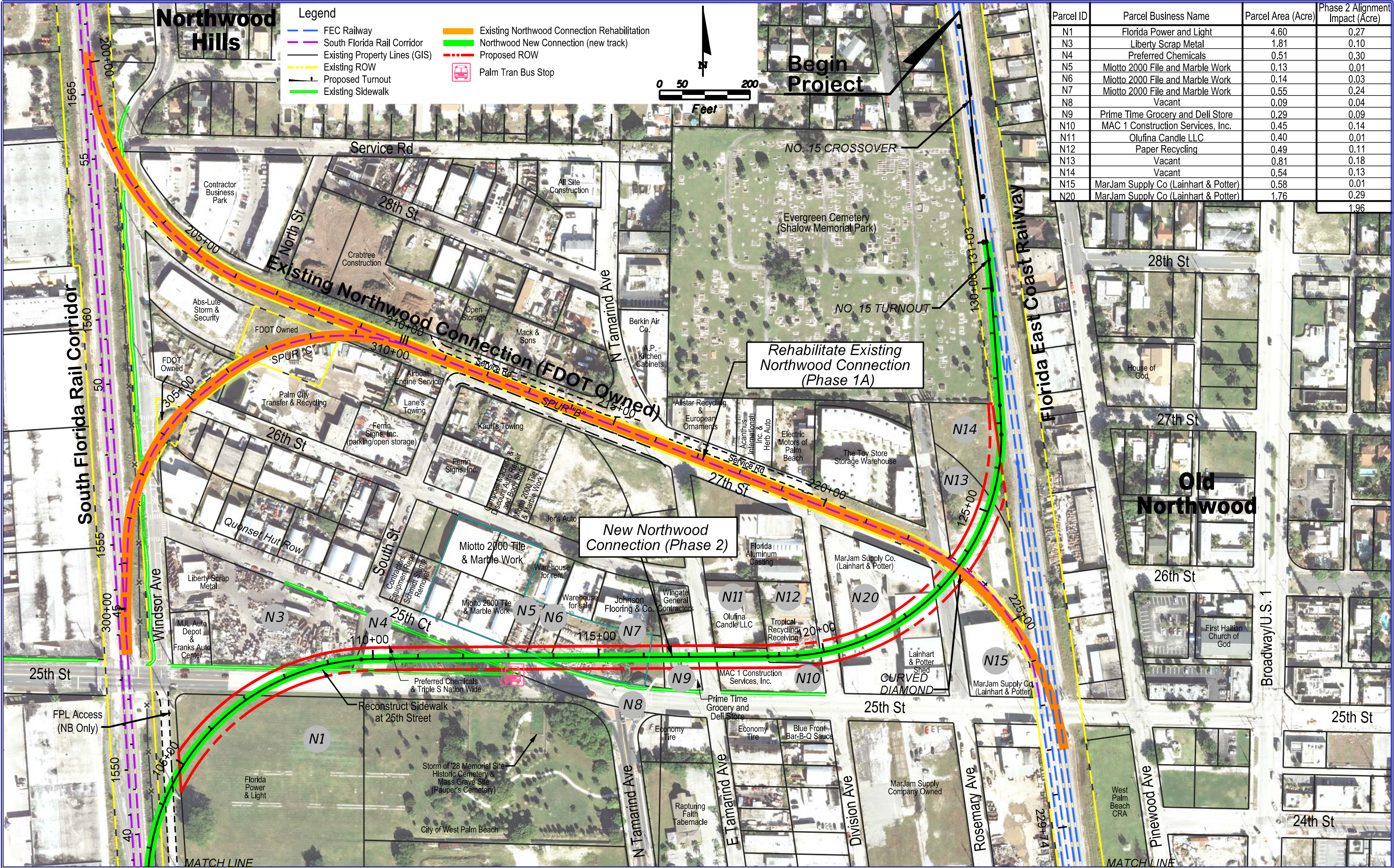


EXHIBIT 6:**Socioeconomic Characteristics in Northwood (Phase 1A) and (Phase 2) Analysis Area Table**

COMMUNITY CHARACTERISTICS	BLOCK GROUP								Study Area Total	Palm Beach
	1001	2001	3003	7001	7003	7004	8011	8012		
RACE AND ETHNICITY										
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 ENGLISH PROFICIENCY (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 HOUSEHOLD INCOME (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%

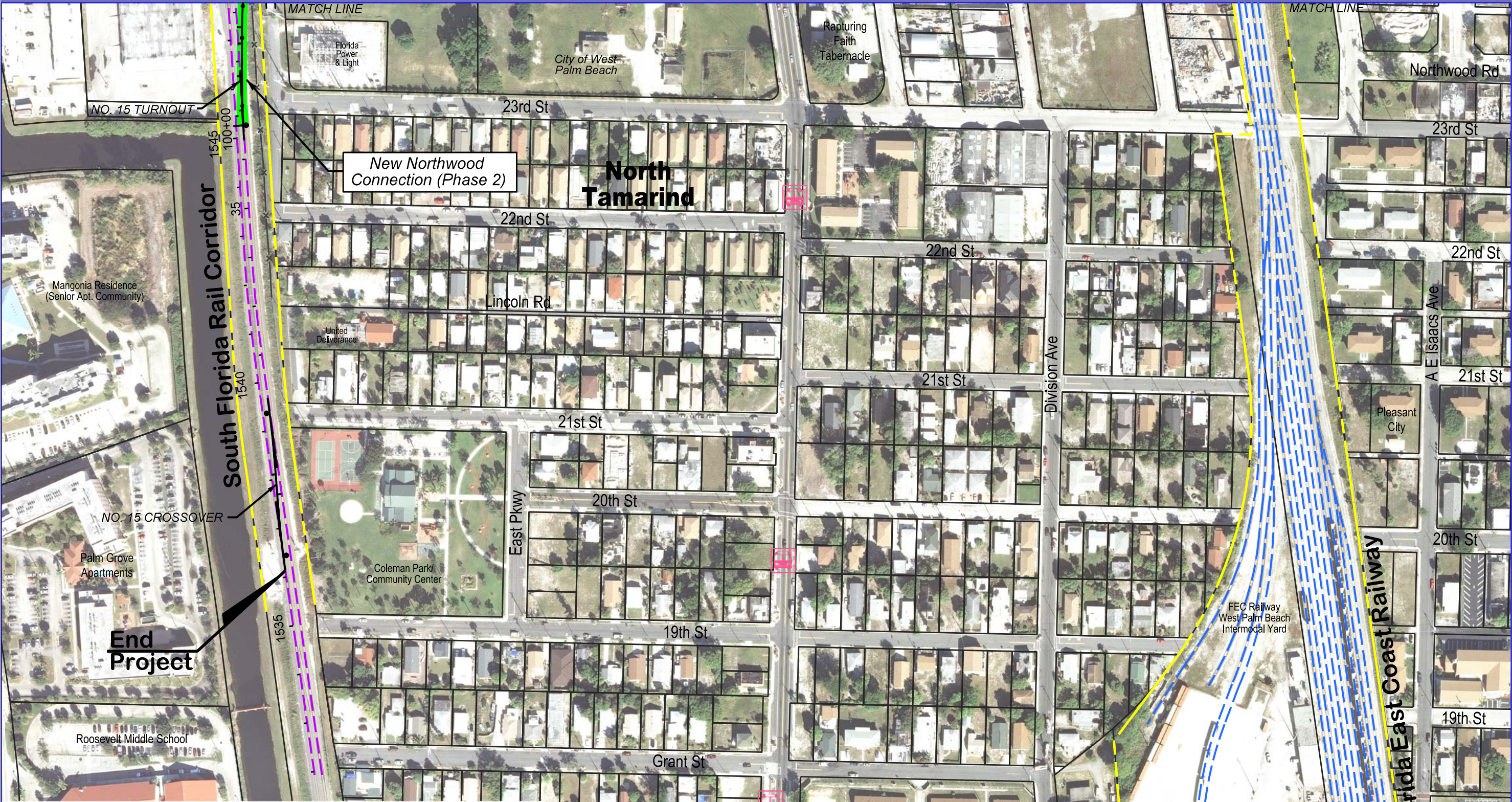
Sources: (1) 2010 U.S. Census; (2) 2007-2011 American Community Survey

*Average



Parcel ID	Parcel Business Name	Parcel Area (Acre)	Phase 2 Alignment Impact (Acre)
N1	Florida Power and Light	4.60	0.27
N3	Liberty Scrap Metal	1.81	0.10
N4	Preferred Chemicals	0.51	0.30
N5	Miotto 2000 File and Marble Work	0.13	0.01
N6	Miotto 2000 File and Marble Work	0.14	0.03
N7	Miotto 2000 File and Marble Work	0.55	0.24
N8	Vacant	0.09	0.04
N9	Prime Time Grocery and Deli Store	0.29	0.09
N10	MAC 1 Construction Services, Inc.	0.45	0.14
N11	Olufina Candle LLC	0.40	0.01
N12	Paper Recycling	0.49	0.11
N13	Vacant	0.81	0.18
N14	Vacant	0.54	0.13
N15	MarJam Supply Co (Lainhart & Potter)	0.58	0.01
N20	MarJam Supply Co (Lainhart & Potter)	1.76	0.29
			1.96

REVISIONS		DATE		DESCRIPTION	
DATE	DESCRIPTION	DATE		DESCRIPTION	
	EXHIBIT 7			Updated November 20, 2013	
				DRAFT	
				CH2M HILL, Inc. 225 E. ROBINSON STREET SUITE 505 ORLANDO, FL 32801-4321 CERTIFICATE OF AUTHORIZATION NO. 000072	
				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	
				ROAD NO.	COUNTY
					PALM BEACH
				FINANCIAL PROJECT ID	
				417031-3-22-01	
				FEC / SFRC Connections	
				Northwood Phase 1A and 2	
				Construct New Northwood Connection	
				SHEET NO.	
				1	



Legend

FEC Railway

South Florida Rail Corridor

Existing Property Lines (GIS)

Existing ROW

Proposed Turnout

Existing Sidewalk

Existing Northwood Connection Rehabilitation

Northwood New Connection (new track)

Proposed ROW

Palm Tran Bus Stop

0

50

200

Feet

REVISIONS		REVISIONS		CH2M HILL, Inc. 225 E. ROBINSON STREET SUITE 505 ORLANDO, FL 32801-4321 CERTIFICATE OF AUTHORIZATION NO. 000072	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FEC / SFRC Connections Northwood Phase 1A and 2 Construct New Northwood Connection		SHEET NO. 2
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
	EXHIBIT 7		Updated November 20, 2013 DRAFT			PALM BEACH	417031-3-22-01			

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

*25th Street Facing FPL Property (8PB14831)
Looking South*



*25th Street Scatter Site (8PB14830)
Looking West*



SFRC North of 25th Street Looking North



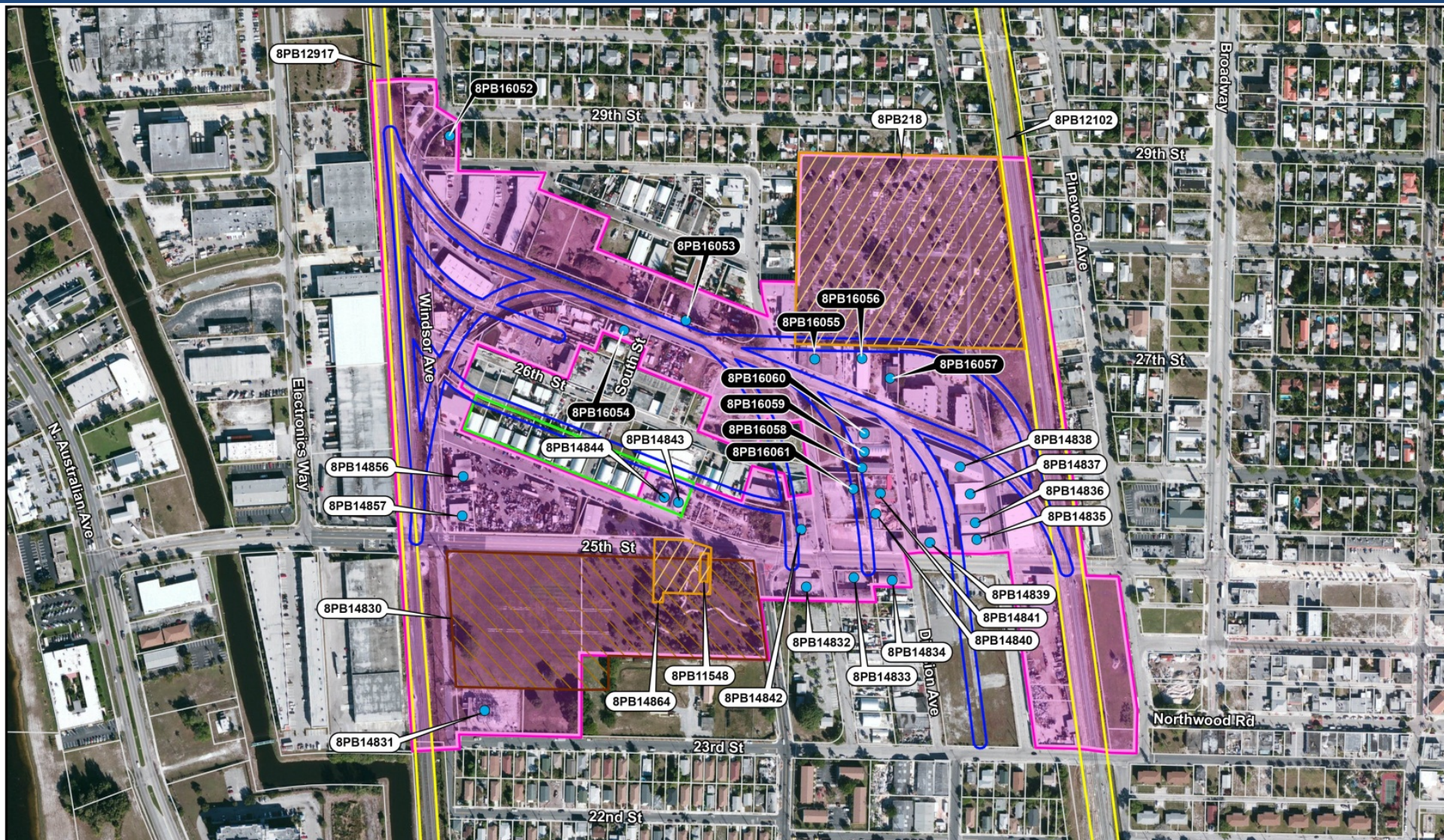
Existing Northwood Connection at Rosemary Avenue Looking Southeast



Exhibit 9:
Grade Crossing Summary Table

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

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



Identified Cultural Resources within the Project APE

 Historic APE	 Historic Railroads (8PB12917 & 8PB12102)	 FEC-SAL Railroad Connectors (8PB14869)	8PB000 Previously Recorded Historic Resource
● Historic Structure	 Quonset Hut Row (8PB9907)	 Historic Cemeteries	8PB000 Newly Recorded Historic Resource
 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

Efficient Transportation Decision Making Comments –
October-November 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 20th 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



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.

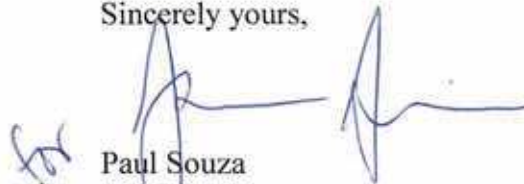
THREATENED AND ENDANGERED SPECIES

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 inquiries 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 reinstate 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 reinstatement 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,

A handwritten signature in blue ink, appearing to read "Paul Souza", is written over a horizontal line.

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—Quonset 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).

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

Resource ID	Resource Name	Resource Type	Period of Significance	Eligibility	NRHP-listed	Potential Impacts	Adverse Impacts
88R1870, FL298, IR1497, MT1450, PB12102, S5036, 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	Mattie 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	Cocoa 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
DU17719	Railroad Segment - 8SX	Linear Resource	Distion 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	Bunnell State Bank Building, Old	Historic Structure			Listed 1992	Viewshed, 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 Plant	Historic Structure	1926		Listed 1999	Viewshed, Noise	No adverse effects

IR10484	Old Town Sebastian Historic District, West	Historic Structure	Nineteenth century American, Twentieth century American	Not Reevaluated	Listed 2004	Viewshed, Noise	No adverse effects
IR10488	Old Town Sebastian Historic District East	Historical District	Nineteenth century American, Twentieth century American	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
MT84	Ferco Building	Historic Structure	1913	Potentially Eligible	Listed 1893	Viewshed, noise	No adverse effects
MT86	Lyric Theatre	Historic Structure	1917	Potentially Eligible		Viewshed, Noise	No adverse effects
MT130	East Coast Lumber & Supply	Historic Structure	1925	Potentially Eligible		Viewshed, noise	No adverse effects
MT131	Hobe Sound Cabinetry	Historic Structure	1925	Potentially Eligible		Viewshed, noise	No adverse effects
MT348	Old Martin County Court House	Historic Structure	c1940		NRHP-listed	Viewshed, noise	No adverse effects
MT1382	St. Lucie Bascule Bridge	Bridge	c1938	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
Not Requested	St. John's River Bascule Bridge	Bridge	1924	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
Not Requested	Sebastian River Bridge	Bridge	c1926	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
Not Requested	Loxahatchee River Bascule Bridge	Bridge		Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
PB00218	Evergreen Cemetery	Cemetery	1916	Potentially eligible	Not Evaluated by SHPO	Viewshed, noise	No adverse effects
PB09906	Northwood Hills Historic District	Historical District	1920	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
PB09907	Quonset Hut Row	Historical District	American-20th Century	Potentially eligible	Not Evaluated by SHPO	Viewshed, noise	No adverse effects
PB11548	Hurricane of 1928 African American Mass Burial Site	Cemetery	1928		NRHP-Listed	Viewshed, noise	No adverse effects
PB14830	25th Street Scatter Site	Archaeological Site	American-20th Century	Potentially eligible		Removal of fill portion of site does not constitute an adverse effect to the site.	No adverse effects
PB14843	Minto 2000 Sales Fabrication and Installation	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14844	Minto 2000 Tile and Marble Works	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14845	Minto 2000	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14846	955 25th Court	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14847	957 25th Court	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14848	Off-Highway Landscaping & Maintenance/East Building	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14849	Off-Highway Landscaping & Maintenance/West Building	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14850	Bernard Auto Storage	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14851	Delica Auto Repairs and Sales	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14854	1026 25th Court	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14855	Allen Cabinetry	Historic Structure	American-20th Century	Potentially eligible; element of PB9907		Viewshed, noise	No adverse effects
PB14864	Pauper's Cemetery	Cemetery	American-20th Century	Potentially eligible		Viewshed, noise	No adverse effects

Asset ID	Asset Name	Historic Structure	Period of Significance	Potentially Eligible	NRHP-listed	Viewshed, Noise	Adverse Effects
SL147	79 Almeria Street Model Land Company Historic District	Historic Structure	c1915	Potentially Eligible	Potentially Eligible	Viewshed, noise	No adverse effects
SL2462	FEC Railroad Park Old King's Road	Historic District Designed Historic Landscape	19 th and 20 th Century c1880	Potentially Eligible Not Reevaluated	NRHP-listed Potentially Eligible Potentially Eligible	Viewshed, noise Viewshed, noise Viewshed, noise	No adverse effects No adverse effects No adverse effects
SL2492	FEC Railroad Park	Linear Resource	Nineteenth century American, Twentieth century American	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
SL3482	King Street	Linear Resource	Twentieth century American	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
SL5298	FEC Freight Building A	Historic Structure	1955-1960	Potentially Eligible		Adaptive Reuse	No adverse effects
SL5476	FEC Freight Building B	Historic Structure	1955-1960	Potentially Eligible		Viewshed, Noise	No adverse effects
SL5477	FEC Freight Building C	Historic Structure	1955-1960	Potentially Eligible		Viewshed, Noise	No adverse effects
SL5478	Old Fort Pierce City Hall	Historic Structure	1825		Listed 2001	Viewshed, noise	No adverse effects
SL0289	Sunrise Theatre	Historic Structure	1923		NRHP-listed	Viewshed, noise	No adverse effects
SL0799	Frank Tyler House	Historic Structure	1924	Potentially Eligible	Potentially Eligible	Viewshed, noise	No adverse effects
SL0826							
VO255	Old King's Road Port Orange Florida East Coast Railway Freight Depot	Linear Resource	American Acquisition/Territorial Develop; American Civil War	Not Reevaluated	Potentially Eligible	Viewshed, Noise	No adverse effects
VO697	Dunn Lumber & Hardware	Historic Structure	c1940	Potentially Eligible	Listed 1998	Viewshed, Noise	No adverse effects
VO5571	DB Water Softening Plant	Historic Structure	1837	Potentially Eligible		Viewshed, Noise	No adverse effects
VO5804	New Mount Zion Baptist Church	Historic Structure	c1940	Potentially Eligible		Viewshed, Noise	No adverse effects
VO5988		Canal; Historic earthworks; Inundated land site; Land- terrestrial; Other; Freshwater submerged site					
VO7056	Turnbull Canal System Dunlawton Avenue Historic District	Historic District			Listed 2007	Viewshed, Noise	No adverse effects
VO7125	Southwest Daytona Beach Black Heritage District	Historic District	1894-1948		Listed 1998	Viewshed, Noise	No adverse effects
VO7188	Rose Bay Causeway	Linear Resource	Nineteenth century American, Twentieth century American	Not Reevaluated	Listed 1997	Viewshed, Noise	No adverse effects
VO7195					Potentially Eligible	Viewshed, Noise	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.

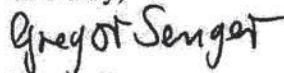
As a result of those and other discussions, FDOT, in cooperation with the FRA, will fulfill the following commitments before project construction activities are undertaken:

1. 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;
2. 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;
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. 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;
7. 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

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 2010-3685.


Mr. Scott M. Strah, III Director, and
State Historic Preservation Officer
Florida Division of Historical Resources

8/4/2010
Date

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. Sunsera 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 S-configuration to maximize the use of the existing track configuration, to minimize property impacts to the extent feasible on and minimize major reconstruction efforts on 25th 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.

Sunsera 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 is 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 25th 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.

South Florida Freight and Passenger Rail Enhancement Study

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



Presentation by
Florida Department of Transportation
District Four

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



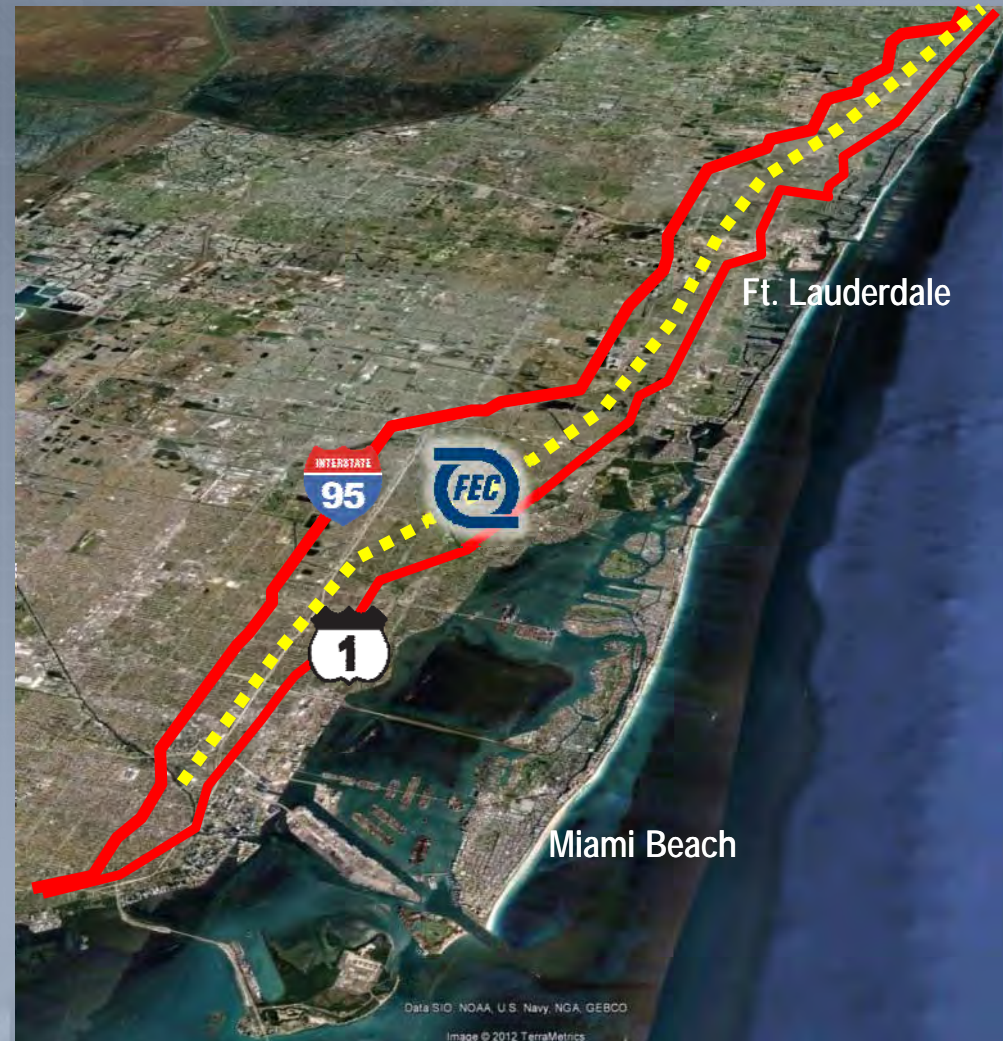
Project Overview

- 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

Regional Map



- Phase 1B – IRIS NE Connection
- Phase 1A – Northwood Connection Rehabilitation
- Phase 2 – New Northwood Alignment
- Independent utility

PHASE 1B - IRIS NE CONNECTION

FPID: 433514-1

MIAMI-DADE COUNTY, FLORIDA

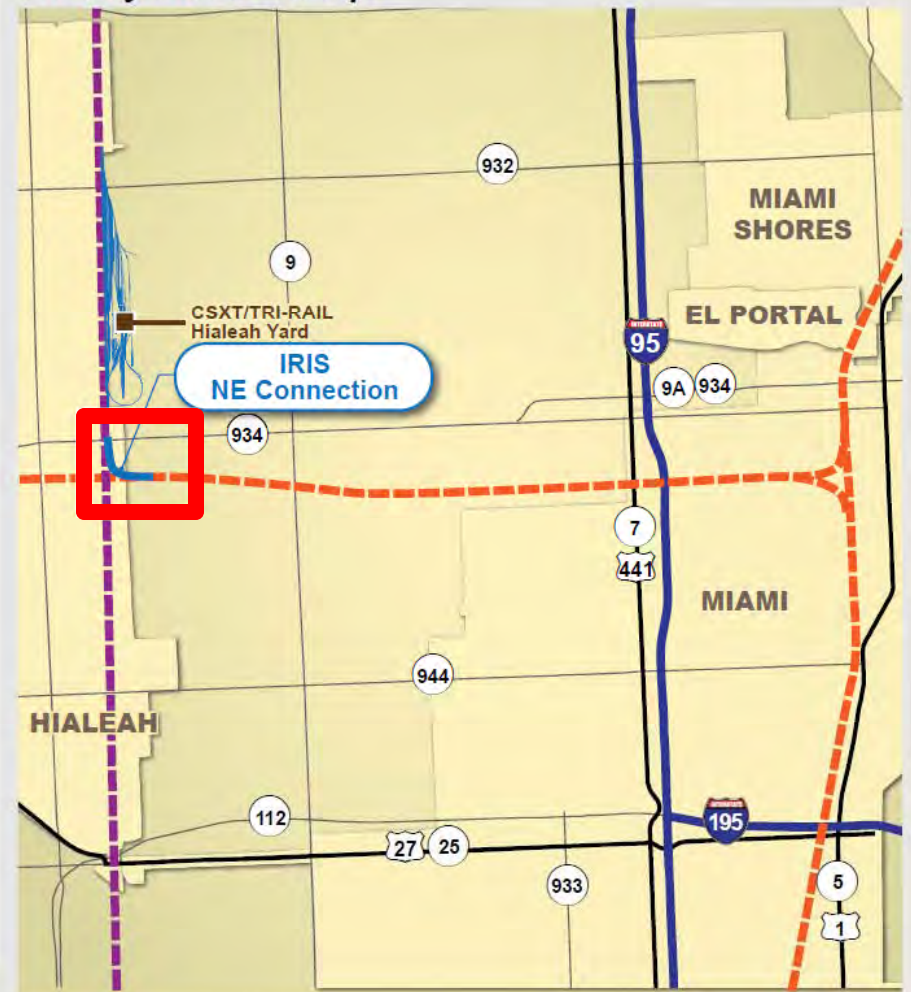


Phase 1B – IRIS NE Connection

Regional Map

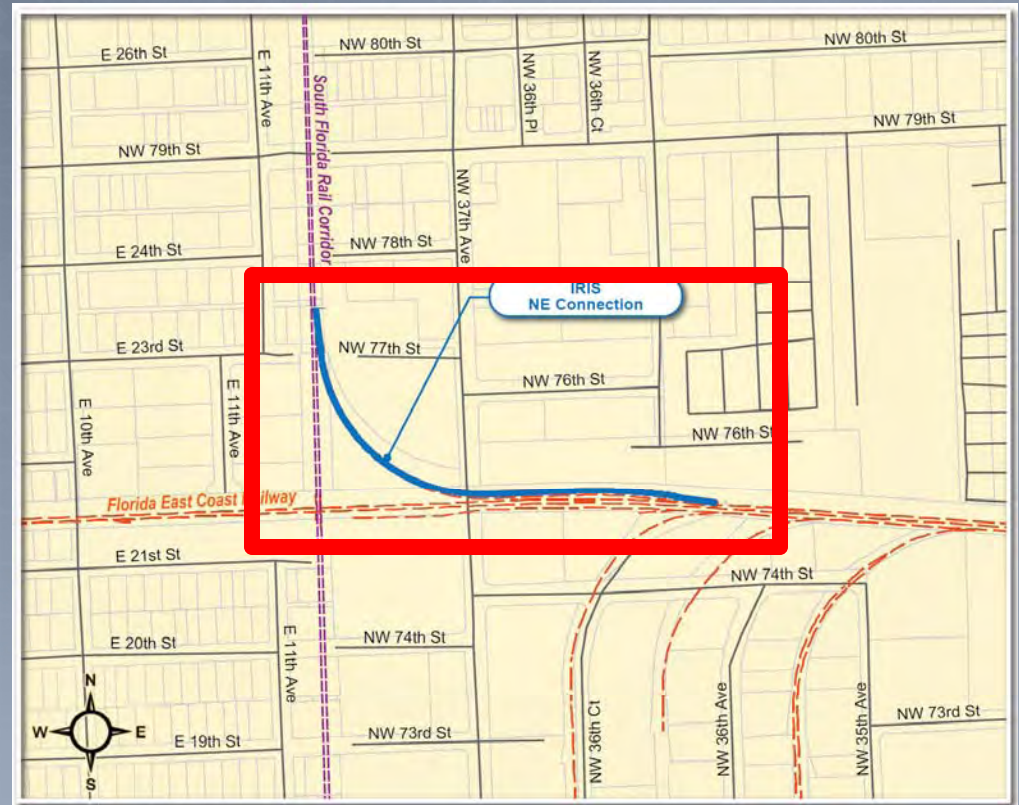


Study Area Map



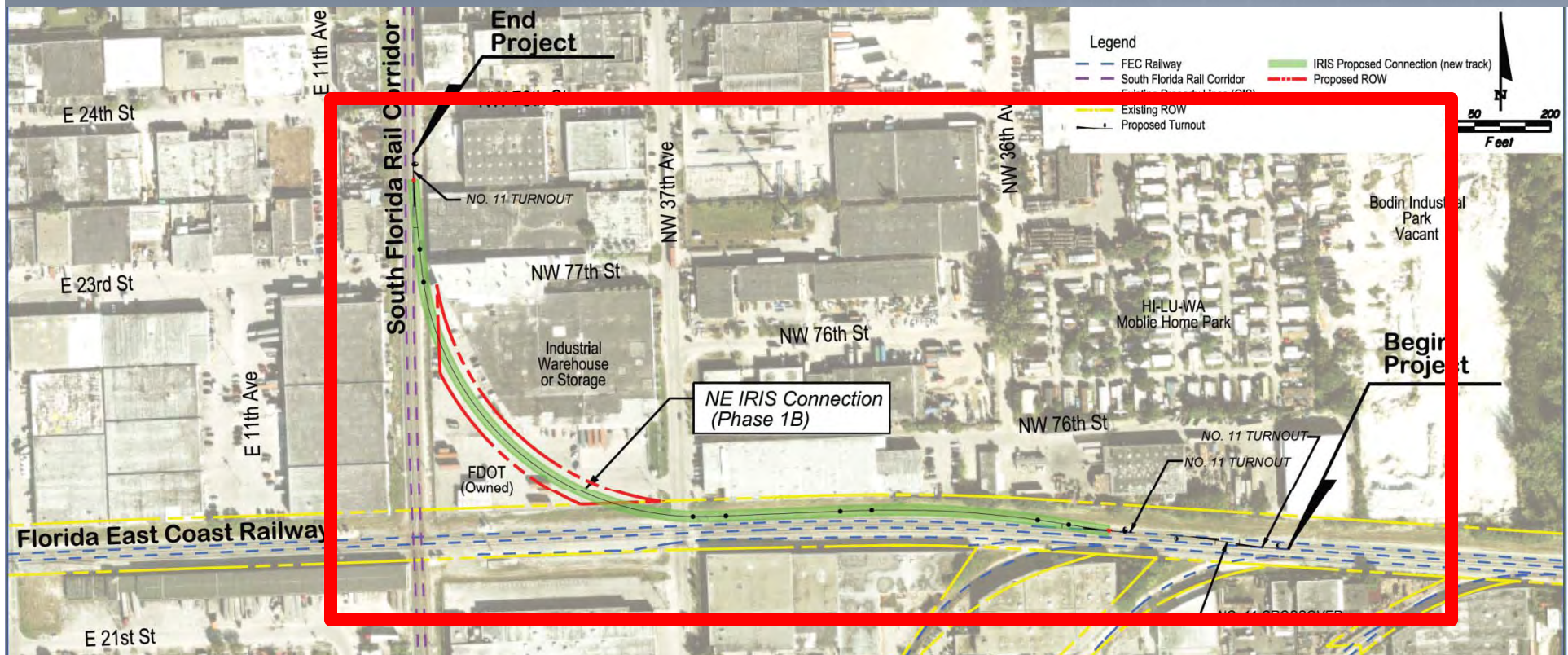
Phase 1B – IRIS NE Connection

- 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)



Florida East Coast Railway
Little River Spur (8DA11416)

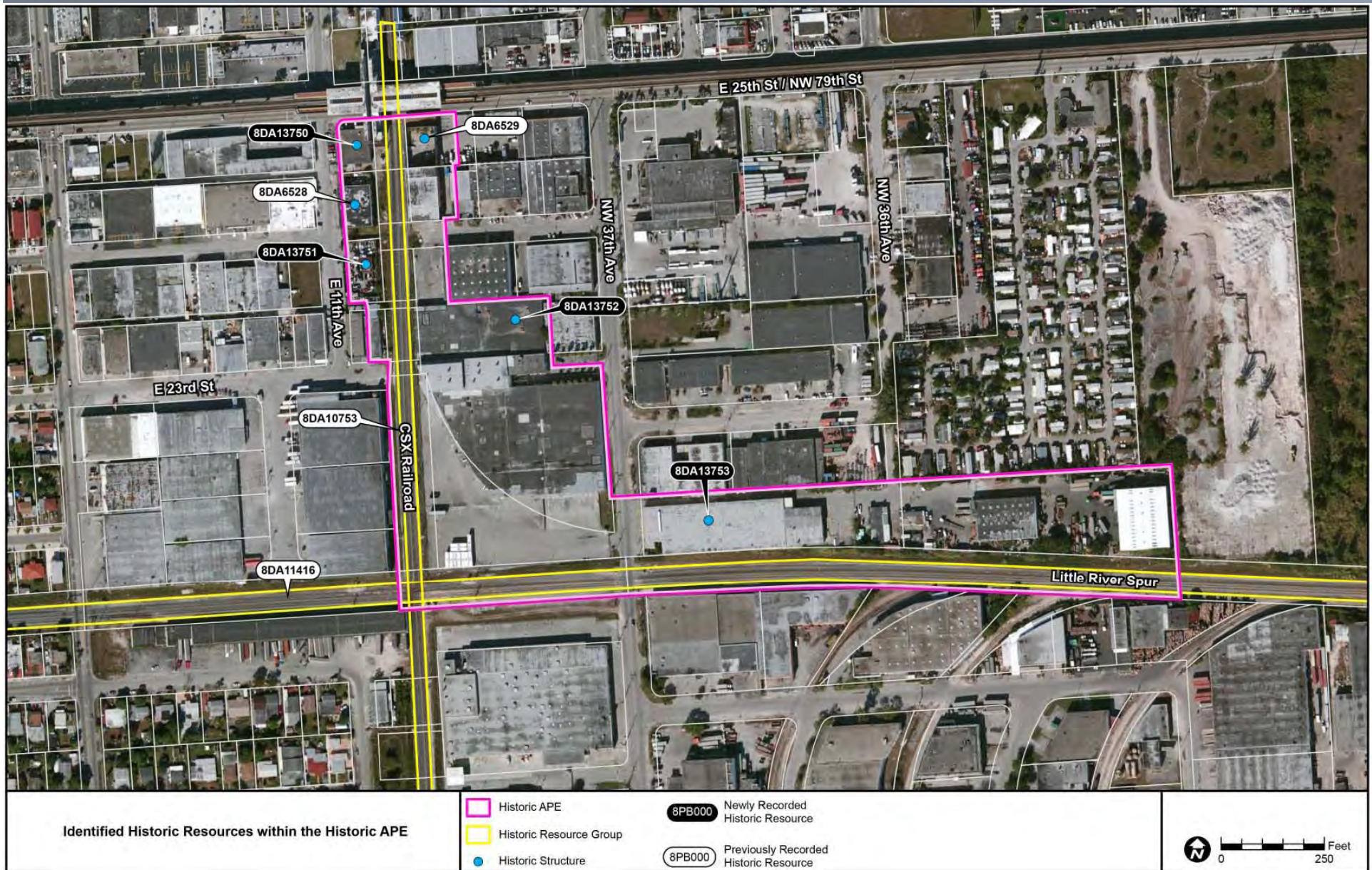


CRAS Archaeology Results

- 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)*



PHASE 1A

REHABILITATE EXISTING NORTHWOOD CONNECTION

FPID: 434948-1

PHASE 2

NEW NORTHWOOD CONNECTION

FPID: 434948-2

PALM BEACH COUNTY, FLORIDA

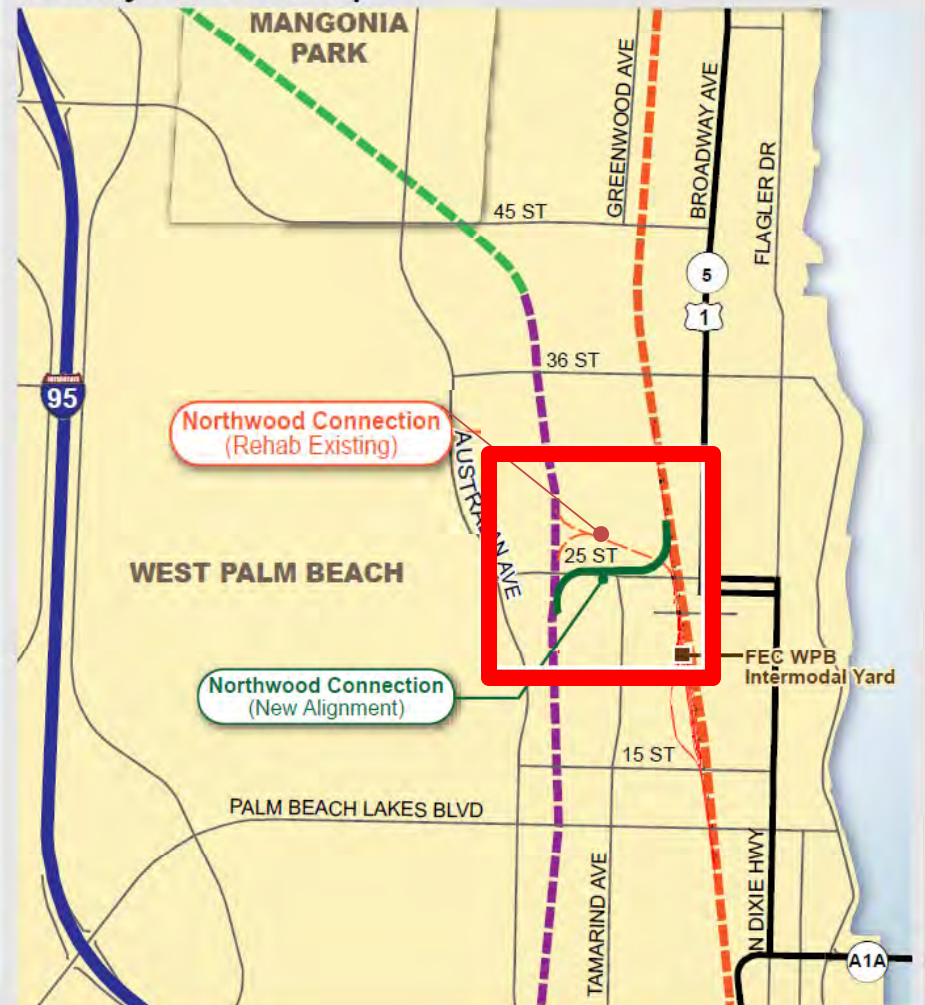


Phases 1A & 2 –Northwood Connections

Regional Map



Study Area Map



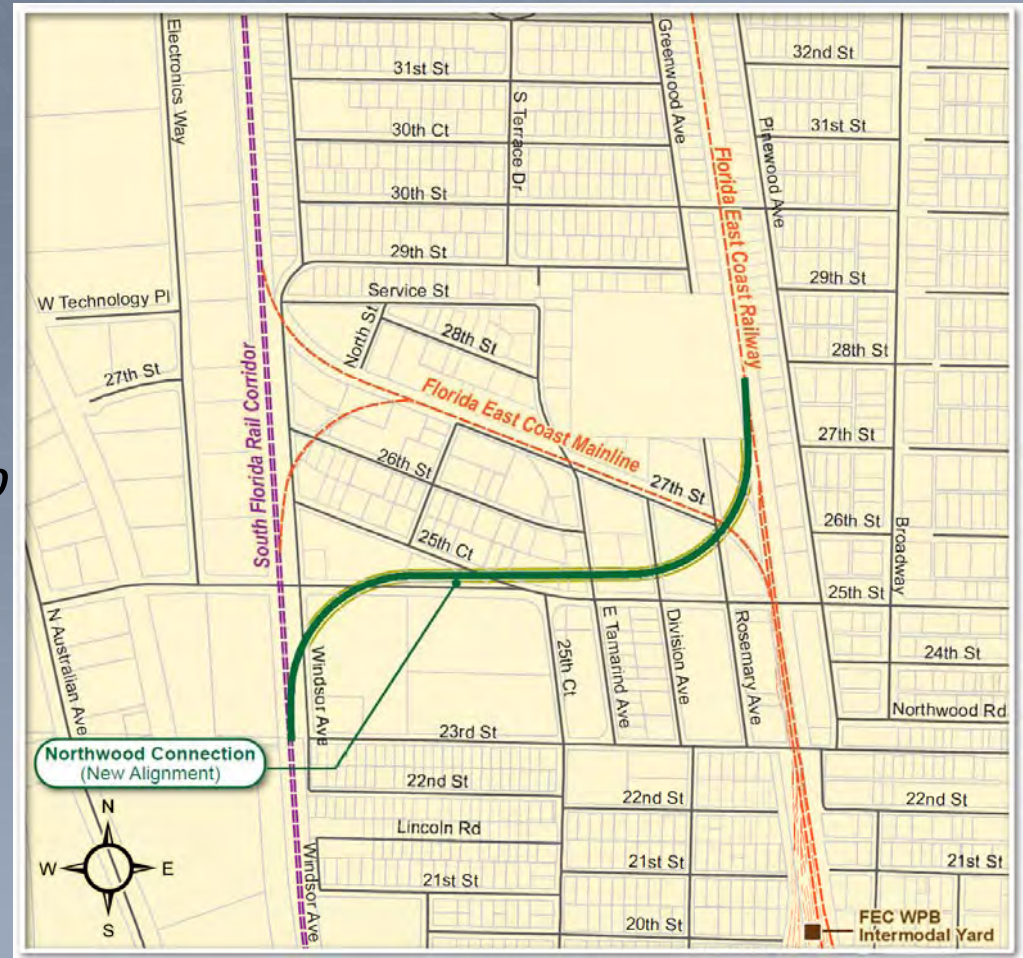
Phase 1A – Northwood Connection Rehabilitation

- Proposed Improvements
 - Rehabilitate existing single track connection between FEC Railway and SFRC
 - Within existing FEC right-of-way
 - Facilitates freight connectivity from FEC NB to SFRC NB and SFRC SB to FEC 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

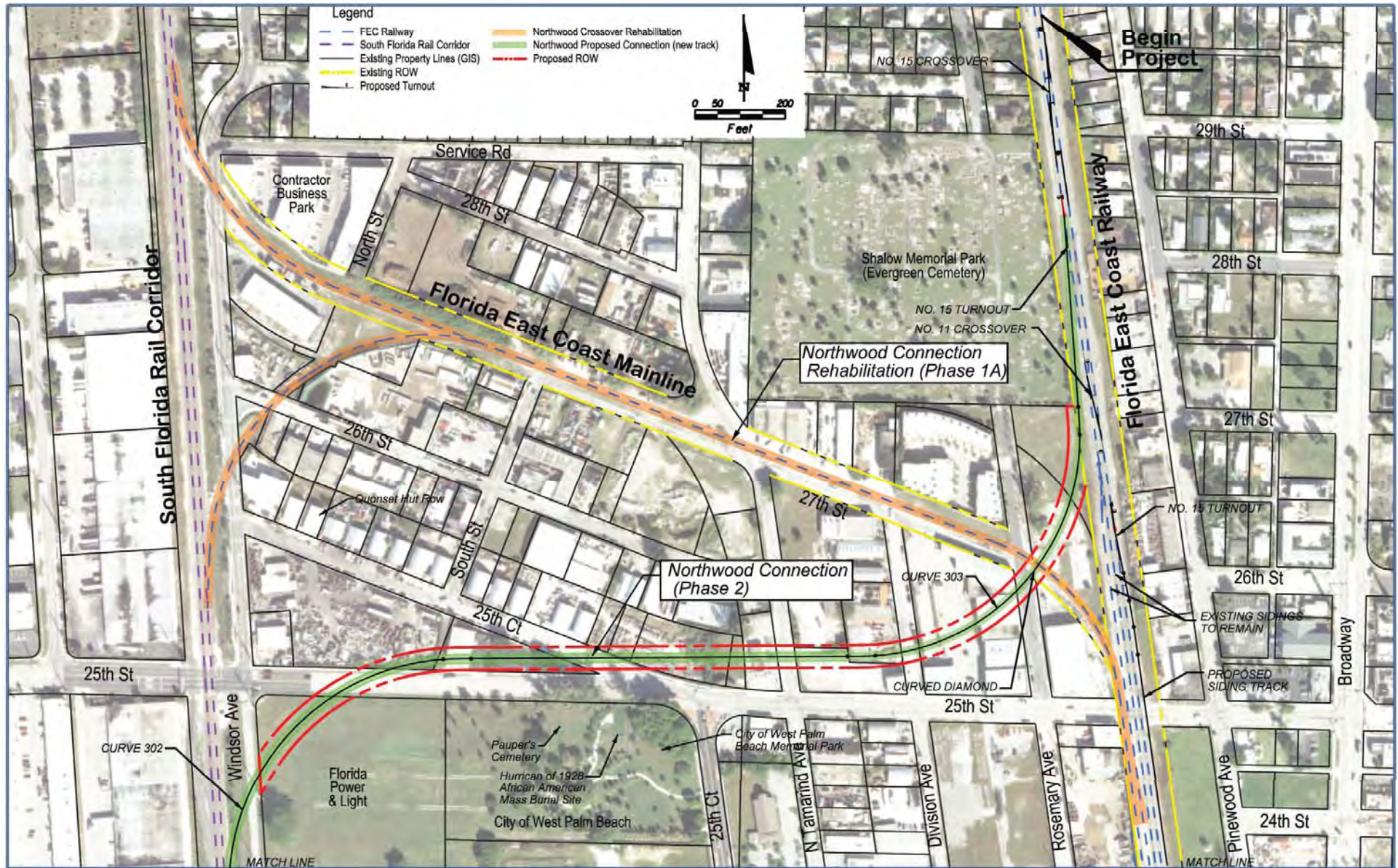


Phase 2 – New Northwood Alignment

- Proposed Improvements
 - Construct new single track connection between FEC Railway and SFRC
 - Requires minimal right-of-way (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

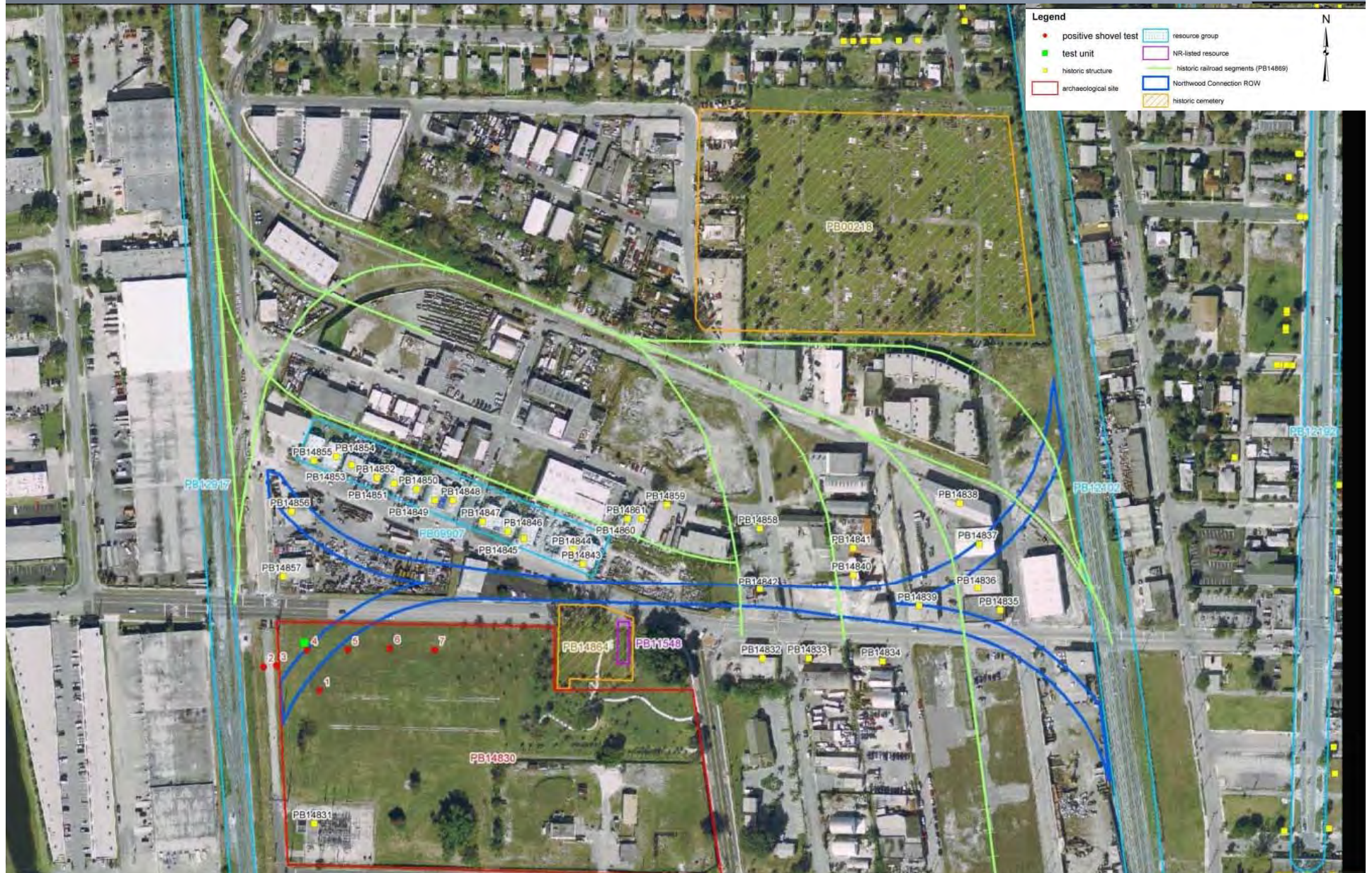


Phases 1A & 2 –Northwood Connections



Phases 1A & 2 –Northwood Connections

Map Showing Results of 2010 CRAS



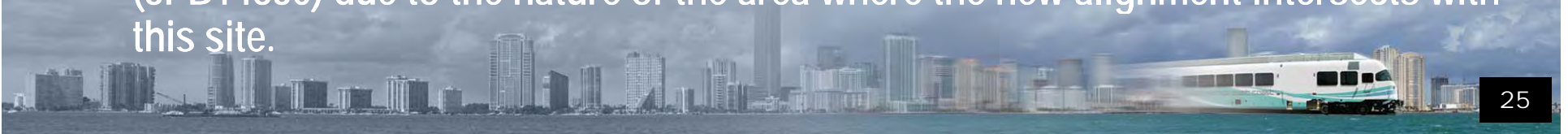
Results of the 2010 CRAS

- 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).

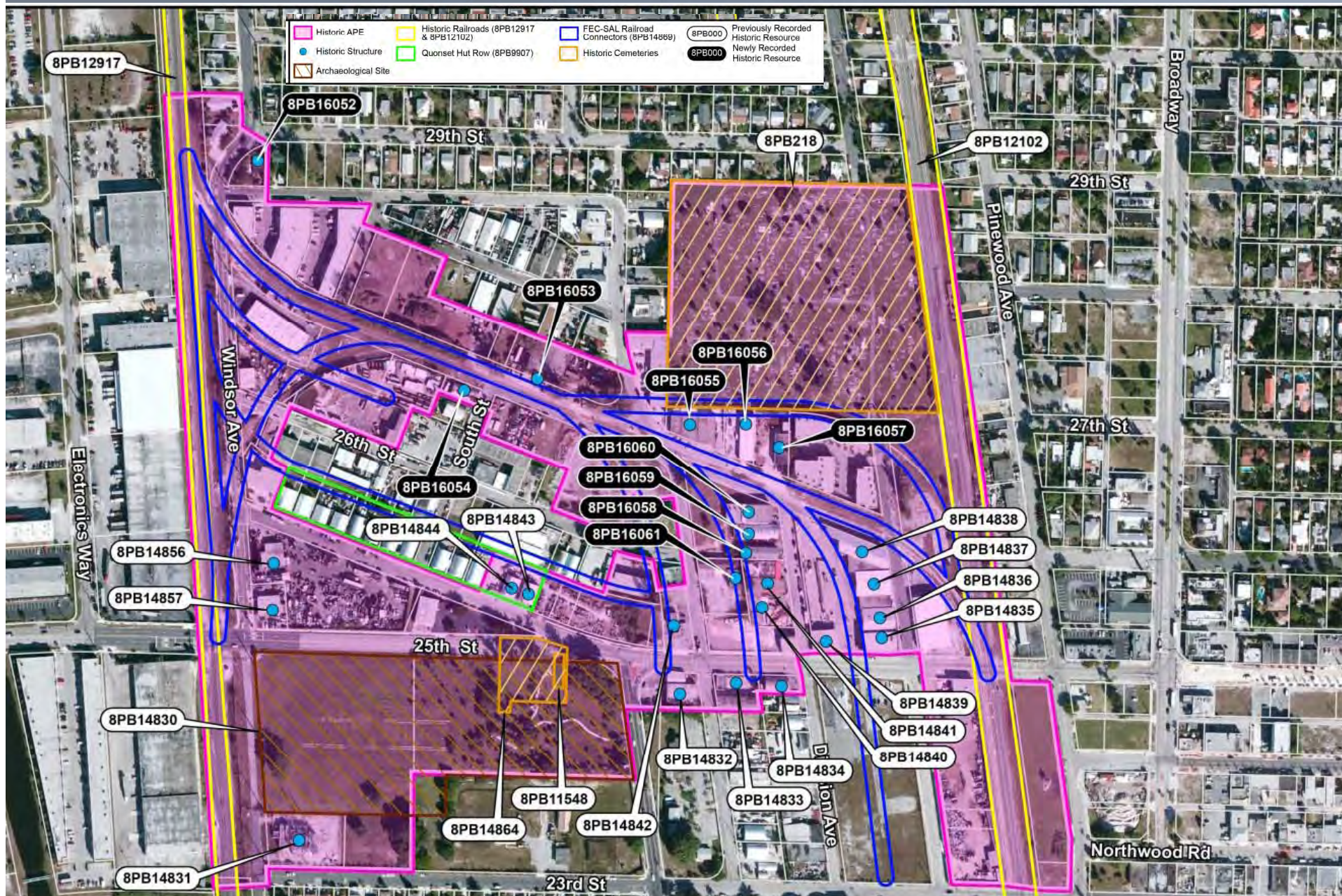


Results of the Current CRAS Addendum

- 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



Next Steps

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



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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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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#14093 New Northwood Connection (Phase 2)

District: District 4

County: Palm Beach

Planning Organization: FDOT District 4

Plan ID: Not Available

Federal Involvement: Maintain Federal Eligibility Federal Permit Federal Action Federal Funding

Phase: Programming Screen

From: South Florida Rail Corridor

To: Florida East Coast Railway

Financial Management No.: 43494823201

Contact Information: Richard Young (954) 777-4323 richard.young@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Published on 01/17/2014

Issues and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic							Cultural			Natural					Physical					
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 From: SFRC To: FEC Published: 01/17/2014 Reviewed from 10/08/2013 to 11/22/2013)	2	0	2	0	0	1	1	0	4	0	2	2	2	2	0	0	0	3	1	0	0

Purpose and Need

Purpose and Need

PURPOSE

The purpose of the proposed project is to provide a direct connection between the existing SFRC and FEC Railway for enhanced freight connectivity to accommodate existing freight traffic and 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 proposed New Northwood Connection will also facilitate future integrated passenger rail service between the existing Tri-Rail commuter rail service on the SFRC and the planned Tri-Rail Coastal Link Service regional commuter rail service (formerly designated South Florida East Coast Corridor Study) as well as potential Amtrak service between the two corridors. The proposed freight integration will also enhance operations on the FEC for the proposed All Aboard Florida high-speed intercity passenger rail service. Providing this integral connection will enhance freight and passenger rail mobility in South Florida and improve statewide freight connectivity to central Florida, northern Florida, and the Atlantic Seaboard.

The New Northwood Connection (Phase 2) will allow both northbound and southbound freight to move efficiently between Jacksonville, Port Everglades and PortMiami on the SFRC and FEC Railway. The Northwood Connection will provide the larger Northwood Industrial District and community with improved freight mobility. The project improves 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 Orlando, Winter Haven, and Tampa. The existing FEC West Palm Beach Intermodal Yard is located just south of the Northwood Connection on the FEC.

NEED

The existing Northwood Connection is an existing track connecting the SFRC with the FEC Railway in the Northwood section of the City of West Palm Beach in Palm Beach County. Historically, the Northwood Connection served freight industry customers. This is a short connector track as the FEC Railway is located approximately 2,100 feet east of the SFRC. The existing connector runs in a northwest/southeast orientation between the two rail corridors and is proposed to be rehabilitated as part of a separate project (*Phase 1A of the South Florida Freight and Passenger Rail Enhancement Project*). The existing Northwood Connection does not provide full connectivity between the two rail corridors, due to a missing connection in the northeast quadrant leading to/from the FEC Railway. Rebuilding the existing Northwood Connection to provide the missing northern connector track would impact the Shallow Memorial Park (Evergreen Cemetery), which is potentially eligible for listing on the National Register of Historic Places (NRHP). This alternative was eliminated from further consideration during the FEC Amtrak Passenger Rail Study due to the potential for impacts to this environmental resource.

Even with the rehabilitation of the existing Northwood Connection, no direct connection would be provided between the SFRC and FEC to facilitate freight integration to/from the south to efficiently serve freight operations in the southeast region of Florida. For example, the No-Build condition would require freight traffic originating from FEC north of the connection and bound for the SFRC to make a reverse movement to access the rehabilitated Northwood Connection resulting in travel time delays until the New Northwood Connection (Phase 2) is implemented.

The proposed project aims to address both short-term and long-term transportation needs in the region. In the short term, the proposed connections between the SFRC and FEC will allow for essential connectivity and flexibility for freight movement in the region. Maintaining intermodal connectivity and satisfactory freight operations on both the SFRC and FEC is essential to serving the movement of goods and people efficiently 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.

Improved rail connections will reduce truck movements by up to several hundred-thousand trips per year. This will improve road safety while reducing fuel consumption, dependence on oil, greenhouse gas (GHG) emissions, and road degradation. Efficient, rapid and direct access to the U.S. rail system; the interstate system; and major points of cargo transfer and destination are paramount. Because of the anticipated growth of cargo shipments into the Ports, enhanced freight rail connectivity is integral for the region and State of Florida to be economically competitive. Currently, interstates and roadways are the primary movers of long distance cargo throughout much of Florida; however, given the growing roadway congestion throughout the state, especially along the I-95 Corridor coupled with both the lack of funding and available public right-of-way, the ability of roadways to accommodate existing cargo, let alone forecasted cargo levels, is limited. Floridas rail system has the immediate potential to accommodate a shift of freight from roadways to rail.

Between 2000 and 2010 the metropolitan area 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 growth in population 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 restoration of historical passenger rail service, which is being evaluated by FDOT as part of the Tri-Rail Coastal Link Study for potential commuter rail service in the southeast region.

Project Description

Project Location - The proposed Northwood connection is location in the Northwood community north of downtown West Palm Beach. The existing Northwood Connection is orientated in a northwest/southeast direction between the two existing rail corridors and is located parallel to 27th Street. The existing track infrastructure in Northwood is in poor condition and in a state of disuse limiting freight infrastructure. This short connector track is not usable in its current configuration due to a missing connection in the northeast quadrant leading to/from the FEC Railway.

Project Description- The proposed action for the New Northwood Connection (Phase 2) involves the construction of a single track connection on a new alignment connecting northbound FEC Railway to the southbound SFRC. The New Northwood Connection is anticipated to require right-of-way acquisition (approximately 2 acres) within an existing industrial area. The Phase 2 proposed improvements include:

- Construction of approximately 3,150 linear feet of new track between the SFRC and FEC
- Approximately 50 feet proposed right-of-way along the rail alignment (25 feet from track centerline on either side) to accommodate rail ballast and drainage requirements
- Implementation of new signal equipment at the grade crossings

Proposed Action Summary - The proposed action assumes the follow rail operations:

- Freight trains traveling at 15 mph (maximum speed limited due to track geometry); 12,000 feet to 14000 feet in length; between 7 P.M. and 7 A.M.
- Up to six trains in each direction (12 trains daily) by 2035 including:
- Up to four trains in each direction (8 trains daily) from Jacksonville/Cocoa to PortMiami
- Up to two additional trains in each direction (4 trains daily) after FEC intermodal transfer at PortMiami is operational

Related Projects- All Aboard Florida (www.allaboardflorida.com) is a proposed high-speed, intercity passenger rail service between Orlando and Miami. The proposed route will feature passenger service along the existing FEC Corridor between Miami and the Space Coast and the creation of new tracks into Central Florida. Stations are currently planned for downtown Miami, downtown Fort Lauderdale, downtown West Palm Beach and the future South Terminal at the Orlando International Airport. The All Aboard Florida project is being developed by Florida East Coast Industries (FECI) and will be privately owned, operated, and maintained.

The Tri-Rail Coastal Link Study (www.sfecstudy.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 twenty-eight 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.

Schedule - The environmental study was initiated in August 2013 and is expected to be complete in January 2014. The design phase is scheduled to be initiated in January 2014. Construction is anticipated to begin in 2016 and be complete by early 2017.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

No information available.

Federal Consistency Determination

Date: 11/21/2013

Determination: CONSISTENT with Coastal Zone Management Program.

Potential Lead Agencies

- Federal Rail Administration

Exempted Agencies

Agency Name	Justification	Date
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	09/26/2013

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

- Northwood
- Palm Beach Lakes East

Census Places Within 500 Feet

- West Palm Beach

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/25/2013	Matt Preston (matt.preston@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/21/2013	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/13/2013	Ginny Jones (gljones@dos.state.fl.us)	none

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/21/2013	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/30/2013	Brandon Howard (Brandon.Howard@noaa.gov)	None

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/21/2013	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/22/2013	Rick Robbins (rick.a.robbs@fl.usda.gov)	No Purpose and Need comments found.

South Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/08/2013	John Morgan (jmorganj@sfwmd.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
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Understood	11/19/2013	Garett Lips (Garett.G.Lips@usace.army.mil)	No Purpose and Need comments found.
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US Coast Guard

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/29/2013	Randy Overton (randall.d.overton@uscg.mil)	No waterway crossing - no Coast guard involvement.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	11/22/2013	Maher Budeir (budeir.maher@epa.gov)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/21/2013	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- FL Department of Agriculture and Consumer Services
- Federal Highway Administration
- Seminole Tribe of Florida

Alternative #1

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	SFRC	FEC	New Alignment	ETAT Review Complete	? mi.		Rail	N

Segment Description(s)

Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Segment 1	Segment 1			0.623	Digitized		

Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Segment 1			

Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Segment 1				

Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Segment 1				

Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Segment 1				

Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Segment 1				

Funding Sources

No funding sources found.

Project Effects Overview for Alternative #1

Issue	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Land Use Changes	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Land Use Changes	2 Minimal	FL Department of Economic Opportunity	10/25/2013
Social	0 None	US Environmental Protection Agency	11/22/2013
Social	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Relocation Potential	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Farmlands	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Farmlands	0 None	Natural Resources Conservation Service	10/22/2013
Aesthetic Effects	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Economic	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Economic	1 Enhanced	FL Department of Economic Opportunity	10/25/2013
Mobility	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013

Cultural

Section 4(f) Potential	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Historic and Archaeological Sites	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Historic and Archaeological Sites	4	Substantial	FL Department of State	11/13/2013
Recreation Areas	0	None	US Environmental Protection Agency	11/22/2013
Recreation Areas	N/A	N/A / No Involvement	National Park Service	11/21/2013
Recreation Areas	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Recreation Areas	0	None	FL Department of Environmental Protection	11/21/2013

Natural

Wetlands	0	None	US Environmental Protection Agency	11/22/2013
Wetlands	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Wetlands	0	None	FL Department of Environmental Protection	11/21/2013
Wetlands	2	Minimal	US Army Corps of Engineers	11/19/2013
Wetlands	2	Minimal	South Florida Water Management District	11/08/2013
Wetlands	0	None	National Marine Fisheries Service	10/30/2013
Wetlands	2	Minimal	US Fish and Wildlife Service	10/21/2013
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	11/22/2013
Water Quality and Quantity	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Water Quality and Quantity	0	None	FL Department of Environmental Protection	11/21/2013
Water Quality and Quantity	2	Minimal	South Florida Water Management District	11/08/2013
Floodplains	0	None	US Environmental Protection Agency	11/22/2013
Floodplains	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Floodplains	2	Minimal	South Florida Water Management District	11/08/2013
Wildlife and Habitat	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	10/21/2013
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	10/21/2013
Coastal and Marine	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Coastal and Marine	0	None	National Marine Fisheries Service	10/30/2013

Physical

Noise	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013
Air Quality	0	None	US Environmental Protection Agency	11/22/2013
Air Quality	N/A	N/A / No Involvement	Federal Highway Administration	11/21/2013

Contamination	3 Moderate	US Environmental Protection Agency	11/22/2013
Contamination	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Contamination	3 Moderate	FL Department of Environmental Protection	11/21/2013
Infrastructure	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Navigation	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013
Navigation	N/A N/A / No Involvement	US Army Corps of Engineers	11/19/2013
Navigation	N/A N/A / No Involvement	US Coast Guard	10/29/2013
Special Designations			
Special Designations	0 None	US Environmental Protection Agency	11/22/2013
Special Designations	N/A N/A / No Involvement	Federal Highway Administration	11/21/2013

ETAT Reviews and Coordinator Summary: Social and Economic

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 2 Minimal assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned.

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 2 Minimal assigned 10/25/2013 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

City of West Palm Beach Comprehensive Plan, December, 2010.

Comments on Effects to Resources:

The project is compatible with the local government comprehensive plan, and is compatible with the community's development goals. However, the proposed project could impact the area because the project may require a partial to complete taking of 15-20 individual industrial properties, which could impact several existing businesses. The project is located within the Northwood/Pleasant City CRA, in the City of West Palm Beach. It is understood that the Florida DOT is currently undertaking an analysis of the proposed project's potential impact on the CRA.

The project is not depicted on the City's Future Transportation Map. The City should be reminded to include existing and future rail facilities in the Transportation Element.

The project is located within the following future land use categories: Industrial; Utilities; and, Community Services; also, Commercial; Mixed Use District; Single Family; and, Multifamily.

The project is located within a quarter mile of Coleman Park, which is a local park. FDOT should analyze any potential impacts to these 4(f) resources.

The project is not located in the Critical Area of State Concern, does not encroach on a military base, and is not located within the Coastal High Hazard Area.

Other planning items that may be affected by the project, is the potential to serve the existing industrial area.

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:

Social

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: 0 None assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned.

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 0 None assigned 10/22/2013 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Prime, Unique, Local) Farmland Analysis (using existing WMD land use data and 2010 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural 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:

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Economic

Project Effects

Coordinator Summary Degree of Effect: **1** *Enhanced* assigned 12/16/2013 by FDOT District 4

Comments:

Enhanced degree of effect based on the nature of the project. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: **N/A** *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: **1** *Enhanced* assigned 10/25/2013 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

City of West Palm Beach Comprehensive Plan, December, 2010.

Comments on Effects to Resources:

The project is not in a Rural Area of Critical Economic Concern (RACEC).

The project could add some potential benefit to the Northwood/Pleasant City CRA and surrounding area by serving area commuters through the addition of Tri-Rail (passenger train) access (e.g., a station) in the immediate area; this may be more likely to occur if the project is constructed. The project would add jobs during demolition and construction phases.

The project could have potential to attract new development because the project will close a gap in the existing track system to be used by the rail service, which has the potential to attract new development, both by spurring demand for transit oriented development surrounding stations along the route, and by generally increasing the attractiveness and utility of the region through provision of an additional regional travel mode option. Furthermore, as the track system will continue to accommodate freight traffic, closing the existing connectivity gap will significantly improve the functionality of this track alignment and would therefore be anticipated to enhance the potential for new trackside industrial development.

The project has the potential to generate jobs by providing more freight capacity and commuter services for businesses located in close proximity to the rail facilities. This could include retail, commercial, and industrial services.

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:

Mobility

Project Effects

Coordinator Summary Degree of Effect: **1** *Enhanced* assigned 12/16/2013 by FDOT District 4

Comments:

Enhanced degree of effect based on the nature of the project. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: **N/A** *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: **0** *None* assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: **N/A** *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 4 *Substantial* assigned 12/16/2013 by FDOT District 4

Comments:

Substantial degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 4 *Substantial* assigned 11/13/2013 by Ginny Leigh Jones, FL Department of State

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Since the proposed project is surrounded by several sensitive cultural resources, this office is requesting that prior to initiating any project-related land clearing or ground disturbing activities within the project area it should be subjected to a study that may include systematic archaeological and architectural survey. All historic-age resources, including potential historic districts, within the area of potential effects should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12 and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

Direct Effects

Identified Resources and Level of Importance:

As reported in the Preliminary Environmental Discussion (PED), there are 3 archaeological sites near the project area that contain human remains the Hurricane of 1928 African American Burial Site (8PB11548), the Pauper Cemetery (8PB14864), and Evergreen Cemetery (8PB218). All of these sites very likely extend into the current FDOT ROW. A fourth archeological site is adjacent and probably within the FDOT ROW - The 25th Street Scatter (8PB14830). These four archaeological sites are extremely sensitive and every effort should be made to avoid disturbance to them.

There are several historic structures and a resource group (8PB9907) that are directly adjacent to the proposed project. The structures and resource group have not been evaluated for their significance by the State Historic Preservation Officer (SHPO).

Historic aerials from 1953 demonstrate that the western portion of 25th Street from East Tamarind to the lake was not constructed yet. Also, West Tamarind was not yet constructed. Finally, the buildings located immediately north of 27th street (with the

Evergreen Cemetery on the northern border) were not constructed. All of these areas that were not yet developed have a potential for unrecorded resources or being portions of the already recorded resources. By 1968 25th Street had been extended to the lake and East Tamarind was constructed.

Comments on Effects to Resources:

Disturbance of the four archaeological sites/cemeteries would be considered an adverse effect.
Effects of the proposed project on the adjacent structures will depend on the ROW requirements and location.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Every attempt should be made to design the project so that the resources will not be negatively impacted. This office will consult with the project sponsors to develop ways to minimize, avoid or mitigate any adverse effects to significant resources.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

There are several recorded cultural resources within the vicinity of the project corridor. These resources will need to be identified and evaluated for their significance.

Comments on Effects to Resources:

This project is more likely to have indirect effects to above-ground resources. Visual, auditory, and access effects should be considered.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Every attempt should be made to design the project so that the resources will not be negatively impacted. This office will consult with the project sponsors to develop ways to minimize, avoid or mitigate any adverse effects to significant resources.

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: 0 None assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 0 *None* assigned 11/21/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative: South Florida Water Management District

ETAT Reviews and Coordinator Summary: Natural Wetlands

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: 0 *None* assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 0 *None* assigned 11/21/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 1.2 acres of estuarine wetlands within the 500-ft. project buffer zone.

Comments on Effects to Resources:

An environmental resource permit (ERP) may be required from the South Florida Water Management District for stormwater management at the site.

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:**

Degree of Effect: **2** *Minimal* assigned 11/19/2013 by Garrett Lips, US Army Corps of Engineers

Coordination Document: Tech Memo Required

Direct Effects**Identified Resources and Level of Importance:**

According to the National Wetlands Inventory, there are approximately 1.2 acres of wetlands within the 500 foot buffer area. However, there are no wetlands located within the proposed alignment. The area is in a highly urbanized part of West Palm Beach.

Comments on Effects to Resources:

No wetlands or waters are within the alignment.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The Wetland report should identify and assess all potential waters including wetlands, and provide the total wetland acreage and the anticipated impact acreage. The summary should also include a summary of all potential waters of the United States including canals, ditches, or other conveyances.

In the event the alignment changes or the wetland report identifies potentially jurisdictional waters that may be adversely affected, the Corps recommends the project be designed to avoid and minimize, to the extent practical, impacting waters of the United States. The Corps is recommending the alternatives analysis include all reasonable alternatives capable of achieving the project purpose, including options where no fill or other related impacts on aquatic resources impacts will occur. The Corps presumes, in accordance with Section 404 of the Clean Water Act, that reasonable alternatives that do not impact waters of the United States are available until a rebuttal to the presumption is provided. The Corps will only authorize a project that is supported by evidence that the preferred alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA). The Corps recommends the PD&E team review the 404(B)(1) Guidelines to ensure the appropriate factors are considered so that the Corps may utilize the results of the alternatives analysis during any future permit application review and evaluation.

CLC Recommendations:**Indirect Effects****Identified Resources and Level of Importance:****Comments on Effects to Resources:****Recommended Avoidance, Minimization, and Mitigation Opportunities:**

Degree of Effect: **2** *Minimal* assigned 11/08/2013 by John Morgan, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments: Environmental Resource Permit. Water Use Permit if dewatering is necessary.

Direct Effects**Identified Resources and Level of Importance:**

Project has the potential to impact water quality and quantity.

Comments on Effects to Resources:

Retention and treatment of stormwater will be necessary to ensure that the project meets water quality standards. An environmental resource permit will be required for this project. If dewatering is necessary a water use permit will be required.

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:**

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: 2 *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:

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: 2 *Minimal* assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Biscayne aquifer

Comments on Effects to Resources:

Stom water management should be optimized and should be in compliance with all State, local and Federal regulation.

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:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 0 *None* assigned 11/21/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: **2** *Minimal* assigned 11/08/2013 by John Morgan, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments: Environmental Resource Permit. Water Use Permit if dewatering is necessary.

Direct Effects

Identified Resources and Level of Importance:

Project has the potential to impact water quality and quantity.

Comments on Effects to Resources:

Retention and treatment of stormwater will be necessary to ensure that the project meets water quality standards. An environmental resource permit will be required for this project. If dewatering is necessary a water use permit will be required.

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:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: **2** *Minimal* assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: **0** *None* assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: 2 *Minimal* assigned 11/08/2013 by John Morgan, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:Environmental Resource Permit. Water Use Permit if dewatering is necessary.

Direct Effects

Identified Resources and Level of Importance:

Project has the potential to impact water quality and quantity.

Comments on Effects to Resources:

Retention and treatment of stormwater will be necessary to ensure that the project meets water quality standards. An environmental resource permit will be required for this project. If dewatering is necessary a water use permit will be required.

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:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/16/2013 by FDOT District 4

Comments:

Minimal degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has noinvolvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: **2** *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:

Federally listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-listed species -

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of Federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review of our GIS database, the Service notes that the following Federally listed species may occur in or near the project area.

Wood Stork

The project corridor is located in the Core Foraging Areas (CFA)(within 18.6 miles) of an active nesting colony of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can found on our website at: [http://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST Forage Assessment Methodology_Appendix.pdf](http://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST%20Forage%20Assessment%20Methodology_Appendix.pdf) .

The Service believes that the following federally listed species have the potential to occur in or near the project site: wood stork, Eastern indigo snake (*Drymarchon corais couperi*), and Federally listed plants in Palm Beach County at <http://ecos.fws.gov/ipac/>. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources - The project is located in a highly urbanized area. Therefore, it is unlikely that the project will result in significant impacts to fish and wildlife.

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:

Degree of Effect: **2** *Minimal* assigned 10/21/2013 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No significant fish or wildlife resources were identified in the vicinity of the project area.

Comments on Effects to Resources:

Minimal impacts to fish or wildlife resources are anticipated to result from this project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

None.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

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

The following organization(s) were expected to but did not submit a review of the Coastal and Marine issue for this alternative:
South Florida Water Management District

ETAT Reviews and Coordinator Summary: Physical

Noise

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: 0 None assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Contamination

Project Effects

Coordinator Summary Degree of Effect: 3 Moderate assigned 12/16/2013 by FDOT District 4

Comments:

Moderate degree of effect assigned based on agency comments. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: 3 Moderate assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

groundwater aquifer and soils

Comments on Effects to Resources:

Several waste management sites and RCRA regulated facilities are identified by the screening tool to be within 500 feet of the proposed project. Subsurface contamination is a potential. Any subsurface activity should be accompanied by a site specific survey of potential subsurface releases, and contingency plans to manage contaminated media should it be encountered.

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:

Degree of Effect: **N/A** *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: **3** *Moderate* assigned 11/21/2013 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

GIS data indicates that there are nine hazardous waste facilities, five petroleum contamination monitoring sites, four solid waste facilities, one state-funded hazardous waste cleanup site, eleven storage tank contamination monitoring sites and eighteen RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) will need to be conducted along the project right-of-way in considering the proximity to known petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including any stormwater retention and treatment areas.

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:

The following organization(s) were expected to but did not submit a review of the Contamination issue for this alternative: South Florida Water Management District

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: **1** *Enhanced* assigned 12/16/2013 by FDOT District 4

Comments:

Enhanced degree of effect assigned due to the nature of the project. Additional information is available in the Categorical Exclusion and supporting documentation.

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Navigation

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:

Degree of Effect: N/A *N/A / No Involvement* assigned 11/19/2013 by Garrett Lips, US Army Corps of Engineers

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Upland development with no potential to affect navigation

Comments on Effects to Resources:

none

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:

Degree of Effect: N/A N/A / No Involvement assigned 10/29/2013 by Randy Overton, US Coast Guard

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Navigable waters - no involvement

Comments on Effects to Resources:

No involvement

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:

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/16/2013 by FDOT District 4

Comments:

Degree of Effect: 0 None assigned 11/22/2013 by Maher Budeir, US Environmental Protection Agency

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to 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:

Degree of Effect: N/A N/A / No Involvement assigned 11/21/2013 by Linda Anderson, Federal Highway Administration

Coordination Document: No Involvement

Direct Effects**Identified Resources and Level of Importance:**

FHWA has no involvement in this project, so will not be reviewing it.

Comments on Effects to 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:**

The following organization(s) were expected to but did not submit a review of the Special Designations issue for this alternative: FL Department of Agriculture and Consumer Services, South Florida Water Management District

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

There are no general project recommendations identified for this project in the EST.

Required Permits

There are no anticipated permits identified for this project in the EST.

Required Technical Studies

There are no anticipated technical studies identified for this project in the EST.

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

Preliminary Environmental Discussion Comments

Social and Economic

Land Use Changes

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The SFWMD District 2008 Land Use shows approximately 70 percent of the area as industrial / light industrial and 18 percent single family residential. Other land uses include multiple family dwellings and cemeteries.

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 Northwood/Pleasant City Community Redevelopment Area. While the connection has the potential to facilitate redevelopment within the industrial area with enhanced freight connectivity, the project has the potential to result in minimal economic impacts due to potential business relocations and potential right-of-way acquisition.

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.

Through ongoing coordination with the City of West Palm Beach subsequent to 2010, the proposed configuration was revised to avoid or minimize impacts to identified businesses in the vicinity of the project.

During Project Development, public outreach will be conducted by FDOT District 4 (in coordination with the City of West Palm Beach, the West Palm Beach Community Redevelopment Agency, and the Palm Beach Metropolitan Planning Organization) to solicit input from residents and businesses potentially affected by the proposed project and identify any potential economic enhancements/impacts as a result of the project.

Social

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Within the 500 foot buffer distance, the majority of social features include residential land uses, three churches (House of God, Rapturing Faith Tabernacle and the Elba Latter Day Saints Church) and the Shallow Memorial Park / Evergreen Cemetery. Medical facilities, schools, community centers and other similar features are not present within the 500 foot buffer of the proposed alignment. It should be noted that 13 of the census blocks within the 500 foot buffer have minority populations greater than 40%. The environmental study will incorporate evaluations to address effects to these populations, including, but not limited to, environmental justice, limited English proficiency, and community cohesion. Public Outreach and SCE analyses will be integrated into the environmental study. Extensive public outreach was performed as part of the FEC Amtrak Passenger Rail study in 2010 including community charrettes to identify the recommended alignment.

Relocation Potential

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The anticipated typical section will require approximately 50 feet of right of way. Opportunities to minimize the alignment footprint will be analyzed during the environmental study. The New Northwood Connection is anticipated to require right-of-way acquisition (approximately 2 acres) within an existing industrial area. This alternative has the potential to require a few relocations/displacements; however, alternatives will be developed to minimize relocation potential.

Farmlands

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

At the 500 foot buffer distance there are approximately 0 acres of soils that are classified as Prime Farmlands.

Aesthetic Effects

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The project is located within an existing industrialized area between the two active SFRC and FEC rail corridors but is within close proximity of residential areas. Aesthetic concerns will therefore need to be taken into consideration for this project. The project shall be coordinated with West Palm Beach's CRA plans for the area.

Economic

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The Northwood Connection will connect the SFRC with the FEC Railway. This connection would promote the increased mobility of goods and services and therefore, has the potential for enhanced economic opportunities.

Mobility

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Palm Tran operates route 31 within the project study area from the Veterans Administration (VA) to the Tri-Rail Station downtown. Tri-Rail also runs commuter rail operations runs along the existing SFRC.

Cultural

Section 4(f) Potential

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

According to the GIS data in the EST, no Section 4(f) resources are located within the 500 foot buffer distance of this alternative however; the potential historic and archaeological sites listed below may be protected under Section 4(f). Avoidance measures will be developed to minimize effects to resources protected under Section 4(f).

Historic and Archaeological Sites

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Within the 500 foot buffer distance there is one potential archaeological site (PB 14830 25th Street Scatter / historic burials) listed in the GIS Data. This site was evaluated by SHPO in 2010 and is potentially eligible for listing on the NRHP (SHPO letter dated 08/04/2010, DHR File 2010-3685). The Hurricane of 1928 African American Burial site, Shallow Memorial Park / Evergreen Cemetery and a pauper s cemetery are also showing within 500 feet from the proposed alignment. In addition 41 historic standing structures are also listed as being within the 500 foot buffer. A Cultural Resource Assessment Survey (an addendum to the FEC Amtrak Passenger Rail Cultural Resource Assessment Survey from August 2010) will be conducted during the environmental study phase which will assess these resources and all potential unrecorded resources within the Area of Potential Effect.

Recreation Areas

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The GIS data (Parcel Derived Parks) in the EST is not listing any potential impacts within the 500 foot buffer distance of this alternative.

Natural

Wetlands

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

According to the National Wetlands Inventory, there are approximately 1.2 acres of wetlands within the 500 foot buffer area. However, there are no wetlands located within the proposed alignment. A wetland evaluation will be conducted during the environmental study to determine potential impacts to these wetlands areas.

Water Quality and Quantity

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The project area is located within the Biscayne Aquifer SSA Streamflow and Recharge Zone. In addition, Lake Mangonia and the Intercoastal Waterway are located in close proximity, although outside of the 500 foot buffer distance of this alternative. Stormwater treatment and attenuation facilities will be evaluated during the environmental study in order to avoid and minimize potential impacts to these environmentally sensitive waterbodies.

Floodplains

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

The GIS data in the EST shows 0 acres of coverage within 100 year floodplain at the 500 foot buffer distance. Additional analysis will be conducted during the environmental study to ensure the project alternatives are developed to minimize impacts to these resources.

Wildlife and Habitat

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Due to the industrialized and developed nature of the area, limited threatened and/or endangered species and associated habitat exist within the 500 foot buffer distance. However, according to the GIS data in the EST, the project falls within Wood Stork Core Foraging Areas, Scrub Jay Consultation Areas, within West Indian Manatee Consultation Areas and the South Florida Ecosystem Management Area. An Endangered Species Biological Assessment (ESBA) technical memorandum will be prepared to evaluate the likelihood of various populations and potential impacts.

Coastal and Marine

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Due to the location of this alternative, the project study area and a review of the GIS data available in the EST (connectivity / outflow to coastal areas), no coastal and marine issues are anticipated.

Physical

Noise

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Several potential noise sensitive sites are located within the 500 foot buffer; these sites include residential and business between and within close proximity to the existing rail lines. A noise analysis will be conducted during the environmental study to determine the specific characteristics of receptor sites and to determine eligibility for noise abatement measures.

Air Quality

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Due to the non-attainment status in the area, an Air Quality Screening Analysis will be conducted during the environmental study.

Contamination

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Contamination sites identified in the EST GIS data search at the 500 foot buffer distance include three petroleum contamination monitoring sites; two solid waste facilities; one state funded hazardous waste cleanup site; one storage tank contamination monitoring (STCM) sites and 19 US EPA Resource Conservation and Recovery Act (RCA) Regulated Facilities. A Contamination Screening Evaluation will be conducted for the project.

Infrastructure

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

Infrastructure-related features within the 500 buffer distance includes both the SFRC, FEC rail line, existing roadway network and associated attributes including sidewalks and lighting. Other infrastructure-related features in the area include overhead and underground utilities and stormwater conveyance and attenuation facilities.

Navigation

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

A review of the GIS data in the EST did not reveal the presence of any navigable waterways within the project limits. Therefore, no impacts to this resource are anticipated.

Special Designations

Special Designations: Outstanding Florida Waters

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

A review of the GIS data available in the EST showed no presence of Outstanding Florida Waters within the 500 foot buffer distance of this alternative.

Special Designations: Aquatic Preserves

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

A review of the GIS data available in the EST showed no presence of Aquatic Preserves within the 500 foot buffer distance of this alternative.

Special Designations: Scenic Highways

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

A review of the GIS data available in the EST showed no presence of scenic highways within the 500 foot buffer distance of this alternative.

Special Designations: Wild and Scenic Rivers

Project Level

Please see comments for Alternative #1.

Alternative Level

Alternatives: #1

Degree of Effect:

A review of the GIS data available in the EST showed no presence of any wild and scenic rivers within the 500 foot buffer distance of this alternative.

Advance Notification Comments

There are no comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #14093 - New Northwood Connection (Phase 2), they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.flas-etat.org/est/index.jsp?tpID=14093&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Published on 01/17/2014 Milestone** is selected. GIS Analyses snapshots have been taken for Project #14093 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

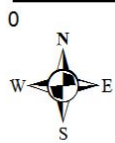
There are no attachments for this project.

Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	
0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

14093 New Northwood Connection (Phase 2)



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Median Age



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14093 New Northwood Connection (Phase 2)



0 0.4 Miles



- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none"> ETDM Alternative Point ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon | <ul style="list-style-type: none"> Major Road Local Road or Trail River, Stream or Canal Water Body Aquatic Preserve Navigable Water Way | <ul style="list-style-type: none"> Continuous Seagrass Discontinuous Seagrass Coastal Barrier Resource Area Swamp or Marsh Exposed Rocky Platform Sand Beach | <ul style="list-style-type: none"> Gravel Beach/Riprap Exposed Tidal Flat Sheltered Tidal Flat Mixed Sand And Gravel Beach Sheltered Rock/Seawall/Vegetated Exposed Vertical Rocky Shore/Seawall |
|---|--|--|--|

Coastal and Marine Resource Map

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

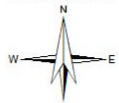
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14093 New Northwood Connection (Phase 2)



0.04 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail

- 🏛️ Government
- 🏠 Civic Center
- ⚰️ Cemetery
- 🏠 Social Service
- 🏠 Community Center
- 👮 Law Enforcement
- ✳️ Place of Worship

- 🏠 Cultural Center
- 🚒 Fire Station
- 🏠 Health Care
- 🎓 School
- 🌳 Park

Community Facilities and Services Map

- River, Stream or Canal
- Recreational Trail
- Railroad
- 🔲 Community Boundary
- 💧 Water Body
- 🌳 Conservation or Recreation Area

Data Sources:

US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory

etdm
Efficient Transportation Decision Making

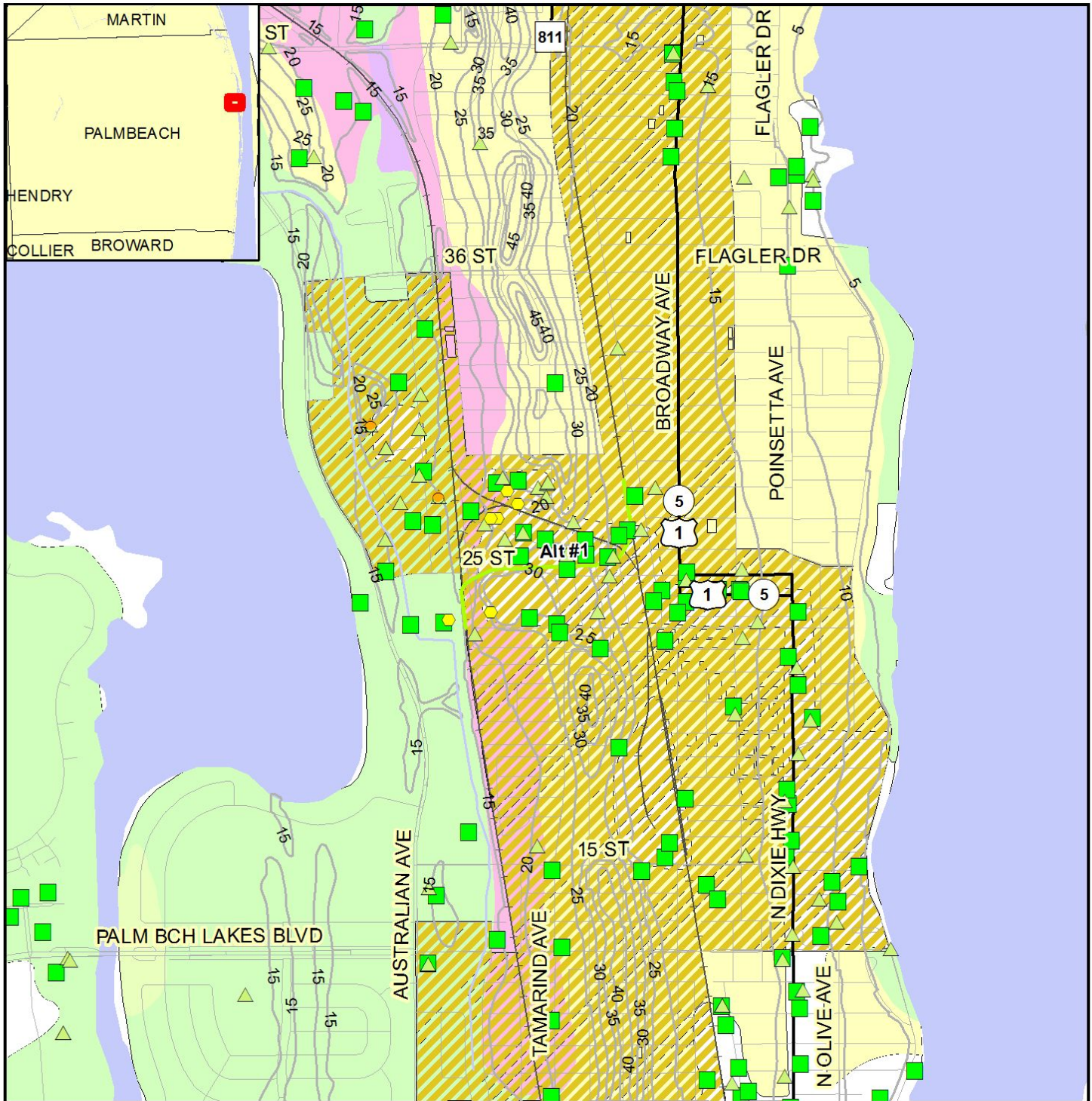
Environmental Screening Tool

est

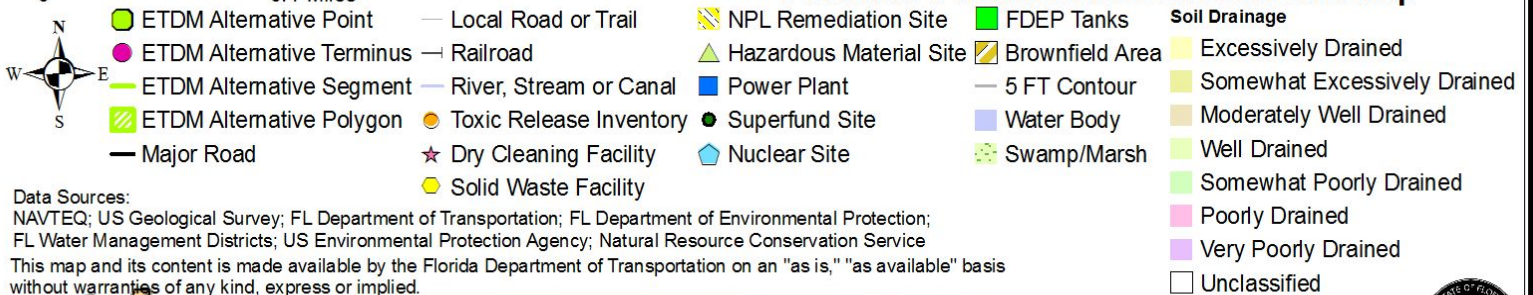
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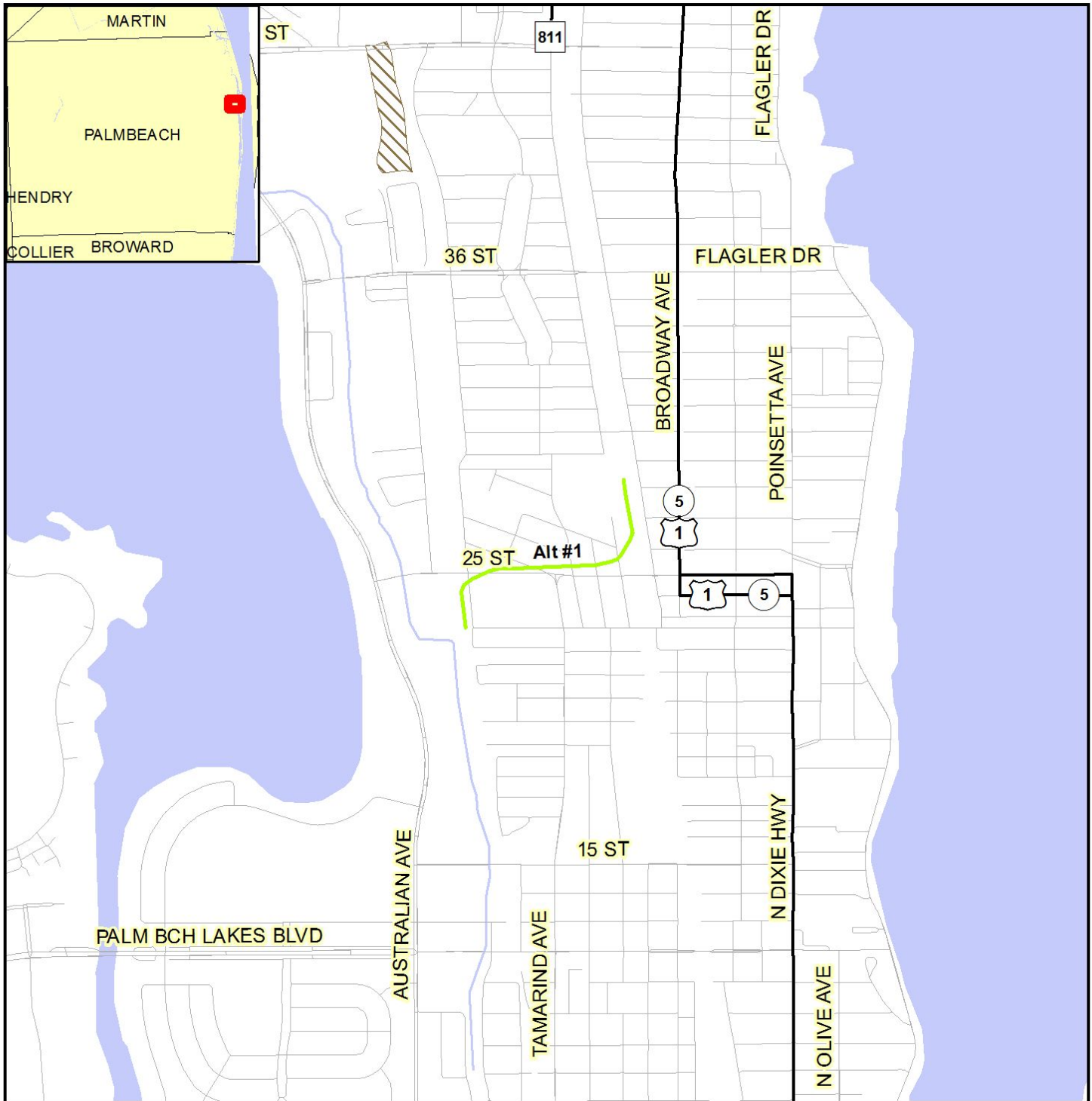
14093 New Northwood Connection (Phase 2) South Florida Rail Corridor to Florida East Coast Railway



Potential Contamination Assessment Map



14093 New Northwood Connection (Phase 2)



Farmlands Resource Map



0 0.5 Miles

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Prime Farmland Soils
- Cropland/Pastureland
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Rural Open Lands

Data Sources: NAVTEQ, Florida Water Management Districts, US Geological Survey, Natural Resources Conservation Services

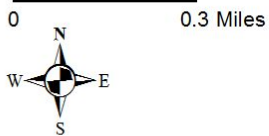
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14093 New Northwood Connection (Phase 2)



Floodplain Resource Map

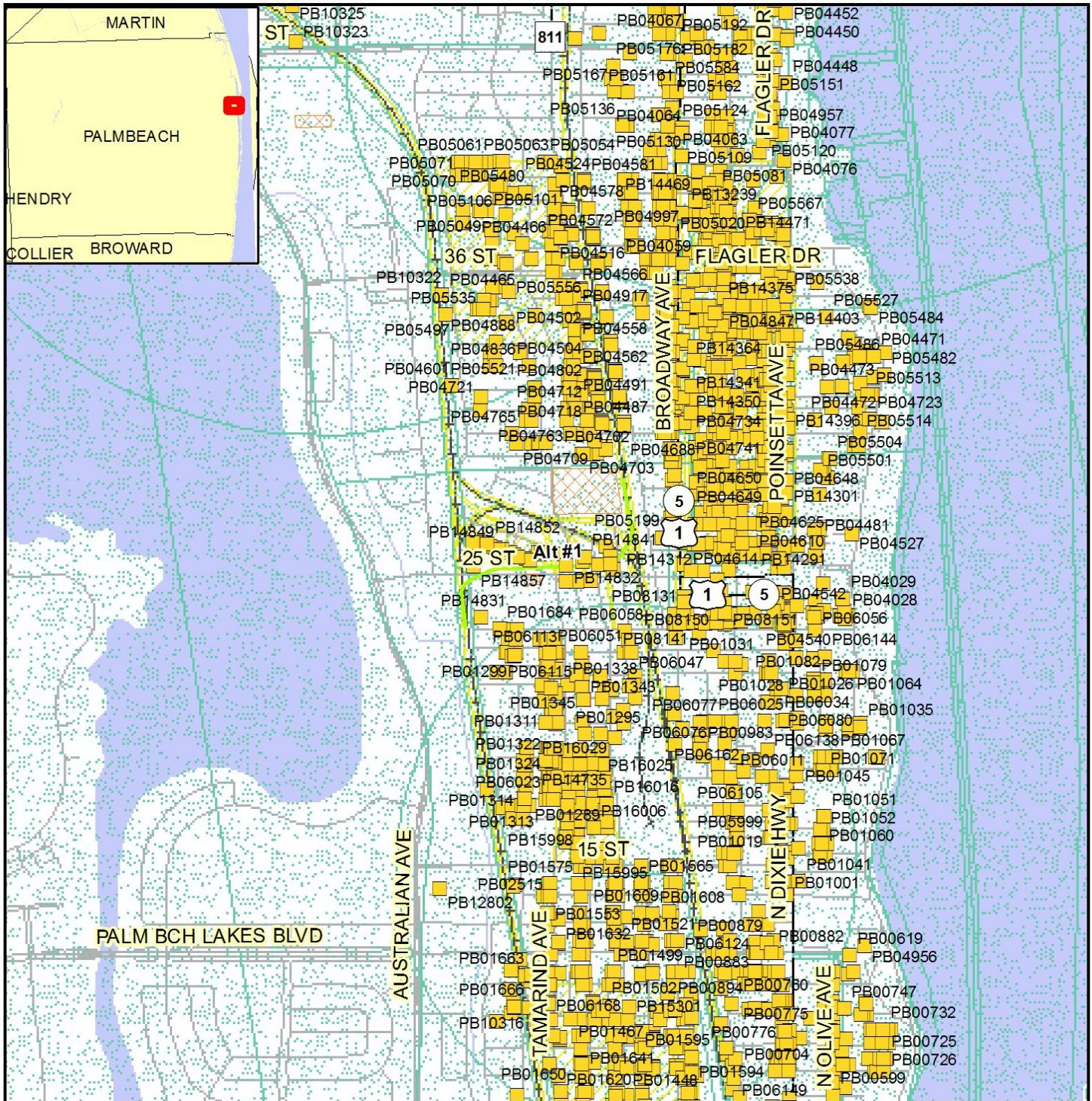


Data Sources:
NAVTEQ
US Geological Survey
Federal Emergency Management Agency

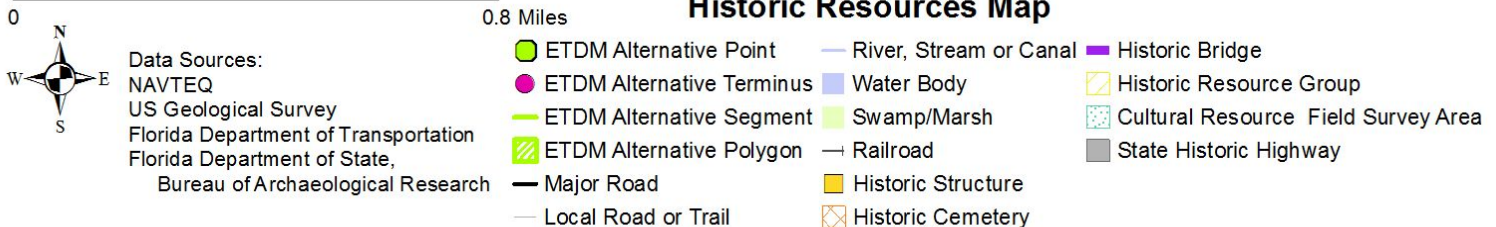
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body
- City Limits
- County Boundaries
- Special Flood Hazard Area

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14093 New Northwood Connection (Phase 2)



Historic Resources Map



Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

14093 New Northwood Connection (Phase 2)



Hydrogeology Resource Map

0 0.3 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh

- ### Recharge Areas of the Floridan Aquifer
- Discharge 1 TO 5
 - Discharge > 5
 - Discharge < 1
 - Recharge 1 TO 10
 - Recharge > 10
 - Recharge < 1

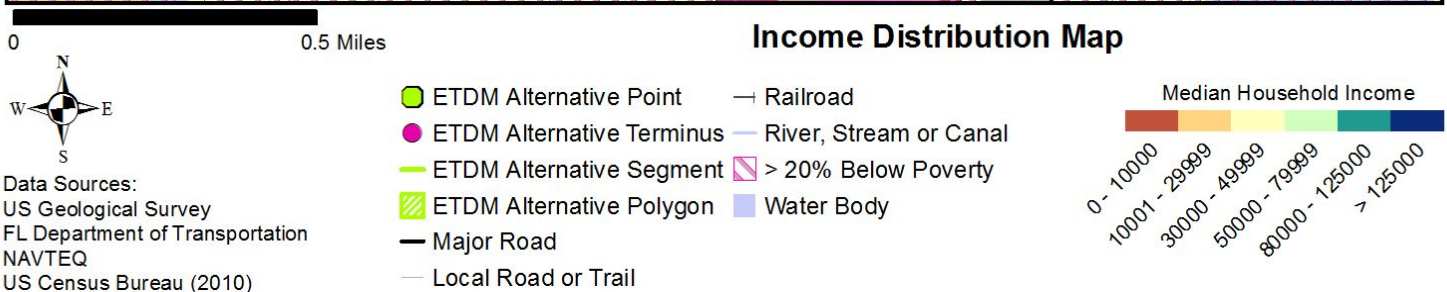
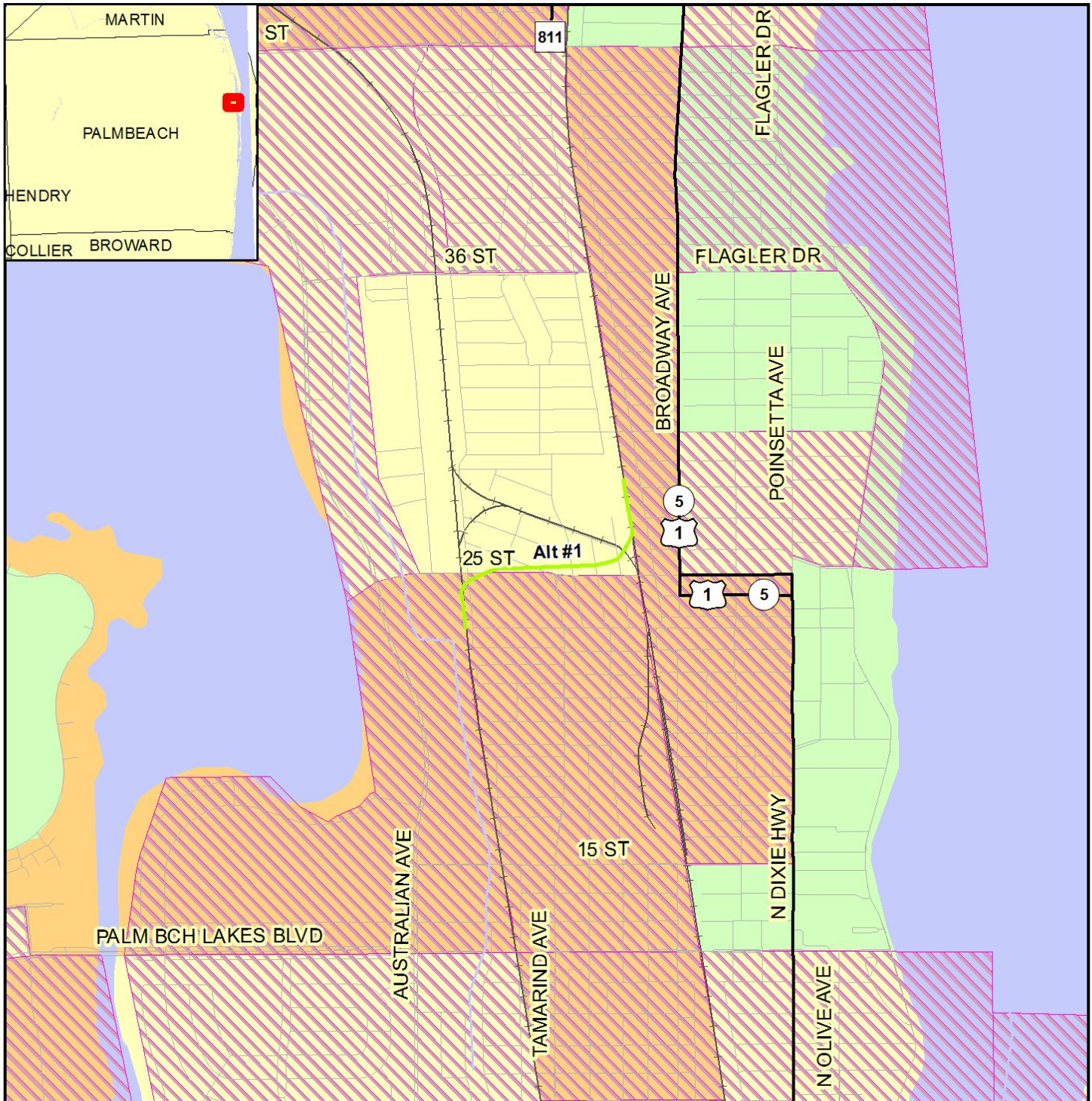
- ### Geological Epoch
- Eocene
 - Holocene
 - Miocene
 - Miocene/Pliocene
 - Oligocene
 - Oligocene/Miocene
 - Pleistocene
 - Pleistocene & Holocene
 - Pliocene
 - Pliocene/Pleistocene

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

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14093 New Northwood Connection (Phase 2)



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14093 New Northwood Connection (Phase 2)



Integrated Wildlife Habitat Ranking System Map

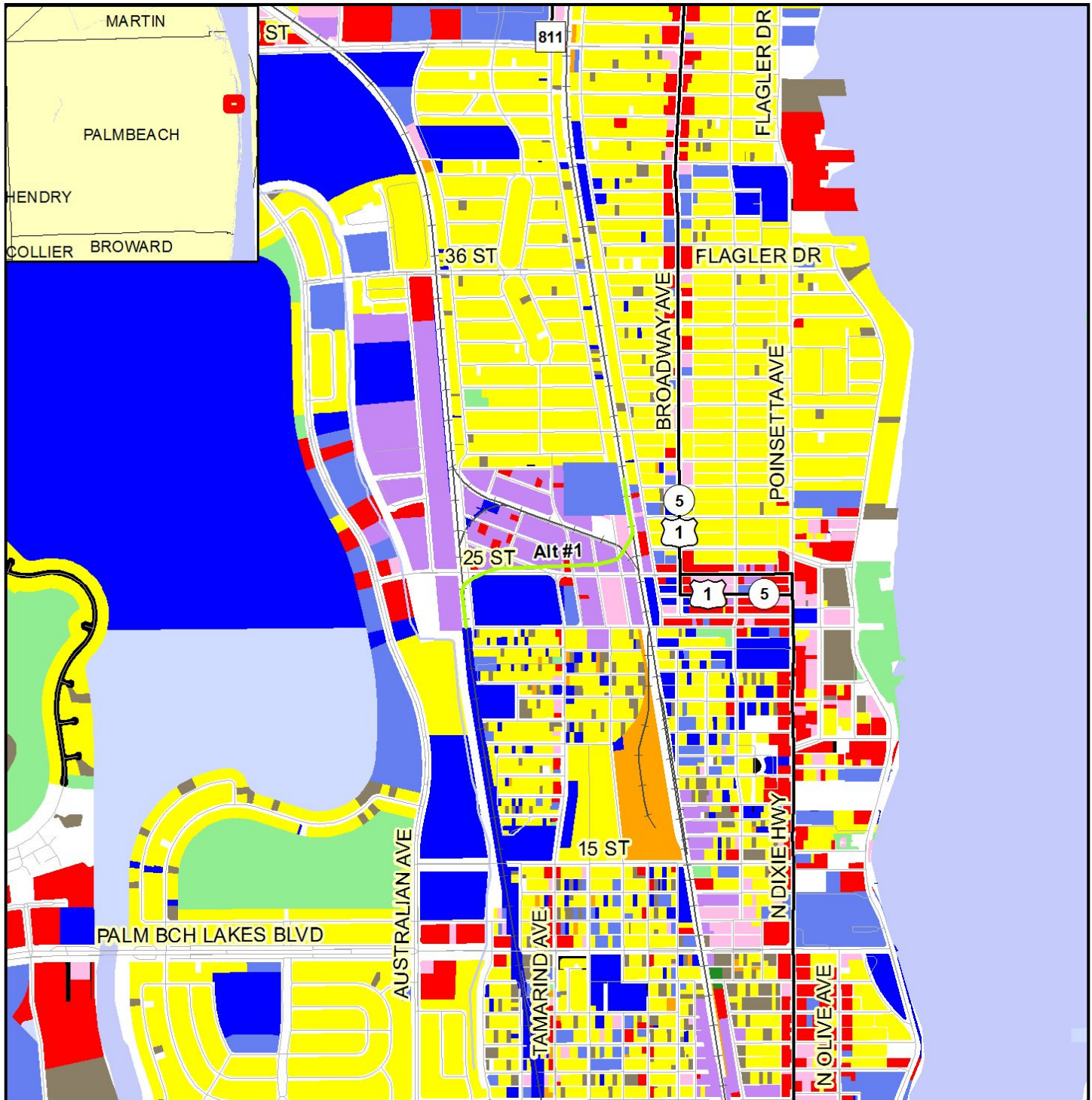
- | | | |
|---|--|---|
| ● ETDM Alternative Point | Railroad | Low Habitat Quality |
| ● ETDM Alternative Terminus | River, Stream or Canal | Medium Habitat Quality |
| — ETDM Alternative Segment | Water Body | High Habitat Quality |
| ETDM Alternative Polygon | Major Road | |
| Local Road or Trail | | |

Data Sources:

NAVTEQ
US Geological Survey
Florida Department of Transportation
Florida Fish & Wildlife Conservation Commission

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14093 New Northwood Connection (Phase 2)



0 0.2 Miles



Data Sources:
NAVTEQ
US Geological Survey
Florida Department of Revenue
Florida Department of Transportation
Florida County Property Appraiser Offices

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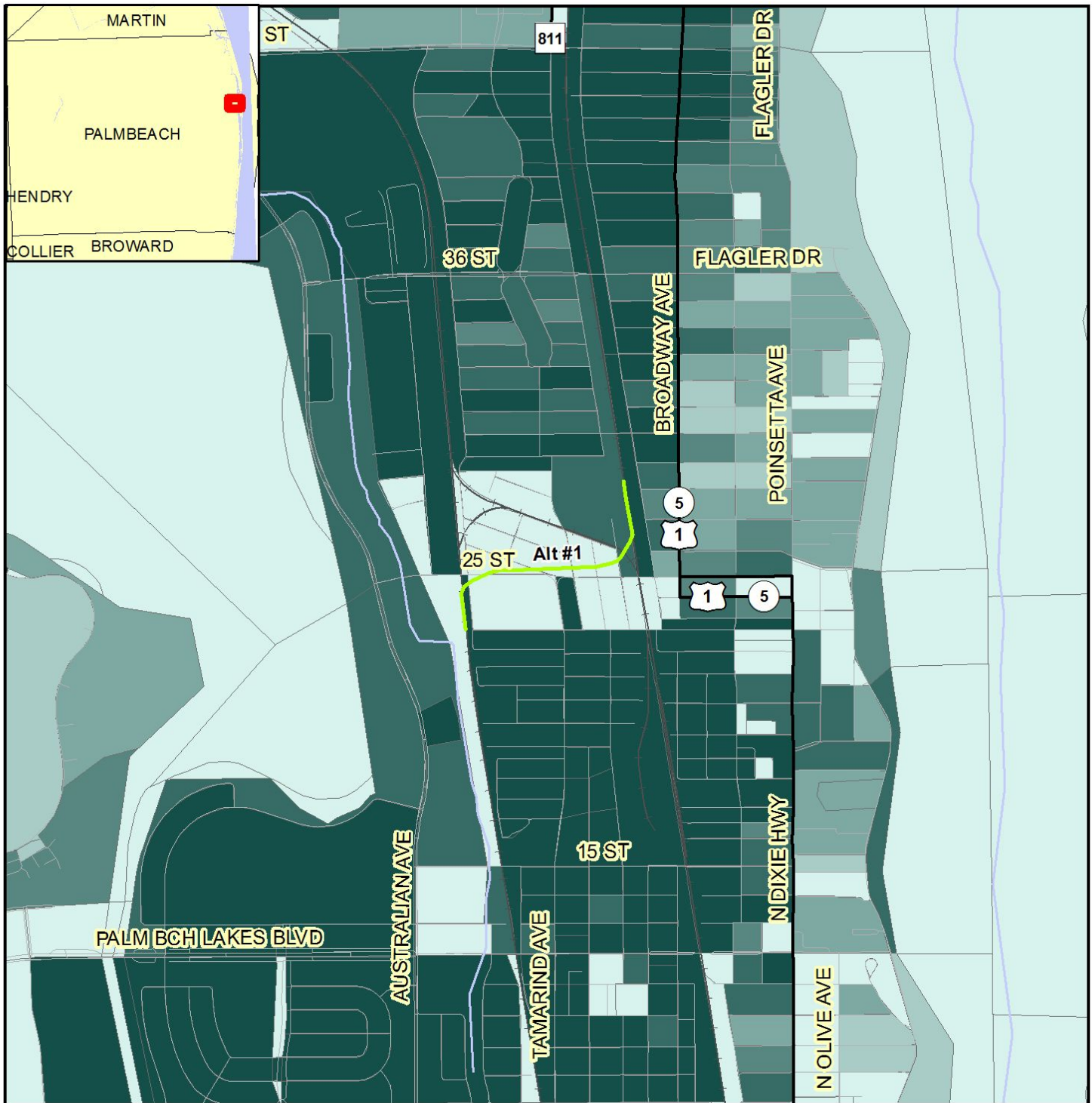
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Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 9/26/2013



14093 New Northwood Connection (Phase 2)



Minority Population Distribution Map

0 0.07 Miles



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

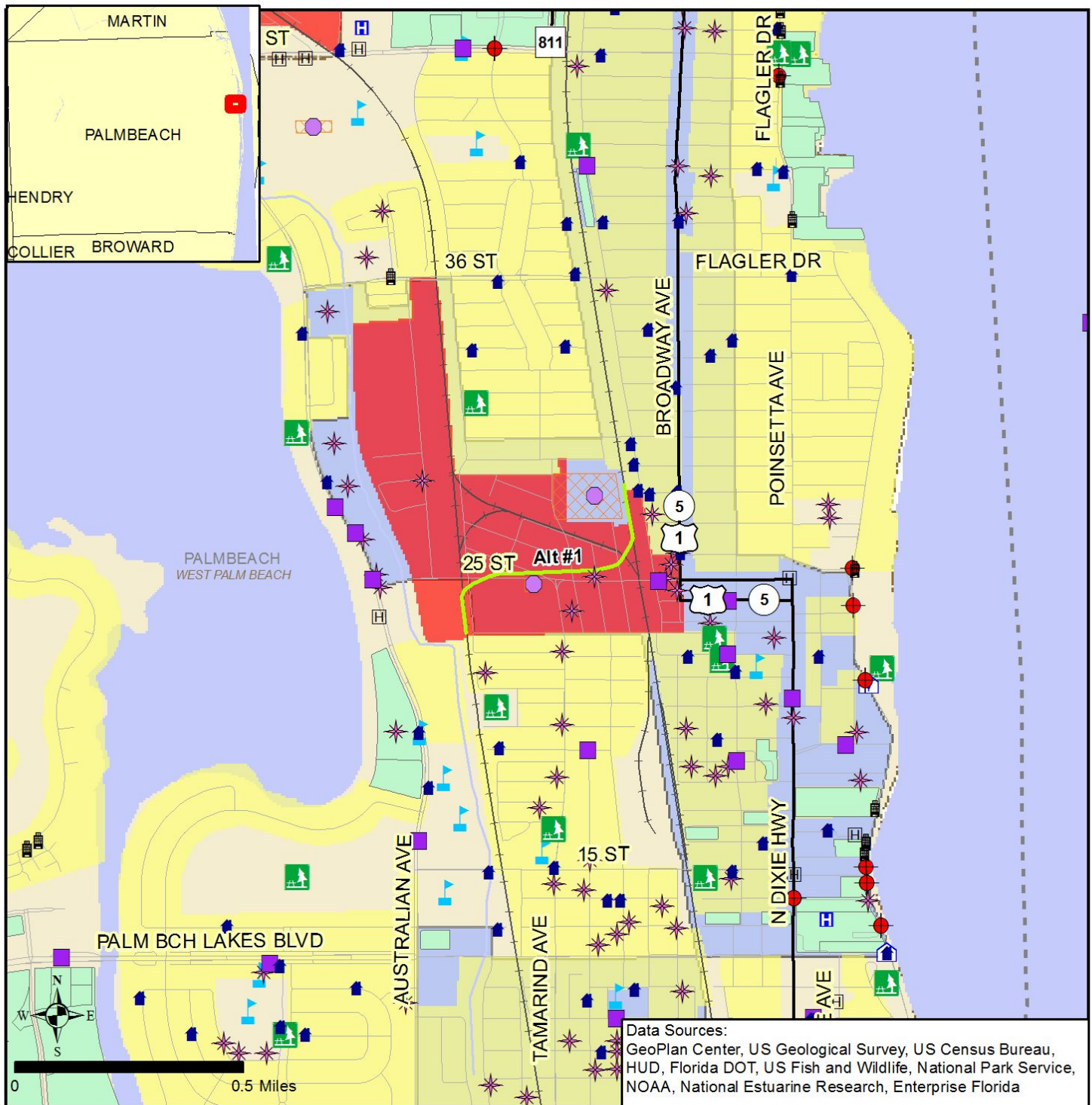
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Percent Minority Population (2010)



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14093 New Northwood Connection (Phase 2)

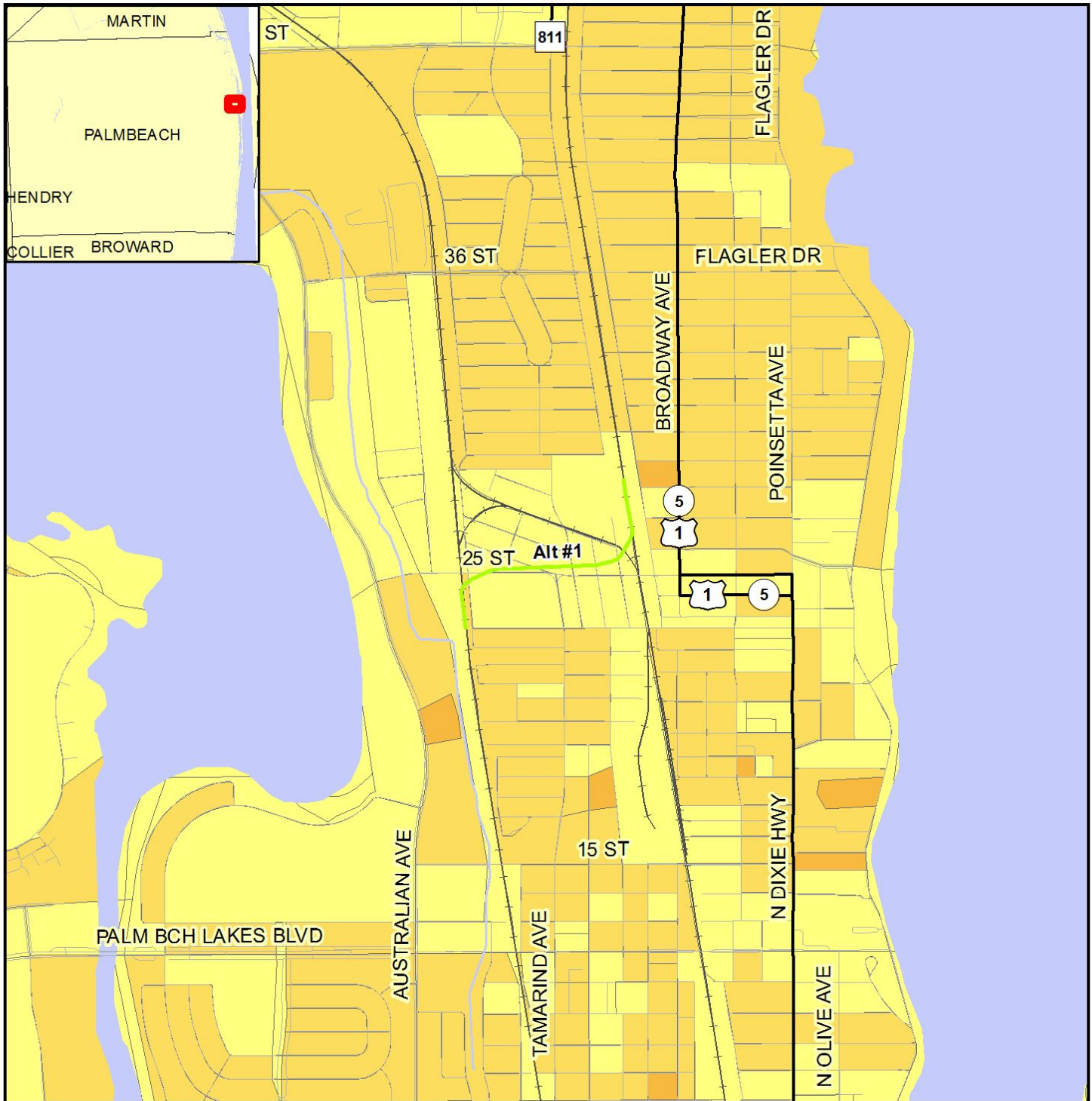


Noise Map

- | | | | | |
|---------------------------|---------------------------|-----------------------|---------------------------|--------------------------|
| ETDM Alternative Point | Existing Trails | Laser On-site | Place of Worship | Military Installations |
| ETDM Alternative Segment | Railroad | Group Care Facilities | School | Industrial |
| ETDM Alternative Polygon | River, Stream or Canal | Cemetery | Historic Cemetery | Residential |
| ETDM Alternative Terminus | Water Body | Community Center | Planned Unit Developments | HUD Renewal |
| County Boundaries | Swamp/Marsh | Cultural Center | Wildlife Refuges | Nat'l Estuarine Reserves |
| City Limits | Airport | Health Care | National Parks | Enterprise Zones |
| Major Road | Condo Owners Associations | Park | National Park Projects | DRI |
| Local Road or Trail | Hospitals | | Marine Sanctuaries | |
| Noise Barriers | | | | |

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14093 New Northwood Connection (Phase 2)



0.03 Miles

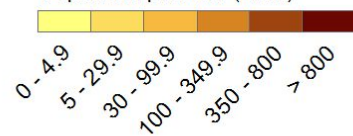


Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

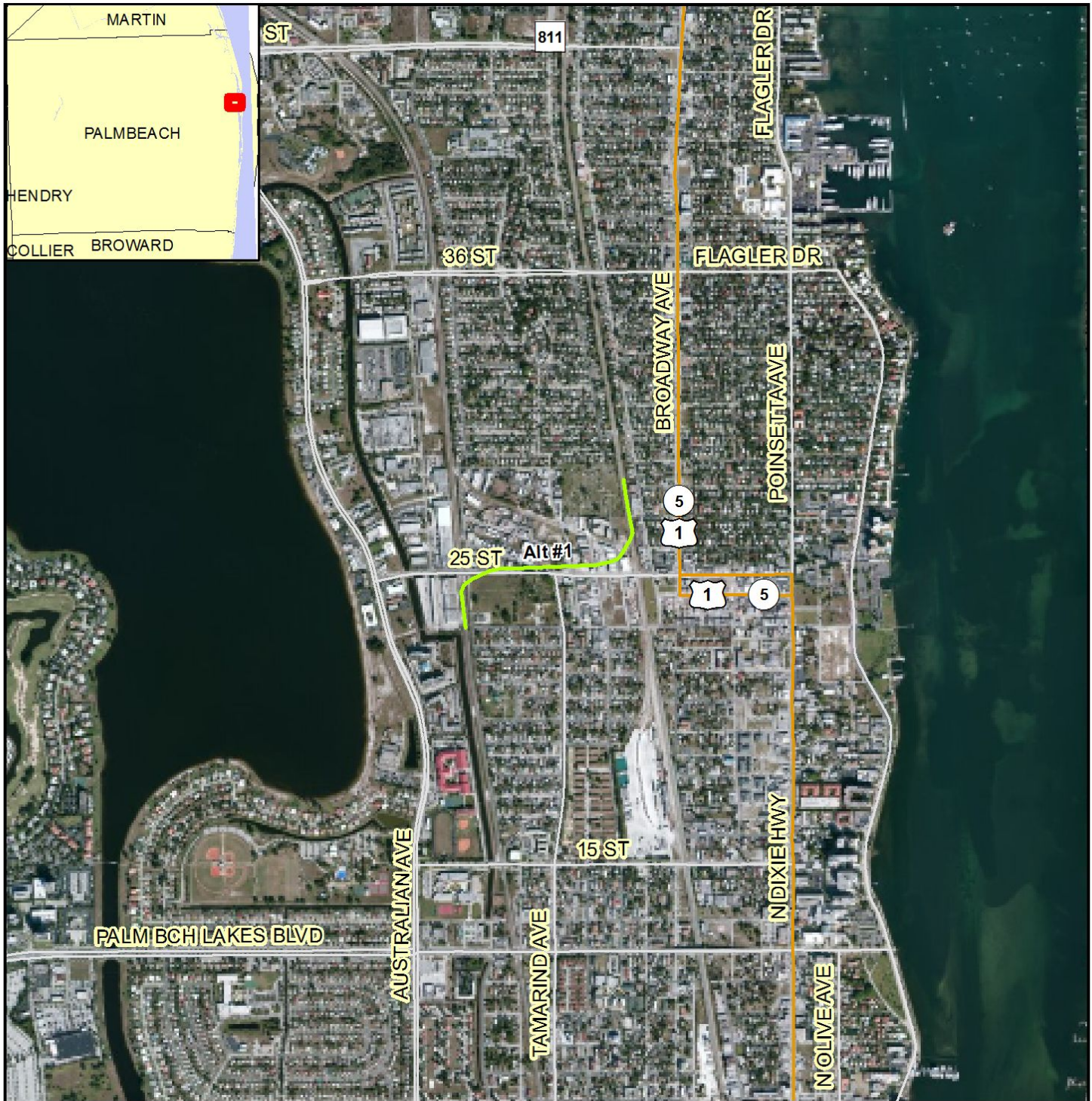
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Population Density Map

Population per Acre (2010)



14093 New Northwood Connection (Phase 2)



Project Aerial Map



Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

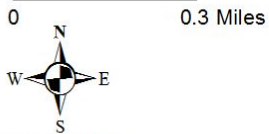
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14093 New Northwood Connection (Phase 2)



Project Location Map



Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory

- | | | |
|--|--|--|
| ● ETDM Alternative Point | — River, Stream or Canal | — Toll Road |
| ● ETDM Alternative Terminus | ■ Water Body | — Railroad |
| — ETDM Alternative Segment | ■ Swamp/Marsh | ■ Airport |
| ■ ETDM Alternative Polygon | ■ Managed Conservation Lands | ■ City Limits |
| | ■ County Boundaries | |

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14093 New Northwood Connection (Phase 2)



Conservation and Recreation Area Map

0 0.5 Miles



Data Sources:
NAVTEQ
US Geological Survey
Florida Natural Areas Inventory

- ETDM Alternative Point
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- ▨ Conservation or Recreation Area
- Railroad
- ▭ County Boundary

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etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 9/26/2013



14093 New Northwood Connection (Phase 2)



0 0.4 Miles



Data Sources:

NAVTEQ

US Geological Survey

Florida Department of Transportation

Florida Fish & Wildlife Conservation Commission

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Species Potential Habitat Model Map

Potential Habitat Richness

- 1 - 2 Species
- 3 - 5 Species
- 6 - 8 Species
- 9 - 10 Species
- 11 - 13 Species

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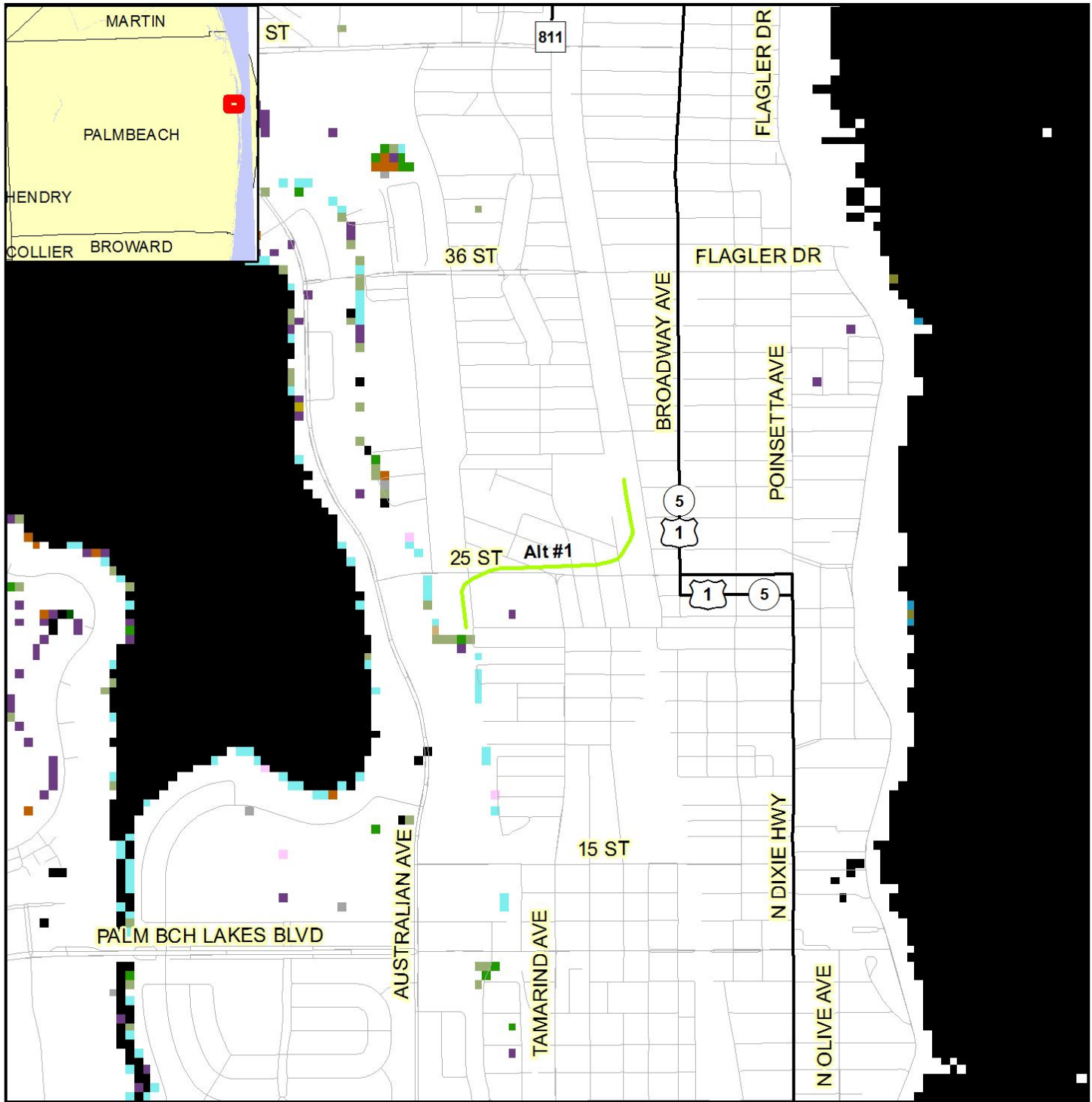
etdm
Efficient Transportation Decision Making

Environmental Screening Tool **est**

Map Generated on: 9/26/2013



14093 New Northwood Connection (Phase 2)



0 0.5 Miles

Vegetation and Land Cover Map

ETDM Alternative Polygon	Not Classified	Hardwood Hammocks and Forests	Bay Swamp	Mangrove Swamp	Unimproved Pasture	Brazilian Pepper
ETDM Alternative Segment	Coastal Strand	Pinelands	Cypress Swamp	Scrub Mangrove	Sugarcane	High Impact Urban
ETDM Alternative Terminus	Sand/Beach	Cabbage Palm-live Oak Hammock	Cypress/Pine/Cabbage Palm	Tidal Flats	Citrus	Low Impact Urban
ETDM Alternative Point	Xeric Oak Scrub	Tropical Hardwood Hammock	Mixed Wetland Forest	Open Water	Row and Field Crops	Extractive
Major Road	Sand Pine Scrub	Freshwater Marsh and Wet Prairie	Hardwood Swamp	Shrub and Brushland	Other Agriculture	
Local Road or Trail	Sandhill	Sawgrass Marsh	Hydric Hammock	Grassland	Australian Pine	
	Dry Prairie	Cattail Marsh	Bottomland Hardwood Forest	Bare Soil/Clearcut	Melaleuca	
	Mixed Hardwood-pine Forest	Shrub Swamp	Salt Marsh	Improved Pasture		

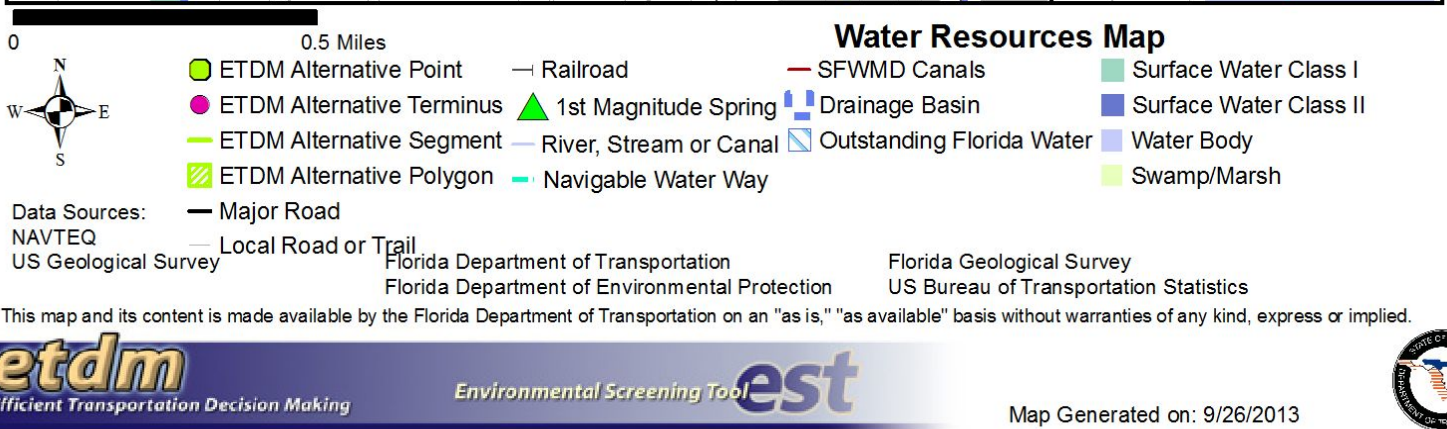
Data Sources:

NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission

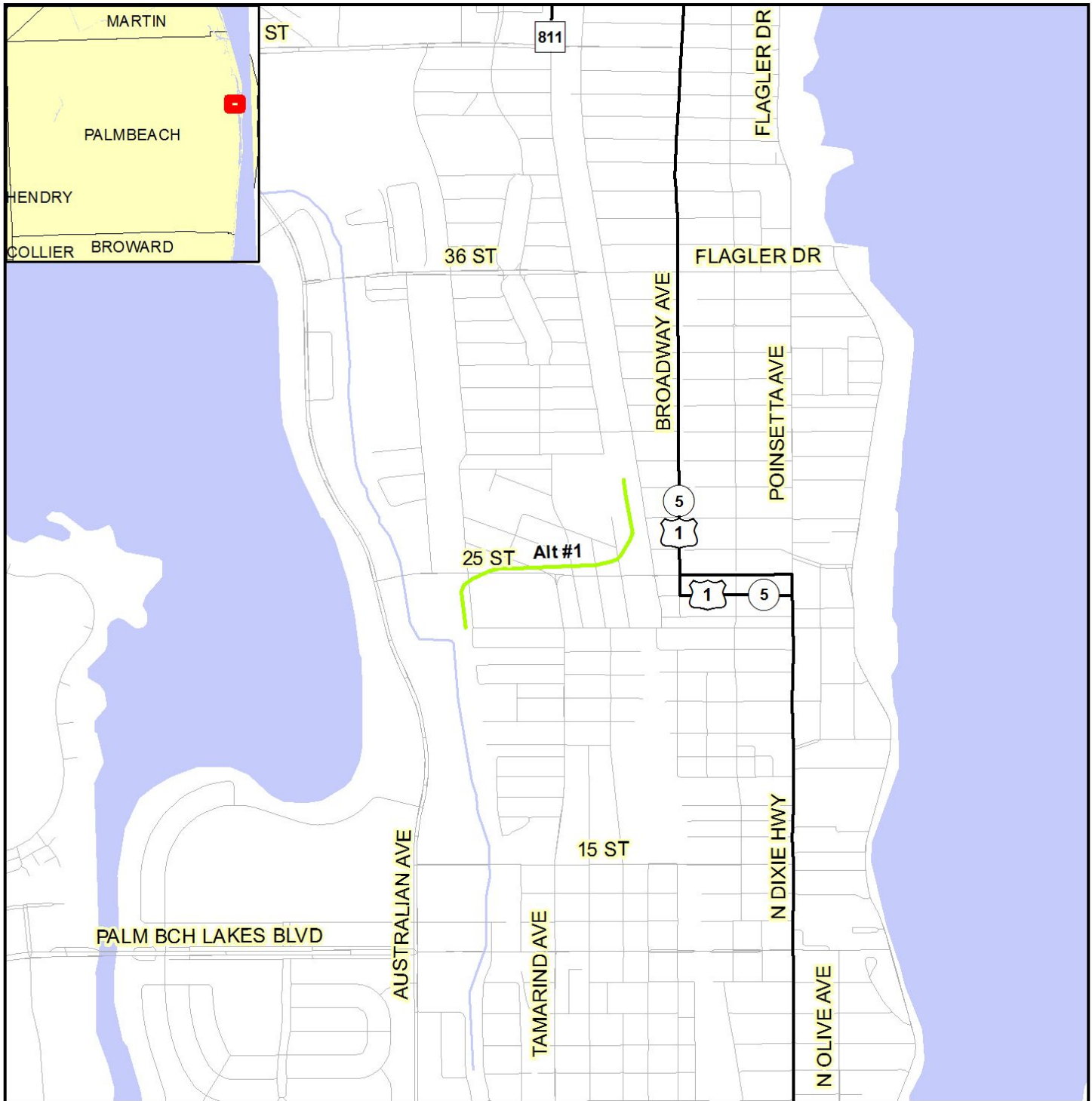
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14093 New Northwood Connection (Phase 2)



14093 New Northwood Connection (Phase 2)



Wetland Resource Map

0 0.25 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

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Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 W. Commercial
Fort Lauderdale, FL 33309
December 6, 2013



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

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.

Victoria A. Foster
for Larry Williams, Field Supervisor

12/13/13
Date

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,

A handwritten signature in blue ink that reads "David Bogardus". The signature is stylized with a large, sweeping "D" and a long, horizontal flourish at the end.

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

RECEIVED
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HISTORIC PRESERVATION
2014 JAN 21 P 5:26

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

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

Northwood Cover Letter_12-23-13S:\Transportation Development\PLEM\Environmental Resources\Rail\TIGER projects\3 crossings\Final CRAS documents\Northwood cover letter_12-23-13.docx

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 25th 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 25th 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 25th Street will be required to ensure the rail profile meets the profile of the existing roadway. Due to the original construction activities of 25th 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 25th Street to the south of the proposed improvements).

The one archaeological site identified during the 2010 survey, the 25th 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 25th 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 25th 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 25th 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

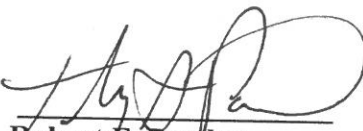
The FRA finds the attached Cultural Resources Assessment Report Addendum complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings provided in the cover letter.

FRA Comments:


David Valenstein

1/16/2014
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report Addendum complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-53.


Robert F. Bendus
Director, and State Historic Preservation Officer
Florida Division of Historical Resources

1/23/14
Date



PALM BEACH METROPOLITAN PLANNING ORGANIZATION

2300 N. Jog Rd., 4th.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
12th.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
 - 1. 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.

3. 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 Action Items 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

1. 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. MOTION TO APPROVE 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. MOTION TO APPROVE 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. MOTION TO APPROVE 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. MOTION TO APPROVE changes to the Citizens Advisory Committee Bylaws

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 Statutes*, 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 MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

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)

Attachment 4

Description of Proposed Action

Attachment 4. Description of Proposed Action –

The proposed action of the New Northwood Connection involves the construction of a single track connection on a new alignment connecting the Florida East Coast (FEC) Railway (north) to the existing Florida Department of Transportation (FDOT) owned South Florida Rail Corridor (SFRC) (south). The FEC Railway provides existing freight and has historically served passenger service until 1968. The SFRC provides existing Amtrak service, Tri-Rail commuter rail service and CSX Transportation (CSXT) freight service. The project is located in the Northwood Industrial District north of downtown West Palm Beach, along the north side of 25th Street. The project limits and proposed improvements are shown in Attachment 1 (Exhibit 1 and Exhibit 7).

The project is located approximately 600 feet south of the existing Northwood Connection, an existing track connecting the FEC Railway with the SFRC. The existing track 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, the existing Northwood Connection served freight industry customers; up to 4 freight trains daily as recent as 2004. In the original configuration, several north-south spur tracks were located between the existing Northwood Connection and the FEC West Palm Beach intermodal yard approximately 1200 feet to the south (east of present-day Tamarind Avenue and west of the FEC Railway). In later years, the spur tracks were partially removed and 25th Street was constructed as well as surrounding industrial development. As currently configured, the existing railway facilitates direct connections from the SFRC (northbound and southbound) to FEC Railway (south). The track infrastructure on the existing railway 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 New Northwood Connection is Phase 2 of three independent projects being studied as part of the South Florida Freight and Passenger Rail Enhancement projects proposed to enhance freight connectivity between the SFRC and FEC Railway. Phase 1A (a separate proposed action with independent utility) will rehabilitate the existing Northwood Connection (FDOT Financial Project ID Number 434948-1) to facilitate direct connections for freight traffic from the SFRC (northbound and southbound) to the Florida East Coast (FEC) Railway (south). The proposed project, the New Northwood Connection, 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. 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 Northwood Connection will be a minor rail addition involving construction of a short connection between existing rail lines. The New Northwood Connection will include the following proposed improvements: Trackwork - 3,150 linear

feet of new track and special trackwork, including new turnouts at the points 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 assumes the following rail operations on the New Northwood Connection:

- Freight trains traveling at 15 miles per hour (mph) (maximum speed limited due to track geometry); 12,000 feet to 14,000 feet in length; between 7 p.m. and 7 a.m. and
- Up to 6 trains in each direction (12 trains daily) by 2035: Up to 4 trains in each direction (8 trains daily) from Jacksonville/Cocoa to PortMiami; plus up to 2 additional trains in each direction (4 trains daily) after the FEC intermodal transfer at PortMiami is operational.

FEC proposes freight service on the new connection involving the relocation of 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 PortMiami. For initial service, up to 4 freight trains in each direction (8 trains daily) would utilize the New Northwood Connection restoring historical levels of freight service in the Northwood Industrial District. Freight rail operations at PortMiami were discontinued after Hurricane Wilma destroyed the port's rail bridge in 2005. As of October 2013, the FEC Railway Bridge to PortMiami was rehabilitated to restore historic freight and rail operations at PortMiami. After PortMiami becomes operational in late 2013, freight service is anticipated to expand to PortMiami by an additional 2 trains in each direction (4 trains daily). This would result in up to 6 trains in each direction (12 trains daily) on the New Northwood Connection which represents an additional 2 trains in each direction through the Northwood Industrial District above 2004 traffic. FEC does not propose to increase historical freight levels on the FEC and SFRC due to the proposed project.

Drainage construction will include linear swales within proposed right-of-way. Refer to Attachment 3, Drainage Technical Memorandum.

Minimal right-of-way acquisition (a maximum of 4 acres) will be required involving up to 15 parcels zoned as light industrial. Most of these property impacts will involve partial acquisition and only 4 parcels are anticipated to involve relocations. Refer to Section J, Property Acquisition, for more detailed information. The entire project is within the West Palm Beach Downtown Northwood – Pleasant City Community Redevelopment Agency Area. Restoring freight connectivity in this area is consistent with the existing industrial zoning.

Potential staging areas for construction activities will include existing FDOT property adjacent to the New Northwood Connection and vacant sites proposed for construction adjacent to the FEC in the Industrial Northwood Area of West Palm Beach. FDOT will determine utility impacts during the design phase; however, based on preliminary utility coordination, FDOT anticipates minimal relocations as the utilities are primarily along roadways parallel to the proposed New Northwood Connection and are not expected to be impacted. FDOT anticipates that the new grade crossings will be constructed 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.