



Florida Department of Transportation

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Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

August 16, 2021

Mr. Chris Stahl, Environmental Manager
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard
Mail Station 47
Tallahassee, Florida 32399-3000

Dear Mr. Stahl:

RE: Advance Notification
Project Name: Broward Commuter Rail (BCR) PD&E Study
ETDM Number: 14474
Federal Aid Project Number: TBD
Financial Management Number: 448942-1
Broward and Miami-Dade Counties, Florida

This Advance Notification (AN) package is being sent to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

Consistency reviewers have 45 days from the Programming Screening Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within 60 days of the Programming Screen Notification. If you need more review time, send a written request for an extension to our office within the initial 60 day comment period.

This is a federal action. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT in coordination with Federal Transit Administration (FTA) will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through

Mr. Chris Stahl
August 16, 2021
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coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

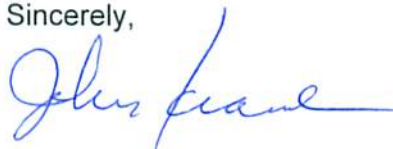
In addition, please review this project's consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

This project is currently under review through the Programming Screen phase of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN package. The project is listed as ETDM #14474 - Broward Commuter Rail (BCR) from Aventura (Miami-Dade County, Florida) to Deerfield Beach (Broward County, Florida). The Environmental Technical Advisory Team (ETAT) members may review this project on the ETDM website. Non-ETAT agencies may review this project on the public access website located at <http://etdmpub.fl.a-etat.org/est>.

Your comments should be submitted via the EST if you are an ETAT representative, or emailed or mailed to the District contact:

Phil Schwab, PE
Project Manager, Florida Department of Transportation
3400 W. Commercial Boulevard
Fort Lauderdale, FL 33309
Email Address: Phil.Schwab@dot.state.fl.us

Sincerely,



John Krane, P.E.
District Planning and Environmental Administrator

Attachments: Advanced Notification Package

cc: Cesar Martinez, P.E., FDOT District Four
Ann Broadwell, FDOT District Four
Shandra Davis-Sanders, FDOT District Four
Jorge Padron, FDOT District Four
Phil Schwab, P.E., FDOT District Four
Advance Notification Transmittal List

Advance Notification Package

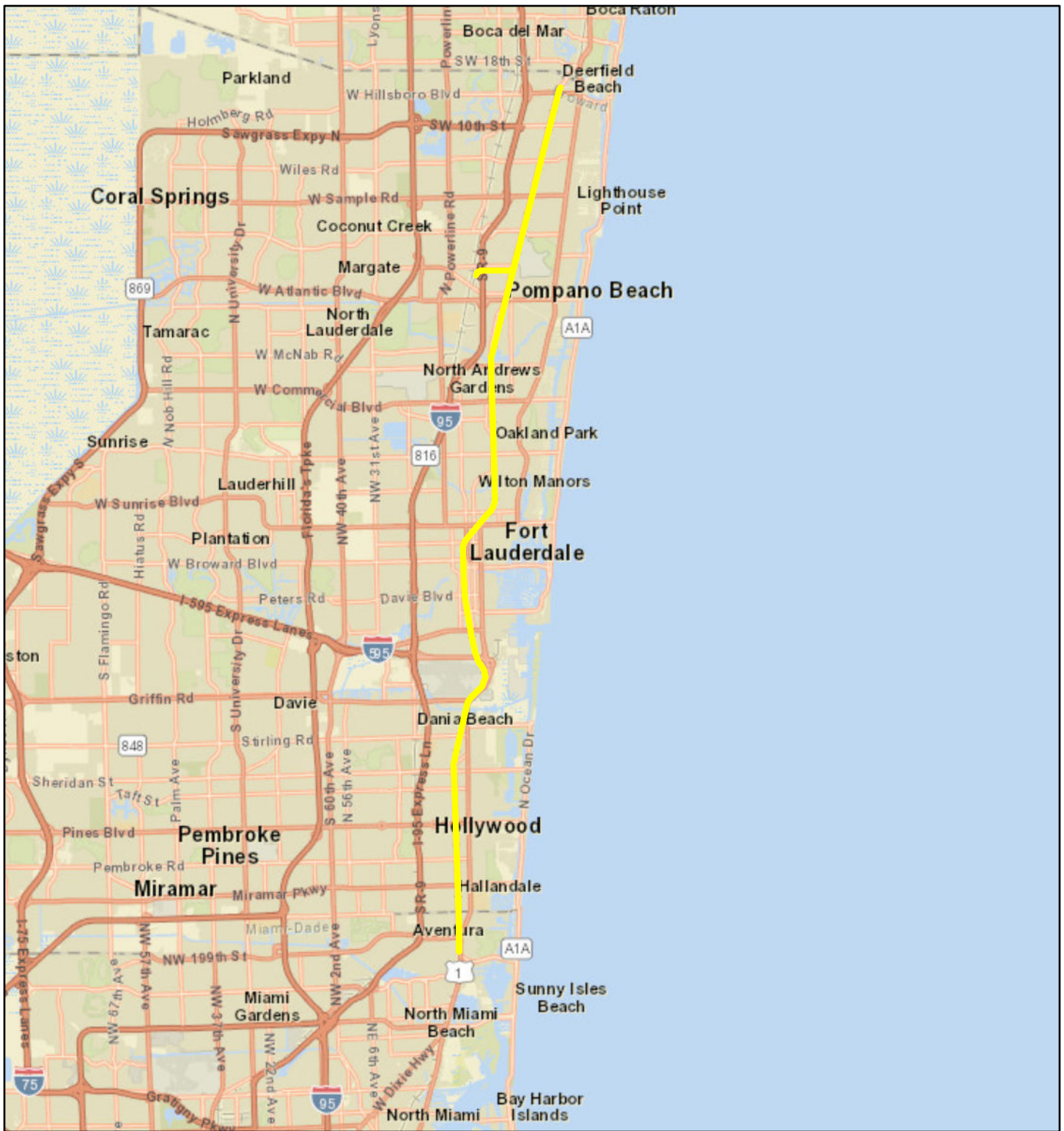
Project #14474 - Broward Commuter Rail
Programming Screen - Published on 08/12/2021
Printed on: 8/12/2021

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I. Location Maps

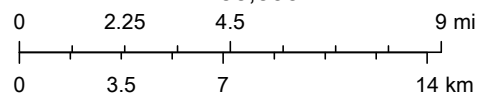
Broward Commuter Rail Project Map



August 10, 2021

 Project # 14474

1:288,895



Esri, HERE, Garmin, NGA, USGS, NPS

II. Fact Sheet

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14474 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Overview

#14474 Broward Commuter Rail

District: District 4, District 6

County: Broward, Miami-Dade

Planning Organization: FIHS Central Office

Plan ID: Not Available

Federal Involvement: Other Federal Funding Other Federal Permit USCG Bridge Permit

Contact Information: John Krane (954) 777-4459 john.krane@dot.state.fl.us

Snapshot Data From: Current Draft Data

Phase: Programming Screen

From: Aventura

To: Broward/Palm Beach Co. Line

Financial Management No.:

a. Purpose and Need

The purpose of the Broward Commuter Rail (BCR) Project is to address congestion issues by evaluating a transit mobility option in the Florida East Coast (FEC) railroad corridor and to support economic and land development policies in eastern Broward County by improving mobility. The BCR is a 27-mile segment from Aventura in north Miami-Dade County to the Broward/Palm Beach County line just north of the City of Deerfield Beach and will advance through the PD&E process as a new, independent project. This segment is within the Tri-Rail Coastal Link (TRCL) Study (ETDM #7519, April 2014) that extended from downtown Miami to West Palm Beach, a distance of 85 miles.

The primary needs for the project are based on providing critical north - south transportation capacity and serving the existing and future population in the region. Secondary needs are to enhance intermodal connectivity by developing a seamlessly integrated multimodal network, improve transit service to the eastern high density travel market including quality access to transit dependent populations, and preserve and enhance the environment and safety.

Project Status

The BCR is included in the Broward Metropolitan Planning Organization's (MPO) 2045 Metropolitan Transportation Plan (MTP) as an unfunded project and in the South Florida Regional Transportation Authority's (SFRTA) Capital Plan (2025-2029) as an unfunded project for fiscal years 2027-2028. The BCR is also included as a long-range improvement in the Florida Rail System Plan, last updated in December 2018.

Capacity

The capacity of existing transportation facilities and services throughout eastern Broward County is not adequate for the present movement of goods and people. Broward County and the entire tri-county region of southeast Florida (Palm Beach, Broward, and Miami-Dade Counties) comprise a diverse, dynamic, expanding coastal metropolitan area that is the largest in Florida and the fourth largest in the country.

There are six continuous transportation corridors extending through Broward County and beyond: Interstate Route 95 (I-95), Florida's Turnpike, the FEC Railway, the South Florida Rail Corridor (SFRC), State Road 7 (SR 7), and US-1. I-95, SFRC, and FEC Railway are part of Florida's Strategic Intermodal System (SIS). Florida's Turnpike and I-95 provide expressway/limited access service. I-95 is the most highly utilized north-south corridor, carrying over 300,000 vehicles daily. Throughout Broward County, I-95 operates at Level of Service (LOS) E to F throughout the day and F during peak hours. South of Atlantic Boulevard, Florida's Turnpike operates at LOS E to F throughout the day and LOS F during peak hours. North of Atlantic Boulevard, the tolled facility operates at LOS D throughout the day and LOS D to E during peak hours. US-1 and SR 7 operate at LOS F in multiple locations throughout the day and during peak hours (Broward County,

Level of Service Spreadsheet-2019).

Population increase is expected to place additional strain on roadways that already exceed or will approach capacity. Managed lanes, express bus, and Intelligent Transportation Systems will partially lessen the transportation demand on existing roadways; however, increasing mode split to public transit, carpools, walking, and bicycling is widely seen as the long-term solution to accommodate population growth while maintaining an acceptable level of service (Broward County Next, 2019).

According to the Florida Transportation Plan 2020 (FTP), continued growth has put a strain on Florida's highway system in many regions of the state, and the problem is anticipated to intensify in southeast Florida. The FTP also states the need to accommodate a growing number of lower-income and financially constrained residents for whom transportation is a key element of access to opportunity. There is great interest in Florida, as elsewhere, in encouraging more use of rail for the movement of both passengers and freight to maximize use of and better balance the transportation system. Intermodal transportation is the logical approach to achieve both goals: the increased use of rail and maximization of the transportation system. The BCR Project will provide additional transportation options for this continued growth. The last five federal transportation bills, the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21), and Fixing America's Surface Transportation Act (FAST), were implemented on this same premise.

Legislation

In July 2019, the State of Florida Legislative Specific Appropriation 1939 initiated the need to evaluate alternatives at the existing New River crossing as a continuation of the Tri-Rail Coastal Link (TRCL) Transit Analysis Study. The legislation outlined the utilization of resources from the State Transportation Trust Fund for the Florida Department of Transportation (FDOT) to update the Tri-Rail Coastal Link Study (formerly known as the South Florida East Coast Corridor Transit Study) Phase 2 Navigable Waterway Analysis Technical Memorandum. The legislative directive required the development of crossing solution(s) to meet the reasonable needs of navigation, freight trains, and passenger transit across the New River in Fort Lauderdale, Florida. The Legislative Appropriation required a timeline for the various and applicable project phases to include, but not be limited to, a Project Development and Environment (PD&E) study, preliminary engineering, and construction. The New River Crossing Feasibility Technical Memorandum was submitted to the Florida Legislature in January 2020. The Technical Memorandum included feasible alternative alignments, estimates of costs, and identification of potential funding sources. The findings and recommendations in this Technical Memorandum are carried forward into the BCR PD&E Study for further evaluation and refinement.

Broward County and FDOT entered into a Memorandum of Understanding (MOU) on January 28, 2021 continuing efforts to improve mobility in the region, specifically, the implementation of commuter rail service on the FEC rail corridor. This MOU identifies the partnership and project roles between Broward County and FDOT for advancement of the BCR PD&E Study, and upon completion, the next phase of project development process to potentially include Final Design and Construction.

Social Demands or Economic Development

The Broward MPO Commitment 2045 MTP shows steady population and employment growth in Broward County. From 1990 to 2017, Broward's population increased by 680,000, from 1.26 million in 1990 to 1.94 million in 2017, a 54% change. On a yearly basis between 1990 and 2015, the population grew by 1.7%, which is slightly less than Florida's 1.8% but higher than the national average of 1% for the same period. According to Broward County's Population Forecast and Allocation Model, the population is projected to increase to almost 2.18 million by 2045 from 2015, an overall change of 20% or an annual growth rate of 0.6%. Households are projected to increase to approximately 929,000, an overall increase of 27%, an annual growth rate of 0.8% (Broward MPO 2045 MTP).

Data from the Bureau of Economic Analysis indicates that employment in Broward County grew by 2.5% on a yearly basis between 1990 and 2015, with a higher growth rate of 3.4% per year experienced between 2010 and 2015. Projected employment for 2045 from 2015, increases from 962,000 to more than 1.2 million, an overall increase of 25% or an annual growth rate of 0.9%. This projected pace of employment growth is conservative compared to the historical trends previously reported. Broward's population and employment are expected to grow by 20% and 25%, respectively, through 2045. These statistics indicate that additional needs will be placed on the transportation system (Broward MPO 2045 MTP).

The 2018 American Community Survey Five-Year estimates show a higher percentage of persons below the poverty level along the BCR corridor (26%) than throughout Broward County (12%). Higher population density and lower household incomes indicate that BCR would serve a transit-dependent population. Previous Tri-Rail Coastal Link studies indicate primarily a transit rider base rather than a trip generator corridor.

Since BCR includes potential connections to two airports, the Fort Lauderdale-Hollywood International Airport (FLL) and the general aviation Pompano Beach Airpark (PPM), and the rail corridor is the only one with direct connection to Port Everglades, improvement in service is anticipated to support the continued economic development throughout the area, particularly Fort Lauderdale-Hollywood International Airport and Port Everglades.

System Linkage and Modal Interrelationships

The FEC Railway is comprised of 351 miles running north-south between Jacksonville and Miami. Throughout Broward County, the FEC Railway corridor generally runs parallel to and west of US-1. The railway is approximately 100 feet wide. A single-track spur line, approximately 1.5 miles long and known as the Pompano Crossover, extends from the FEC Railway to west of I-95. This spur line is near 13th Street in Pompano Beach just west of the Pompano Beach Airpark and currently is not in use. It consists of an existing single track with limited directional track connections between the FEC and no direct connection to the SFRC mainline tracks. Another 1.5-mile spur line serves Port Everglades. It begins at the FEC Railway north of Fort Lauderdale-Hollywood International Airport and extends to Port Everglades.

The safe and efficient movement of freight and people to and from South Florida is important to the overall economic and environmental health of the region. The freight service on the FEC Railway removes trucks from existing roadways and provides the only direct rail service to Port Everglades. Yet, freight service needs to be upgraded in order to meet future freight demands. Port Everglades has focused on the corridor along the FEC Railway for new intermodal and freight transportation capacity given that roadway expansion opportunities are limited.

Passenger services on the FEC Railway ceased in 1968 and recently began again in 2018 with Brightline intercity passenger rail service. Brightline runs from West Palm Beach to Miami and includes a stop in Fort Lauderdale. Brightline stations are planned or under construction at Aventura and Boca Raton. Future plans are to expand passenger service north to Orlando and then west to Tampa. There have been extensive planning efforts and there exists broad stakeholder support in the tri-county region for utilization of the FEC railroad corridor as an eastern complement to Tri-Rail commuter service that runs along the SFRC/CSX line.

The BCR corridor provides multiple opportunities to connect to the existing and planned transportation system. The BCR corridor would interconnect with the existing Tri-Rail, Express Bus service on I-95, Breeze, and Local Bus Routes. Future opportunities throughout Broward County include connections with proposed rapid bus routes and proposed fixed guideways. The study area includes a significantly large transit dependent population in terms of income and age which would be further connected by the BCR project on the FEC corridor to key major employment centers (downtowns) and intermodal terminals (two airports and one seaport) which are Strategic Intermodal System (SIS) hubs in Broward County.

Safety

Florida's safety vision is to eliminate transportation-related fatalities and serious injuries for all modes of travel. This vision is the highest priority for FDOT and the state traffic safety's partners. As a result, FDOT, under the Vital Few Safety Action Plan, established a target of zero transportation-related fatalities and serious injuries. To achieve this vision, FDOT prioritizes Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care to support a Safe System approach.

The need for improved safety on the Broward County roadway network is discussed in the Broward MPO 2045 MTP and in the Broward County Next Transportation Element. The Broward MPO 2045 MTP demonstrates that serious crashes have increased with growth in travel and that crash reduction targets have not been achieved. From 2013 to 2017, an estimated 7,650 crashes occurred in Broward County involving 954 crashes with fatalities and 6,696 crashes with serious injuries. The Broward County Next Transportation Element also reports an increase in crashes since 2012, suggesting that continued focus on safety is necessary.

Removing commuters from existing roadways and freeways is expected to improve safety by reducing the potential for vehicular interaction. Expansion of passenger rail is one potential long-term solution. As with any rail project that intersects roadways, public safety at roadway crossings of railways must be considered. A total of 66 "at-grade" rail/roadway crossings are present in the BCR corridor at an average spacing of two crossings per mile. The at-grade crossings within the BCR project limits will be delineated with dynamic envelopes to visually highlight the zone that drivers, bicyclists, and pedestrians should not stop to increase safety for motorists.

b. Project Description

The Florida Department of Transportation (FDOT) District 4 and Broward County (the Parties) have executed a Memorandum of Understanding (MOU) to continue efforts to improve mobility in the region. The scope of the Broward Commuter Rail (BCR) Project Development and Environment (PD&E) Study is to develop and analyze alternatives that integrate passenger and freight service along the BCR PD&E Study area, a regional corridor along the Florida East Coast (FEC) Railway in southeast Florida. This study will exclusively consider the railway as the preferred alignment utilizing the existing push-pull technology currently in use on the SFRC (Tri-Rail) corridor. The existing and future conditions to be analyzed will generally encompass a half-mile wide area along approximately 27 miles of the FEC corridor, south to north, beginning at Aventura located approximately 1.4 miles south of the Broward/Miami-Dade County line to the Broward/Palm Beach County line just north of the City of Deerfield Beach.

The BCR PD&E Study is proposed as a continuation of the planned commuter rail service in Miami-Dade County to include the necessary rail, signaling, safety and communications improvements, and passenger stations and amenities.

Six passenger stations are proposed on the commuter rail corridor within Broward County emphasizing existing City, County, and FEC Railway properties to minimize any additional right-of-way needs, located to maximize ridership and operational efficiency and connecting to the Brightline intercity passenger rail service in the corridor. The stations would include a boarding platform, canopy for shading protection from the elements, amenities such as benches, fare collection equipment, lighting, passenger information display, and other passenger conveniences. The stations are planned to provide direct connections to existing and future bus routes in Broward and may require additional right-of-way for parking at certain locations. The proposed cross street locations for the passenger stations are as follow:

- Hollywood/Hallandale (Tyler St to Taylor St)
- Fort Lauderdale-Hollywood International Airport/Dania Beach (At Airport)
- Downtown Fort Lauderdale (At Brightline Station)

- Oakland Park/Wilton Manors (NE 34th St to NE 38th St)
- Pompano Beach (MLK-Hammondville Rd to NE 6th St)
- Deerfield Beach (SW 2nd St to Hillsboro Blvd)

In addition, an improved connection between the FEC rail corridor and the SFRC near NW 13th Street in Pompano Beach, known as the Pompano Crossover, will be evaluated. This is an existing single track with limited directional track connections between the FEC and SFRC mainline tracks. A second track may be constructed, and full directional connections may be added that will require additional right-of-way. The study will identify any vehicle storage and maintenance facility requirements.

The BCR PD&E Study will include evaluation of a new rail crossing at the New River for passenger service through downtown Fort Lauderdale. The existing railroad bridge will remain in place for exclusive use by freight rail. Additional existing fixed bridges within the BCR corridor include crossings at the Hillsboro River, Cypress Creek Canal, North Fork Middle River, South Fork Middle River, Tarpon River, and Dania Cut Off Canal.

The environmental studies necessary to comply with Federal Transit Administration (FTA) requirements in the preparation of a National Environmental Policy Act (NEPA) action, including the selection of a Locally Preferred Alternative, will be completed as part of the BCR PD&E Study.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

Social and economic demands on the north - south transportation corridors in Broward County will continue to increase as population and employment increase. Broward County's current (July 2019) estimated population is 1.95 million.

According to projections developed as part of the update process for the Southeast Florida Regional Planning Model (SERPM) and the Broward Metropolitan Planning Organization's (MPO's) Metropolitan Transportation Plan (MTP), the County's population is projected to grow to nearly 2.2 million by 2045, an increase of 12 percent from the 2019 estimated population.

The project intersects the cities of Aventura, Ojus, Hallandale Beach, Hollywood, Dania Beach, Fort Lauderdale, Wilton Manors, Oakland Park, Pompano Beach, City of Lighthouse Point, Deerfield Beach, and Boca Raton as well as unincorporated Broward County and a small portion of unincorporated Miami-Dade County. The 2019 American Community Survey (ACS) 5-year estimates were used to evaluate demographic data including income, race, vehicle availability, and ability to speak English. The ACS showed that 106 of the 170 block groups within one half-mile of the project limits have a lower median family income than that of Broward County. These block groups have median family incomes that range from \$20,000 to \$245,735, while Broward County has a median family income of \$71,206 and Miami-Dade County has a median family income of \$57,871. Within a half-mile of the project corridor, approximately 19 percent of the population is below poverty level. The poverty levels in Broward and Miami-Dade Counties are approximately 13 percent and 17 percent, respectively. Approximately 58 percent of the population within one half-mile of the project is minority. Of the 170 block groups within one half-mile, 84 are comprised of over 50 percent minority population. Black or African American followed by Hispanic or Latino are the predominant minority groups within the 84 block groups.

In the block groups within a half-mile of the project corridor there are 11,360 housing units (9%) with no vehicle available and 6,080 housing units (4%) that use public transportation to travel to work.

Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11: Public Involvement, Section 11.1.2.2. Based on review of these factors, LEP services will need to be considered as part of the public involvement plan. Block groups within a half-mile of the project corridor have three percent of the population unable to speak English at all and seven percent unable to speak English well. Refinement of the LEP population totals and requirements will be further evaluated in the PD&E phase as part of the public involvement efforts.

Within a half-mile of the project limits there are 56 community and fraternal centers, 21 social service facilities, 53 schools, 28 cultural centers, 24 government buildings, 21 emergency service facilities, and 249 religious facilities.

Additional right-of-way may be needed at New River, the Pompano Crossover, and stations; however, it is not anticipated that any community facilities would be directly impacted. Additional project development and analysis (particularly noise) are needed to discuss potential indirect impacts.

While land use changes, noise and right-of-way impacts may result in some social disruption to adjacent communities, the proposed project is anticipated to improve mobility within Broward County and Aventura and to employment centers and provide an alternative to single-occupant vehicles. Overall impacts on the social environment are anticipated to be **Minimal**.

This project will be developed in accordance with the Civil Rights Act of 1964 and 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers.

A Sociocultural Effects evaluation will be conducted during the PD&E phase to evaluate impacts to social and economic resources.

2. Economic

Project PED Comments

As stated in the purpose and need, employment in the study area is growing. Data from the Bureau of Economic Analysis indicates that employment in Broward County grew by 2.5% on a yearly basis between 1990 and 2015, with a higher growth rate of 3.4% per year experienced between 2010 and 2015. Projected employment for 2045 increases from 962,000 in 2015 to more than 1.2 million, an overall increase of 25% or an annual growth rate of 0.9%. This projected pace of employment growth is conservative compared to the historical trends previously reported.

The Broward County Future Land Use Map shows the area within a half-mile of the corridor from Hallandale to Fort Lauderdale International Airport as a regional activity center. The downtown Fort Lauderdale area is also a regional activity center. The proposed station locations in Wilton Manors and Pompano are shown as transit-oriented corridors. The proposed station location in Oakland Park is shown as a local activity center. The proposed station at Aventura is in a metropolitan urban center. The remainder of the corridor shows multiple commercial, industrial, and residential uses. Broward County has identified premium transit corridors that include Broward Boulevard, Oakland Park Boulevard, Hollywood Boulevard, and other east-west corridors that intersect the proposed commuter rail line. Broward County has under study the Central Broward Transit PD&E Study that would provide a connection with the Downtown Brightline/BCR station. Additionally, Florida East Coast Railway (FEC) is the only rail-service provider with a direct connection to Port Everglades. The project would support these employment centers and the overall growth in employment by providing transportation to places of employment.

It is anticipated that the overall project effect to the economy of the area would be **Enhanced**.

3. Land Use Changes

Project PED Comments

The existing land uses in the vicinity of the project corridor were identified using the Environmental Screening Tool (EST), aerial imagery, and local land use maps. The project intersects the cities of Aventura, Ojus, Hallandale Beach, Hollywood, Dania Beach, Fort Lauderdale, Wilton Manors, Oakland Park, Pompano Beach, City of Lighthouse Point, Deerfield Beach, and Boca Raton as well as unincorporated Broward County and a small portion of unincorporated Miami-Dade County. The study area is urbanized and built out. The half-mile project buffer primarily consists of residential, right-of-way, retail/office, public/semi-public (e.g. airports, parks, and schools), and industrial uses. The project is primarily located within the existing right-of-way which will continue in its current use of serving rail traffic. Proposed station locations may involve some right-of-way acquisition and conversion to parking use. Additionally, the Pompano Crossover may involve some land use conversion to transportation use. Land uses adjacent to the Pompano Crossover include industrial, institutional, public, residential, and vacant.

According to the Future Land Use Maps of Broward and Miami-Dade Counties the area surrounding the project corridor is expected to continue to support current urban uses. The project is anticipated to support existing and proposed development within the area. For these reasons, minimal impacts, or changes to adjacent land uses are anticipated as a result of the project.

The proposed project is consistent with approved Broward County and Miami-Dade County Comprehensive Development Plans, as amended (required under Chapter 163, Florida Statutes). Overall impacts and changes to surrounding land uses are anticipated to be **Minimal**.

4. Mobility

Project PED Comments

The project corridor provides multiple opportunities to connect to the existing and planned transportation system. The project corridor would interconnect with the existing Tri-Rail, Express Bus service on I-95, Breeze, and community and local bus routes. Future opportunities throughout Broward County include connections with premium transit corridors that include Broward Boulevard, Oakland Park Boulevard, Hollywood Boulevard, and other east-west corridors that intersect the proposed commuter rail line. Broward County has under study the Central Broward Transit PD&E Study that would provide a connection with the Downtown Brightline/BCR station.

The study area includes a significantly large transit dependent population in terms of income and vehicle availability which would be further connected by the project corridor to key major employment centers and the following intermodal terminals Fort Lauderdale International Airport, Pompano Airpark, and Port Everglades. The Fort Lauderdale International Airport and Port Everglades are Strategic Intermodal System (SIS) hubs.

The proposed project will improve mobility by providing passenger rail service connecting to existing and future premium transit services offering an alternative to single-occupant vehicles. It is anticipated that the effect to mobility will be **Enhanced**.

5. Aesthetic Effects

Project PED Comments

The parcel derived land use Geographic Information System (GIS) layer in the EST indicates that approximately 15 percent of the 500-foot buffer surrounding the project limits is residential. There are also numerous parks and potentially historic properties within 500 feet (discussed in the Cultural section). These areas are potentially sensitive to visual changes.

With the exceptions of the station locations and the potential bridge over New River, the project proposes at-grade improvements to existing rail corridors which would not impact the visual environment. The proposed stations are located primarily adjacent to industrial, office, and parking uses where aesthetic impacts would be minimal. Aesthetic enhancements such as station design will be evaluated in future phases of the project.

The bridge at New River will introduce a new visual element into the landscape. There are resources in the area potentially sensitive to visual change including Riverwalk Park and cultural resources. However, the movable railroad bridge and the Andrews Avenue Bridge already impact river views. The height and design of the new bridge will be evaluated during the Project Development and Environment (PD&E) and design phases. Aesthetic enhancements may be considered should a mid- or high-level bridge be recommended. Construction activities may result in a temporary disturbance of the existing visual quality and character of the surrounding environment. Overall impacts to visual quality and surrounding aesthetics are anticipated to be **Minimal**.

A Sociocultural Effects evaluation will be conducted during the PD&E phase to evaluate impacts and enhancements to aesthetic effects.

6. Relocation Potential

Project PED Comments

Improvements are anticipated to occur primarily within the existing right-of-way. The bridge or tunnel across New River, Pompano Crossover, and proposed stations may require additional right-of-way. Right-of-way requirements will be evaluated during the PD&E phase. Exact locations of potential right-of-way impacts and potential relocations are not known at this time. If required, a Conceptual Stage Relocation Plan will be prepared. It is anticipated that the effect to relocation potential will be **Minimal**.

7. Farmlands

Project PED Comments

Prime farmlands were not reported within 500 feet of the project limits. Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Miami (which includes Broward County) with no designated farmlands adjacent to the project corridor. **No involvement** with farmlands is anticipated as a result of this project.

ii. Cultural and Tribal

1. Section 4(f) Potential

Project PED Comments

Within 500 feet of the project, there are 28 public parks, seven public schools with recreational facilities potentially open to the public (to be determined during PD&E), three existing trails, six hiking priorities / multiuse trail opportunities, and three paddling trail opportunities, listed following this paragraph. Of these, seven public parks, two schools, two existing trails, six hiking priorities / multiuse trail opportunities, and three paddling trails are adjacent to or cross the project corridor. Resources located adjacent to the corridor are shown as bold in the list. Cultural resources which may also be protected under section 4(f) are listed in the Historic and Archaeological Sites section.

Public Parks

- B F James Park (Neighborhood Park / Athletic)
- Byrd Park (Neighborhood Park / Mixed Use Recreation)
- Cherry Creek Public Boat Ramp
- **Colohatchee Park (Neighborhood Park / Mixed Use Recreation)**

- Common Highlands Park (Neighborhood Park / Walking Path)
- Croissant-Davis Park (Neighborhood Park / Mixed Use Recreation)
- Dowdy Baseball Park (Neighborhood Park / Athletic)
- **Florence Hardy Park (Florida Forever Acquisition: 02-018-FF2)**
- Greenleaf Park (Neighborhood Park / Mixed Use Recreation)
- **Highlands Natural Scrub Area (Nature Park)**
- Highlands Scrub Addition (Florida Forever Acquisition: 03-010-FF3)
- Hollywood Shuffle Board Courts (Neighborhood Park / Athletic)
- **Jaco Pastorius Park (Neighborhood Park / Walking Path)**
- Mini Park (Neighborhood Park / Open Space)
- Mitchell Moore Park (Neighborhood Park / Athletic)
- Northeast Transit Center Park (Neighborhood Park / Walking Path)
- Novelty Park (Neighborhood Park / Playground)
- Oakland Park Boat Ramp (Nature Park / Boat Ramp)
- Peter Bluesten Park (Neighborhood Park / Mixed Use Recreation)
- Pioneer Park and Boat Ramp (Nature Park / Boat Ramp)
- Poinciana Park / Dog Park (Neighborhood Park / Mixed Use Recreation)
- Riverwalk Park - South I (Nature Park / Dock - Pier)
- **Riverwalk Park - North II (Nature Park / Dock - Pier)**
- **Riverwalk Park - North III (Nature Park / Dock - Pier)**
- **Sistrunk Park (Neighborhood Park / Open Space)**
- Sand and Spurs Stables (Nature Park / Equestrian)
- Spiher Recreation Center (Neighborhood Park / Mixed Use Recreation)
- Tarpon River Park (Nature Park / Water Access)

Public Schools

- Aventura Waterways K-8 Center
- Avant Garde Academy of Broward
- **Blanche Ely High School**
- Croissant Park Elementary School
- **Cypress Elementary School**
- James S. Rickards Middle School
- Park Ridge Elementary School

Existing Trails

- **Cypress Creek Greenway Corridor**
- Pompano Airpark
- **Wilton Manors Designated Paddling Trail**

Office of Greenways and Trails (OGT) Hiking Trail Priorities and Multiuse Trail Opportunities

- **All Aboard Florida Rail with Trail Corridor**
- **Cypress Creek Greenway Corridor**
- **East Coast Greenway - Broward Corridor**
- **Hillsboro Canal Corridor**
- **New River / SR 84 Greenways Corridor**
- **Perimeter Road Bike Lane and Sidewalk**

Paddling Trail Opportunities

- **New River Corridor**
- **North Fork Middle River Trail**
- **South Fork Middle River Trail**

Except for at the New River, Pompano Crossover, and potential station locations, improvements will be primarily limited to the FEC right-of-way and thus do not have potential for direct impacts to section 4(f) resources. Additionally, Section 11502 (23 U.S.C. 138(f)/49 U.S.C. 303(h)) exempts from section 4(f) review the use of railroad and rail transit lines, or elements thereof, that are in use or that were historically used for the transportation of goods or passengers. The exemption does not apply to station locations or new construction at New River or the Pompano Crossover. Section 4(f) impacts are not anticipated to result from proposed stations or the Pompano Crossover as they do not directly impact and are not adjacent to any section 4(f) resources.

There are potential Section 4(f) resources near the proposed bridge over New River including: Riverwalk Park and two cultural resources [Brickell Block (BD02916) (not evaluated by the SHPO), and Fort Lauderdale Historic District BD00181 (eligible)] which will be discussed in the Historic and Archaeological Sites section. The New River Paddling Trail is an opportunity that if implemented prior to construction, would need to be considered for temporary impacts during construction. Riverwalk Park is owned by the City of Fort Lauderdale and supported by Riverwalk Fort Lauderdale, a charitable nonprofit 501(c)(3) organization responsible for the planning, programming, beautification, and promotion of Riverwalk Park. FDOT will coordinate with the officials with jurisdiction during the PD&E study and will avoid and minimize impacts to the maximum extent practicable.

It is anticipated that the effect to section 4(f) resources will be **Moderate**.

2. Historic and Archaeological Sites

Project PED Comments

The EST review identified over 90 Florida Master Site File field survey project boundaries intersecting the project corridor. Three archaeological sites have been previously identified within 500 feet of the project corridor: Brickell Block (BD02916), Marina Lofts (BD04878), and Block 10 NW 4th Avenue (BD05103). Site BD02916 has not been evaluated by the State Historic Preservation Officer (SHPO). Sites BD04878 and BD05103 have been determined ineligible for listing in the National Register of Historic Places (NRHP). Two historic cemeteries are located within 500 feet of the project corridor: West Lawn Cemetery (BD03410) and Stranahan Cemetery (BD04157). West Lawn Cemetery is ineligible for NRHP listing and Stranahan Cemetery has insufficient information.

There are six historic bridges within 500 feet of the project. The Railroad Bridge over Tarpon River (BD04088) and the FDOT Bridge 860031 (BD05237) are ineligible for NRHP. The other four bridges are eligible for NRHP and include FEC bridges over Cypress Creek Canal (BD04860), North Fork Middle River (BD04861), South Fork Middle River (BD04862), and Dania Cut Off Canal (BD04863).

For historic standing structures within 500 feet, the EST identified 444 sites. Sites listed on the NRHP include Bryan Building (BD01334), Sam Gilliam House (BD01999), Croissant Park Administration Building (BD02042), Deerfield School (BD03281), New River Inn (BD000063), Nyberg - Swanson House (BD00119), and South Side School (BD00176). Of the sites not listed on the NRHP, the SHPO has determined two sites to be eligible for NRHP and 165 sites ineligible for NRHP. The remaining sites have not had a SHPO determination. Sites determined eligible by SHPO include: Frank Croissant House (BD02041) and Hollywood Armory (BD04179).

There are 22 resource groups within 500 feet of the project corridor. The following resource groups are eligible for listing in the NRHP: Railroad Tracks (BD04087), Dixie Highway (BD04227), Lyon's Park Historic District (BD05280), Hillsboro Canal (PB10311), FEC Railway (PB12102), and Fort Lauderdale Historic District (BD00181). Hollywood Boulevard Historic Business District (BD03284) is listed on the NRHP.

The project will primarily use existing facilities and right-of-way except at New River, the Pompano Crossover, and station locations. Potentially eligible sites near the New River include Brickell Block (BD02916) which has not been evaluated by the SHPO, and the Fort Lauderdale Historic District (BD00181) which is eligible. There are no NRHP eligible sites near the Pompano Crossover (except for the track itself) or potential station locations, and the details of stations are not yet known. It is anticipated that impacts to Historical and Archaeological Sites will be **Moderate**.

A Cultural Resources Assessment Survey (CRAS) will be conducted during the PD&E phase to evaluate potential impacts to these resources.

3. Recreational and Protected Lands

Project PED Comments

Within 500 feet of the project, there are 28 public parks, seven public schools with recreational facilities potentially open to the public (to be determined during PD&E), three existing trails, six hiking priorities / multiuse trail opportunities, and three paddling trail opportunities. Of these, seven public parks, two schools, two existing trails, six hiking priorities / multiuse trail opportunities, and three paddling trails are adjacent to or cross the project corridor. Refer to the Section 4(f) Potential section for a list of recreational resources.

Except for at the New River, the Pompano Crossover and potential station locations, improvements will be primarily limited to the FEC right-of-way and thus do not have potential for direct impacts. Noise and vibration from increased passenger rail may need to be considered at nearby recreation areas. Impacts to recreation areas are not anticipated to result from proposed stations as they do not directly impact and are not adjacent to any recreation areas. Riverwalk Park is adjacent to the proposed new bridge over New River. FDOT will avoid and minimize impacts to the maximum extent practicable.

It is anticipated that the effect to recreation areas will be **Moderate**.

iii. Natural

1. Wetlands and Surface Waters

Project PED Comments

The surrounding area is largely developed, paved, cleared and landscaped, with minimal wetland habitat. A buffer of 500 feet is used to discuss existing natural resources near the project for this preliminary environmental discussion. Within 500 feet of the FEC line, the National Wetlands Inventory indicates there are 19.39 acres of palustrine (freshwater ponds) wetlands, 4.67 acres of riverine wetlands, and 28.82 acres of estuarine wetlands. The palustrine wetlands are found in two locations: one is adjacent to the right-of-way near the Fort Lauderdale International Airport in the form of a retention pond, and the other is further removed from the right-of-way and within Colohatchee Park. No palustrine wetland impacts are anticipated. The riverine wetlands are the Cypress Creek Canal and the Hillsboro Canal, neither of which are anticipated to be impacted. The estuarine wetlands consist of several canals in the study area: Dania Cut-Off, Tarpon River, New River, South Fork Middle River, North Fork Middle River, Cypress Creek, an unnamed canal south of Atlantic Boulevard, Hillsboro, and a series of canals east of NE 14th Avenue between Cypress Creek Road and NE 53rd Street. Existing bridge crossings will be used at all locations except for the New River Canal Crossing. The potential new additional bridge over the New River Canal may involve wetland impacts. Potential impacts to wetlands will be assessed during the PD&E study. Avoidance and minimization strategies will be implemented during the design process. Overall, wetland impacts are anticipated to be **Minimal**.

A wetlands assessment will be included in the Natural Resource Evaluation (NRE) during the PD&E phase.

2. Water Resources

Project PED Comments

The project is within 10 water basins. Of the 10 water basins, six are verified impaired Florida waters, two are US EPA 303(d) listed impaired waters, and five have total maximum daily loads (TMDL) (a basin may fall into more than one of these categories). The water basins and their impairments and TMDLs, if any, are listed below.

- Oleta River (Upper Segment) [Waterbody Identification (WBID): 3226L] - Impaired for fecal coliform
- C-14 (Cypress Creek Canal/Pompano Canal) [WBID: 3270] - TMDL - 303(d) Listed
- Pompano Canal [WBID: 3271] - Impaired for fecal coliform - TMDL - 303(d) Listed
- Dania Cut Off Canal [WBID: 3277E] - TMDL
- New River Canal (South) [WBID: 3277A] - Impaired for copper - TMDL
- C-10 (Hollywood Canal) [WBID: 3282] - Impaired for fecal coliform
- C-13 East (Middle River Canal) [WBID: 3274] - TMDL
- ICWW (Broward County Northern Segment) [WBID: 3226G1] - Impaired for copper
- ICWW (Broward County Southern Segment) [WBID: 3226G3] - Impaired for copper
- Hillsboro and El Rio Canals [WBID: 3226F5]

Multiple canals cross or are within 500 feet of the project: Dania Cut-Off, Tarpon River, New River, South Fork Middle River, North Fork Middle River, Cypress Creek, an unnamed canal south of Atlantic Boulevard, Hillsboro, and a series of canals east of NE 14th Avenue between Cypress Creek Road and NE 53rd Street. Existing bridge crossings will be used at all canal locations except for the New River Canal Crossing. Best management practices will be utilized during construction of the new bridge over New River.

There is also potential for additional impervious surface area at station locations. Potential increased pollutant loading will be analyzed during the Water Quality Impact Evaluation (WQIE). The WQIE will comply with the goals of the Clean Water Act. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. It is anticipated that the effect to water quality and quantity will be **Minimal**.

3. Floodplains

Project PED Comments

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map data, nearly 25 percent of the 500-foot buffer area around the project is within the 100-year floodplain. Portions of the project are located within flood zones AE and AH. Flood zones AE and AH are defined as areas within the 100-year floodplain with average floodplain elevations of seven feet and one to three feet, respectively. Properties within Flood Zone Areas AE and AH have a one percent annual chance of flooding. The project is not anticipated to affect existing flood heights or floodplain limits. It is anticipated that the effect on floodplains will be **Minimal**.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **No**

Project is not subject to a consistency review as required by **15 CFR 930**.

5. Protected Species and Habitat

Project PED Comments

The US Fish and Wildlife Service Information for Planning and Consultation tool lists the following federally protected species with the potential to occur in the project area.

Federally Listed Fishes

Atlantic sturgeon (Gulf subspecies)

Federally Listed Mammals

Florida bonneted bat

Florida panther

Key largo cotton mouse

Southeastern beach mouse

West Indian manatee

Federally Listed Birds

Audubon's crested caracara

Bachman's warbler

Cape sable seaside sparrow

Everglade snail kite

Florida grasshopper sparrow

Florida scrub-jay

Ivory-billed woodpecker

Piping plover

Red knot

Red-cockaded woodpecker

Wood stork

Federally Listed Reptiles

American crocodile

Eastern indigo snake

Hawksbill sea turtle

Leatherback sea turtle

Loggerhead sea turtle

Federally Listed Insects

Bartram's hairstreak butterfly

Florida leafwing butterfly

Miami blue butterfly

Federally Listed Lichen

Florida perforate cladonia

Federally Listed Plants

Beach jacquemontia

Blodge TT's silverbush

Cape sable thoroughwort

Carte R's mustard

Carter's small-flowered flax

Crenulate lead-plant

Deltoid spurge

Everglades bully

Florida brickell-bush
Florida pineland crabgrass
Florida prairie-clover
Florida semaphore cactus
Four-petal pawpaw
Garber's spurge
Okeechobee gourd
Pineland sandmat
Sand flax
Small's milkpea
Tiny polygala

A list of state protected species was obtained from the Florida's Natural Resources Inventory searchable tracking list for Broward County, <https://www.fnai.org/trackinglist.cfm>, April 2021.

State Listed Wildlife Species

Florida burrowing owl
Gopher tortoise
Least tern
Little blue heron
Roseate spoonbill
Tricolored heron

State Listed Plant Species

American bird's nest fern
American toothed spleenwort
Atlantic Coast Florida lantana
Bahama brake
Banded wild-pine
Beach jacquemontia
Biscayne prickly ash
Burrowing four-o'clock
Carter's warea
Celestial lily
Coastal hoary-pea
Coastal vervain
Creeping maiden fern
Florida tree fern
Florida royal palm
Garber's spurge
Golden leather fern
Hand fern
Hoop vine
Large-flowered rosemary
Many-flowered catopsis
Meadow jointvetch

Night-scented orchid
Nodding pinweed
Okeechobee gourd
Pineland passion-flower
Sand-dune spurge
Sea rosemary
Spurred neottia
Star-scale fern
Tiny polygala
West Indies mahogany

There is minimal habitat in the urbanized project area to support these protected species.

Portions of the project are located within consultation areas for Florida bonneted bat (South Florida Urban Bat Area), snail kite, West Indian manatee, Schaus swallowtail butterfly, American crocodile, and Atlantic coastal plants. No areas of designated Critical Habitat are present within 500 feet of the project corridor. Because the proposed project corridor is heavily developed with minimal habitat present, it is anticipated that the effect to wildlife and habitat will be **Minimal**.

A protected species assessment will be included in the NRE during the PD&E phase.

6. Coastal and Marine

Project PED Comments

The project intersects Submerged Lands Act areas at the following canals: Dania Cut-Off (8b: Sheltered solid man-made structures, 9b: Vegetated low banks, and 5: Mixed sand and gravel beaches), Tarpon River (8b: Sheltered solid man-made structures), New River (8b: Sheltered solid man-made structures), North Fork Middle River (8b: Sheltered solid man-made structures), and Hillsboro (8b: Sheltered solid man-made structures, 9b: Vegetated low banks, and 10d: scrub-shrub wetlands). The Essential Fish Habitat (EFH) mapper and EST GIS maps did not reveal the presence of essential fish habitat. The proposed project corridor is not located within a Coastal Barrier Resource Area. The project would utilize the existing bridges except for New River which would require a new bridge or tunnel. It is anticipated that the effect to coastal and marine resources will be **Minimal**.

iv. Physical

1. Noise

Project PED Comments

A review of the existing land uses and parcel data indicates there are noise and vibration sensitive areas/sites along the project corridor that are potentially impacted by the proposed commuter rail project and associated stations. The noise sensitive areas/sites potentially impacted include residential units as well as institutional land uses (i.e., recreational facilities, school, medical facilities, and places of worship). Within Federal Transit Administration's (FTA's) 750-foot screening distance for noise assessments for commuter rail mainline operations, there are approximately 10,000 residential parcels (FTA's Land Use Category 2) and approximately 800 institutional parcels (FTA's Land Use Category 3). Potential moderate to severe noise impacts and vibration impacts associated with the proposed project will be assessed in accordance with the Detailed Noise Assessment and General Vibration Assessment procedures within FTA's 2018 Transit Noise and Vibration Impact Assessment Manual. Since there are existing freight trains and passenger trains using this corridor, the potential for moderate to severe impacts associated with addition of commuter trains on the FEC are minimized. In addition, due to the presence of existing quiet zones along the project corridor, the impacts associated with horn noise are anticipated to be minimized. Noise abatement measures will be evaluated for sites impacted by project noise levels. Potential construction-related noise/vibration impacts will be minimized by including reference to FDOT's standard specifications in the construction documents. Overall noise-related impacts as a result of the project are

anticipated to be **Moderate**.

A noise and vibration analyses will be conducted during the PD&E phase.

2. Air Quality

Project PED Comments

The proposed project corridor is located in an area designated by the US Environmental Protection Agency as Air Quality Attainment/Maintenance Area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air conformity requirements do not apply to this project at this time. Air quality effects from the proposed project are anticipated to be **Minimal**.

An air quality analysis will be prepared as a support document during the PD&E phase.

3. Contamination

Project PED Comments

A review of the EST identified a number of potentially contaminated facilities within 500 feet of the project corridor including 139 biomedical waste facilities, 234 onsite sewage facilities, seven Florida Department of Environmental Protection institutional controls registry sites, 158 petroleum contamination monitoring sites, seven dry cleaners, 277 other storage tank contamination monitoring, 82 Super Act Risk Sources, 278 US Environmental Protection Agency (USEPA) Resource Conservation and Recovery Act regulated sites, 179 USEPA National Pollutant Discharge Elimination System sites, 213 hazardous waste facilities, and 10 solid waste facilities. Note that some facilities are included in multiple databases.

The proposed project corridor will utilize existing right-of-way with minimal right-of-way impacts at station locations, the Pompano Crossover, and New River. Minimal involvement with contamination may occur given the proximity of these facilities to the project. A Contamination Screening Evaluation Report will be prepared to determine any contamination impacts. Any contaminated site identified will be assessed to determine the need for avoidance, minimization, or remediation prior to construction. Since excavation for this project will be minimum, it is anticipated that the impact to contamination will be **Minimal**.

4. Infrastructure

Project PED Comments

The EST identified the following infrastructure sites within 500 feet of the project corridor: two airports, one heliport, 61 at-grade railroad crossings, seven marinas, approximately 95,600 feet of electric power transmission lines, three natural gas pipelines, and 23 wireless antenna structures. Within the railroad corridor existing fiber optic cable duct bank is parallel to the existing tracks. A Utility Assessment Package will be prepared to identify existing and future utilities. FDOT will avoid and minimize any direct impacts to infrastructure. Because the project will use the existing FEC railroad, it is anticipated that overall impacts to infrastructure will be **Minimal**.

5. Navigation

Project PED Comments

The proposed project corridor intersects the Dania Cut Off Canal and New River which are navigable waterways. The project will use the existing bridge over the Dania Cut Off Canal. The existing bridge is non-movable and thus, no impacts to navigation are anticipated at the Dania Cut Off Canal. The existing bridge over New River is movable. The project proposes a new bridge or tunnel at New River to accommodate the increase in passenger rail traffic and leaving the existing bridge for freight rail use. The type of bridge or tunnel configuration has not been determined at this time. Alternatives to be considered include low- and mid-level bascule, high-level fixed, and a tunnel. Impacts to navigation will be minimized to the maximum extent practicable. A U.S. Coast Guard (USCG) permit will be required and coordination with USCG will be conducted during the PD&E study. It is anticipated that the effect to Navigation will be **Moderate**.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

The proposed project corridor is not located within an Outstanding Florida Water. It is anticipated that the effect to Outstanding Florida Waters will be **No Involvement**.

2. Special Designations: Aquatic Preserves

Project PED Comments

The proposed project corridor is not located within an Aquatic Preserve. It is anticipated that the effect to Aquatic Preserves will be **No Involvement**.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

The proposed project corridor is not located in the vicinity of a Wild and Scenic River or a river listed on the Nationwide Rivers Inventory. It is anticipated that the effect to Wild and Scenic Rivers will be **No Involvement**.

4. Special Designations: Sole Source Aquifers

Project PED Comments

The proposed project corridor is located within the Biscayne Aquifer which is a sole source aquifer. The project [including the proposed stormwater management system] will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and best management practices will be adhered to during construction to prevent impacts to proximate sensitive waters. It is anticipated that the effect to Sole Source Aquifers will be **Minimal**. A WQIE and Sole Source Aquifer Checklist will be included in the PD&E Study.

d. Anticipated Permits

Permit	Type	Comments	Assigned By	Date
Bridge Permit	USCG		FDOT District 4	06/02/21

e. Anticipated Technical Studies

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

III. Transmittal List

Official Transmittal List

	Organization	Name
1.	Broward MPO	Sanders II, Buffy
2.	Broward MPO	Stuart, Greg
3.	FDOT District 4	Broadwell, Ann
4.	FDOT District 6	Huynh, Dat
5.	FDOT District 6	James, Steven C.
6.	FDOT Office of Environmental Management	Bradley, Catherine
7.	FDOT Office of Environmental Management	Garrett, Harrison
8.	FDOT Office of Environmental Management	Kronis , Karina
9.	FDOT Office of Environmental Management	McDaniel, Mike
10.	FDOT Office of Environmental Management	McGilvray, Peter
11.	FDOT Office of Environmental Management	Pennington, Michael
12.	FDOT Office of Environmental Management	Prado, Efrain
13.	FDOT Office of Environmental Management	Turner, Jonathan
14.	Federal Aviation Administration	Vernace, Bart
15.	Federal Emergency Management Agency	* Director, Region IV Mitigation Division
16.	Federal Rail Administration	* Director, Office of Public Engagement
17.	Federal Rail Administration	* Regional Administrator
18.	Federal Transit Administration	* Regional Administrator
19.	FL Department of Agriculture and Consumer Services	Camposano, Brian
20.	FL Department of Agriculture and Consumer Services	Kiser, Mark
21.	FL Department of Economic Opportunity	Preston, Matt
22.	FL Department of Environmental Protection	Stahl, Chris
23.	FL Department of State	Aldridge, Jason
24.	FL Department of State	Daggett, Adrienne
25.	FL Department of State	McManus, Alyssa
26.	FL Fish and Wildlife Conservation Commission	Goff, Jennifer
27.	FL Fish and Wildlife Conservation Commission	Hight, Jason
28.	Florida Inland Navigation District	Director, Executive
29.	Florida's Turnpike Enterprise	Stein, Philip
30.	Miami-Dade County	Cody, Sarah
31.	Miami-Dade County	Sandanasamy, Vinod
32.	Miami-Dade County	Stillings, Noel
33.	Miami-Dade Expressway Authority	Diaz, Mayra
34.	Miami-Dade Expressway Authority	Sosa, Albert
35.	Miami-Dade Transportation Planning Organization	Colmenares, Lisa
36.	Miccosukee Tribe of Indians of Florida	* Donaldson, Kevin
37.	Miccosukee Tribe of Indians of Florida	* The Honorable Mr. Billy Cypress, Chairman
38.	Muscogee (Creek) Nation	* Hill, David
39.	Muscogee (Creek) Nation	* Historic & Cultural Preservation Department
40.	National Marine Fisheries Service	Gregg, Kurtis
41.	National Marine Fisheries Service	Schull, Jennifer
42.	National Park Service	Barnett, Anita
43.	Natural Resources Conservation Service	Crockett, Leroy
44.	Poarch Band of Creek Indians	* Haikey, Larry D.
45.	Poarch Band of Creek Indians	* The Honorable Ms. Stephanie A. Bryan, Tribal Chair
46.	Seminole Nation of Oklahoma	* Chilcoat, Gregory

47.	Seminole Tribe of Florida	Backhouse, Paul N.
48.	Seminole Tribe of Florida	Henderson, Kad
49.	Seminole Tribe of Florida	Mueller, Bradley M.
50.	Seminole Tribe of Florida	Simon, Danielle A.
51.	Seminole Tribe of Florida	* The Honorable Mr. Marcellus W. Osceola, Chairman
52.	South Florida Water Management District	Conmy, Barb
53.	South Florida Water Management District	Huffman, Jessica
54.	US Army Corps of Engineers	Beech, Veronica d.
55.	US Army Corps of Engineers	Dimitroff, Matt
56.	US Army Corps of Engineers	Kizlauskas, Andrew A.
57.	US Army Corps of Engineers	Ovdenk, Cynthia
58.	US Army Corps of Engineers	Tamblyn, Mark M.
59.	US Army Corps of Engineers	Turner, Randy
60.	US Coast Guard	Bridges, Marty
61.	US Coast Guard	Konikoff, Mike
62.	US Coast Guard	Kowalczyk, Lisia
63.	US Coast Guard	Maris, Andi
64.	US Coast Guard	Overton, Randall D.
65.	US Coast Guard	Tate, William G.
66.	US Coast Guard	Zercher, Jennifer
67.	US Department of Health and Human Services	* National Center for Environmental Health Centers for Disease Control and Prevention
68.	US Department of Housing and Urban Development	Cazzoli, Al
69.	US Department of Housing and Urban Development	* Curran, Martha A.
70.	US Department of Interior	* Bureau of Land Management, Southeastern States Field Office
71.	US Department of Interior	Sumner, David M.
72.	US Environmental Protection Agency	Kajumba, Ntale
73.	US Environmental Protection Agency	Singh-White, Alya
74.	US Environmental Protection Agency	Somerville, Amanetta
75.	US Fish and Wildlife Service	Cantrell, Mark
76.	US Fish and Wildlife Service	Wrublik, John

* Hardcopy recipient