Appendix G
Agency Coordination

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Appendix G-1
Summary of Agency Coordination

APPENDIX G
Agency Coordination

Under 40 CFR § 1501.4, federal agencies are required to involve environmental agencies, applicants, and the public, to the extent practicable, in the preparation of environmental assessments (EAs). The primary components of the agency coordination and consultation and public involvement program for this EA include:

- Notice of Preparation of an EA
- Publication of the Draft EA Notice of Availability
- Circulation of the Draft EA and for agency and public review
- Preparation of a Final EA that will include responses to comments received on the Draft EA

Keeping agencies and the public informed and gathering their input is an essential component of any environmental study. The following sections summarize the agency coordination and public involvement program for this EA.

G.2 Agency and Tribal Consultation

G.2.1 Early Agency Coordination

Early agency coordination was performed by engaging with federal, state, and local agencies that have an interest in the Proposed Project. In coordination with the Federal Aviation Administration (FAA), Broward County Aviation Department (BCAD) notified several agencies of the intent to prepare an EA for the landside improvements at Fort Lauderdale-Hollywood International Airport (FLL). BCAD sent a notice of preparation to 1) inform agencies of the preparation of the EA, 2) request any information relevant to the project's environmental setting to be considered in the EA, and 3) to obtain an understanding of any interest, issues, concerns an agency may have regarding the proposed runway extension. The State Historic Preservation Office (SHPO), Tribes, National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries), U.S. Fish and Wildlife Service (USFWS), and Florida State Clearinghouse received consultation letters specific to the resources under their purview.

Coordination was conducted with five federal, four state, twelve local agencies with two recognized Native American tribes. A letter providing notice of preparation of the Draft EA was distributed by e-mail to all agencies by April 2024. BCAD received responses from nine different agencies, which included the USFWS, NOAA Fisheries, Florida Department of Environmental Protection (FDEP) / Florida State Clearinghouse, Florida Department of Transportation (FDOT) District 4, City of Hollywood Department

of Development Services, Broward County Resilient Environment Department (RED), Broward County Public Works, and Broward County Transit (BCT). **Table G-1** provides a list of the agencies notified of the Proposed Project, the date notices were distributed, dates of consultation, and the date(s) of a response, if any. A summary of coordination performed as a part of this EA is discussed in the sections below. An example notice of preparation letter sent to agencies is provided in this appendix.

Responses that did not provide substantive issues, recommendations, or additional information for the evaluation of the Proposed Project are not described in detail nor are these responses attached to this appendix. These include responses from local agencies that informed BCAD of the agency point of contact and personnel for distribution of the Draft EA. Given that these responses from early coordination did not highlight issues or information to consider in the evaluation of the Proposed Project, these responses are not included in this appendix, but the dates of response have been incorporated in Table G-1. The Draft EA will be distributed to the agencies listed in Table G-1, and any response or comment received, will be addressed in the Final EA.

G.2.2 Federal Agency Consultation

G.2.2.1 U.S. Fish and Wildlife Service

The FAA initiated consultation with the Department of the Interior, USFWS through email transmittal of a coordination letter on March 15, 2024. USFWS responded on March 20 and March 28 with requests for additional guidance on the wood stork (*Mycteria americana*) and Florida Bonneted Bat (FBB).

In response to USFWS correspondence, a roosting survey of suitable FBB roosting habitat was conducted to determine the status of the roosting bats at the site of the Proposed Project. USFWS specified that the survey include inspection of suitable trees within the footprint of the proposed Intermodal Center, any existing roadway bridges, and any other structures that would be affected by the proposed works that could provide roosts for FBB. The survey did not identify any evidence of roosting bats. The study was completed on April 16, 2024, and provided to USFWS on March 16, 2024.

On May 16, 2024, the FAA also provided USFWS with additional guidance on the wood stork. Along with the FBB survey results, FAA detailing that wetland impacts are limited to the replacement of seven (7) culverts underneath a Florida Power & Light (FPL) maintenance access road. As a result, construction of the Proposed Project would temporarily impact approximately 9,800 square feet or 0.22 acres (0.09 hectare) of uplands, wetlands, and open water. After replacement of the culverts, any mangroves within the temporary construction limits for the culverts would be allowed to reestablish.

USFWS reviewed the information provided for the FBB and wood stork. On May 17, 2024, the USFWS responded with the finding that it is unlikely that the Proposed Project would adversely affect the endangered FBB and threatened wood stork. The USFWS suggested a “May Affect, Not Likely to Adversely Affect” determination for both the wood stork (*Mycteria americana*) and FBB. For more information on section 7 coordination / consultation, please see Appendix C, *Biological Resources*.

G.2.2.2 NOAA Fisheries

The FAA initiated consultation with NOAA Fisheries through email transmittal on March 15, 2024. NOAA Fisheries responded on May 29, 2024, stating that Section 7 consultation for protected species is not

necessary since a "No Effect" determination was made for species under their purview and coordination concluded. Coordination with NOAA Fisheries on EFH is on-going and will continue as part of the Draft EA review process. Based on the research and analyses documented in this Draft EA, no adverse effects to EFH are anticipated. An evaluation of the effects of the Proposed Project on EFH habitat is provided in Appendix C. More information on USFWS and NOAA Fisheries consultation is provided in Section 3.3.4, *Protected Species and Section 7 Consultation* and in Appendix C.

G.2.2.3 Federal Highway Administration

Since 2016 FDOT has assumed FHWA's responsibilities under NEPA for all highway projects in the State of Florida where either federal funding comes from FHWA, or which constitutes a federal action through FHWA. This includes responsibilities for environmental review, interagency consultation and other regulatory compliance-related actions pertaining to the review or approval of NEPA projects. Therefore, whereas FHWA was previously identified as the Lead Federal Agency, this function is now served by FDOT. For this project, although FDOT is the lead agency, on May 16, 2024, the FDOT recommended BCAD also coordinate with FHWA directly to discuss the EA. BCAD met with FHWA on June 13, 2024, to discuss the EA and solicit input. FHWA identified they will review the Draft EA and provide comments if warranted.

G-2.3 State Agency Consultation

G.2.3.1 Florida Division of Historic Resources – State Historic Preservation Office

Consultation with the Florida State Historic Preservation Officer (SHPO), representative Timothy A. Parsons, was initiated on March 15, 2024. The FAA has not received a direct response from the SHPO, however the SHPO did comment through the Florida Clearinghouse response on May 2, 2024, with a standard response addressing incidental discovery of buried artifacts during construction. If additional correspondence is received it will be summarized in this section. For more information, please see Section 3.8.4.3, *Section 106 Consultation*. More information on consultation with the SHPO is provided at the end of this appendix.

G.2.3.2 Florida Department of Transportation

Coordination with the FDOT has taken place throughout the development of the EA. Notice of preparation was sent to FDOT District 4 representative Michael Melendez on April 9, 2024. The notice requested any new information relevant to the environmental setting to be considered in the EA; interests, issues, or concerns regarding the Proposed Project; and, as updates related to the progress of the Project Development and Environment Study (PD&E – FDOT NEPA process) for the commuter rail project, including project schedule or modifications. On May 9, 2024, the FDOT responded that the Department did not have an opinion on any substantial impact on interstate ramps due to IMC development. FDOT also provided an update on the Broward County Commuter Rail (BCR) project and its timeline for completion. An additional coordination meeting with Broward County Transit and FDOT was held on June 10, 2024. Both parties provided an update on the ongoing PD&E study for the BCR project. It was identified that the study has determined there are no significant impacts on any of the resources categories evaluated. A copy of this response is provided at the end of this appendix.

G.2.3.3 Florida State Clearinghouse

Consultation with the FDEP, representative Chris Stahl, was initiated on April 9, 2024. The FDEP responded on May 2, 2024, stating that based on the information submitted and minimal project impacts, the state has no objections to the subject project and, therefore, it is consistent with the Florida Coastal Management Program (FGMP). The state's final concurrence of the project's consistency with the FCMP will be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes. More information on coordination with FDEP can be found in Section 3.5, *Coastal Resources*.

G-2.4 Tribal Consultation

Consultation with the Seminole Tribe of Florida (STOF) and Seminole Nation of Oklahoma (SNO) was initiated on April 22, 2024. The STOF confirmed that the Proposed Project is within the STOF Area of Interest. The STOF responded, asking for copies of the maps referenced in the consultation letter for documentation. BCAD provided STOF with the requested maps and the consultation process has since been on-going. The FAA has not received a response from the SNO. More information on consultation is provided in Section 3.8.4.3, *Section 106 Consultation*, of the Draft EA and at the end of this appendix.

TABLE G-1
NOTICE OF PREPARATION RECIPIENTS AND AGENCY CONSULTATION

Agency	Point of Contact	Address	Consultation/ Coordination	
			Submitted	Comments Received
Federal				
U.S. Fish and Wildlife Service (FWS)	John Wrublik	South Florida Ecological Services Field Office 1339 20th St Vero Beach, FL	3/15/2024	3/20/2024 3/28/2024 5/17/2024
Federal Highway Administration (FHWA)	Luis Lopez	Luis.d.lopez@dot.gov	6/13/2024	
U.S. Army Corps of Engineers (USACE) - Palm Beach Gardens Permit Section		Palm Beach Gardens Permits Section 4400 PGA Blvd, Ste 500 Palm Beach Gardens, FL 33410-6557	3/11/2024	
National Oceanic and Atmospheric Administration (NOAA) Fisheries *Section 7*		Electronic submittal via portal	3/15/2024	3/19/2024
National Oceanic and Atmospheric Administration (NOAA) Fisheries *Essential Fish Habitat (EFH)*	David Dale, Regional Essential Fish Habitat Coordinator	263 13th Avenue South St. Petersburg, Florida 33701	In Process	
State				
Florida State Clearinghouse	Chris Stahl, Clearinghouse Coordinator	Florida Department of Environmental Protection Office of Intergovernmental Programs 2600 Blair Stone Road, MS 47 Tallahassee, FL 32399-2400	3/11/2024	5/2/2024
Florida State Historic Preservation Officer (SHPO)	Timothy A. Parsons, Ph.D., State Historic Preservation Officer	Division of Historical Resources R.A. Gray Building 500 S. Bronough Street Tallahassee, FL 32399-0250	3/15/2024	
Florida Department of Environmental Protection	Sirena Davila, Interim Director	Southeast District (WPB) 3301 Gun Club Road, MSC7210-1 West Palm Beach, FL 33406	3/11/2024	

TABLE G-1
NOTICE OF PREPARATION RECIPIENTS AND AGENCY CONSULTATION

Agency	Point of Contact	Address	Consultation/ Coordination	
			Submitted	Comments Received
Florida Department of Transportation (FDOT) – District 4	Mike Melendez, Project Manager	3400 West Commercial Blvd. Fort Lauderdale, 33309	4/9/2024	4/9/2024 5/9/2024
Local				
City of Fort Lauderdale Development Services Department	Christopher Cooper, Development Services Department Director CC: Greg Chavarria, City Manager	700 NW 19th Ave Fort Lauderdale, FL 33311	3/11/2024	
City of Fort Lauderdale Public Works	Alan Dodd, Director of Public Works CC: Greg Chavarria, City Manager	700 NW 19th Ave Fort Lauderdale, FL 33311	3/11/2024	
City of Dania Beach Community Development	Eleanor Norena, CFM, Director, Community Development CC: Ana M. Garcia, City Manager	100 W Dania Beach Boulevard Dania Beach, FL 33004	3/11/2024	
City of Dania Beach Public Services	Fernando Rodriguez, Director of Public Services CC: Ana M. Garcia, City Manager	1201 Stirling Road Dania Beach, FL 33004	3/11/2024	
City of Hollywood Department of Development Services	Andria Wingett, Director of Development Services, Division of Planning and Urban Design, Department of Development Services CC: George R. Keller, City Manager	2600 Hollywood Blvd, Room 315, Hollywood, FL 33020	3/11/2024	3/12/2024
City of Hollywood Public Works	Joseph Kroll, Director of Public Works CC: George R. Keller, City Manager	1600 South Park Rd. Hollywood, FL 33021	3/11/2024	
City of Hollywood	Azita Behmardi, Deputy Director	1600 South Park Rd. Hollywood, FL 33021	3/11/2024	
Broward County MPO	Peter Giles, Transportation Planner	Broward MPO Trade Centre South 100 West Cypress Creek Road 6th Floor, Suite 650 Fort Lauderdale, Florida 33309-2181	4/9/2024	4/10//2024
Broward County Planning Council	Dawn Teetsel, Director of Planning CC: Kim Rudominer, Senior Program Coordinator	Broward County Governmental Center 115 S Andrews Ave # 307 Fort Lauderdale, FL 33301	4/9/2024	

TABLE G-1
NOTICE OF PREPARATION RECIPIENTS AND AGENCY CONSULTATION

Agency	Point of Contact	Address	Consultation/ Coordination	
			Submitted	Comments Received
Broward County Resilient Environment Department (RED)	Linda Sunderland, Environmental Program Supervisor	1 N. University Drive Plantation, FL 33324	4/9/204	4/9/2024
Broward County Public Works	Trevor Fisher, Director of Public Works	1 N. University Drive Plantation FL 33324	3/11/2024	4/10/2024
Broward County Public Works Water and Wastewater Division	Mark Darmanin, Water and Wastewater Operations Division Director Rolando Nigaglioni, Engineering Division Director	1 N. University Drive Plantation FL 33324	3/11/2024	
Broward County Public Works Traffic Engineering Division	Rasem Awwad, Acting Director	1 N. University Drive Plantation FL 33324	3/11/2024	
Broward County Public Works Solid Waste and Recycling Services	Notosha Austin, Acting Director	1 N. University Drive Plantation FL 33324	3/11/2024	
Broward County Parks & Recreation	Dan West, Director	Broward County Parks and Recreation Division 950 N.W. 38th St. Oakland Park, Florida 33309	3/11/2024	
Broward County Transit	Jie Bian, Director of Transit	1 N. University Drive Plantation FL 33324	3/11/2024	3/11/2024
Tribal				
Seminole Tribe of Florida Mr. Marcellus W. Osceola, Chairman	Heritage and Environmental Office Dr. Paul N. Backhouse, Sr. Director Anne Mullins, Director Tribal Historic Preservation Office, Compliance Review Section Mr. Bradley Mueller, Compliance Review Supervisor Victoria Menchaca, MA, Compliance Review Specialist	Tribal Historic Preservation Office, Compliance Review Section 30290 Josie Billie Highway, PMB 1004 Clewiston, FL 33440	4/22/2024	5/2/2024
Seminole Tribe of Oklahoma Mr. Gregory Chilcoat, Principal Chief	Historic Preservation Office Brigita Leader, MS, Interim Director/TCNS Coordinator	Historic Preservation Office Seminole Nation of Oklahoma PO Box 1498 Wewoka, OK 74884	4/22/2024	

TABLE G-1
NOTICE OF PREPARATION RECIPIENTS AND AGENCY CONSULTATION

Agency	Point of Contact	Address	Consultation/ Coordination	
			Submitted	Comments Received

NOTES: Table represents comments received to date, February 2023.

Appendix G-2
Notice of Preparation

EXAMPLE

AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport
320 Terminal Drive, Suite 200 • Fort Lauderdale, Florida 33315 • 954-359-6100

March 11, 2024

Broward County Metropolitan Planning Organization
William "Bill" Cross, P.E., Deputy Executive Director, Planning & Programming
Trade Centre South
100 West Cypress Creek Road
6th Floor, Suite 650
Fort Lauderdale, Florida 33309-2181

RE: Notice of Preparation of an Environmental Assessment for Landside Projects at Fort Lauderdale-Hollywood International Airport (FLL), Florida

Dear William "Bill" Cross:

Broward County Aviation Department (BCAD), in coordination with the Federal Aviation Administration (FAA), is preparing an Environmental Assessment (EA) for proposed parking and intermodal access improvements at the Fort Lauderdale-Hollywood International Airport (FLL or the Airport). The EA is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), Council of Environmental Quality regulations, and FAA policy and procedures. It is anticipated the Draft EA will be available in June 2024 for agency and public review and comment. After consideration of comments received, the FAA will decide whether to prepare an Environmental Impact Statement or issue a Finding of No Significant Impact.

On behalf of BCAD and FAA, we are notifying you of the proposed airport parking and intermodal access improvements to: 1) inform you of the preparation of the EA, 2) request any information relevant to the environmental setting to be considered in the EA, and 3) to obtain an understanding of any interest, issues, or concerns you may have regarding the Proposed Project.

Description of the Proposed Project

The Proposed Project is needed to improve Airport access and reduce congestion on terminal area roadways. The Proposed Project includes constructing an Intermodal Center (IMC) within the U.S. Highway 1 right-of-way, constructing an Automated People Mover (APM), redeveloping the Airport's Palm parking garage, expanding the Airport's Cypress parking garage, reconfiguring the Airport's terminal access roadways, and other associated landside improvements at the Airport. Construction for the Proposed Project is anticipated to start in 2026. The location of the Airport is shown in the attached **Enclosure 1**. The Proposed Project and its individual elements are depicted in **Enclosure 2** and described in **Enclosure 3**.

We appreciate your input on the Proposed Project. If you would like additional information or want to discuss the project further, you can contact me at 954-359-2291 or wcastillo@broward.org. You may submit your comments via email or regular mail to my attention at 320 Terminal Drive, Suite 200, Fort Lauderdale, FL, 33315. If possible, please provide your input within 30 days of receipt of this letter.

Sincerely,

William Castillo
Aviation Planning Manager

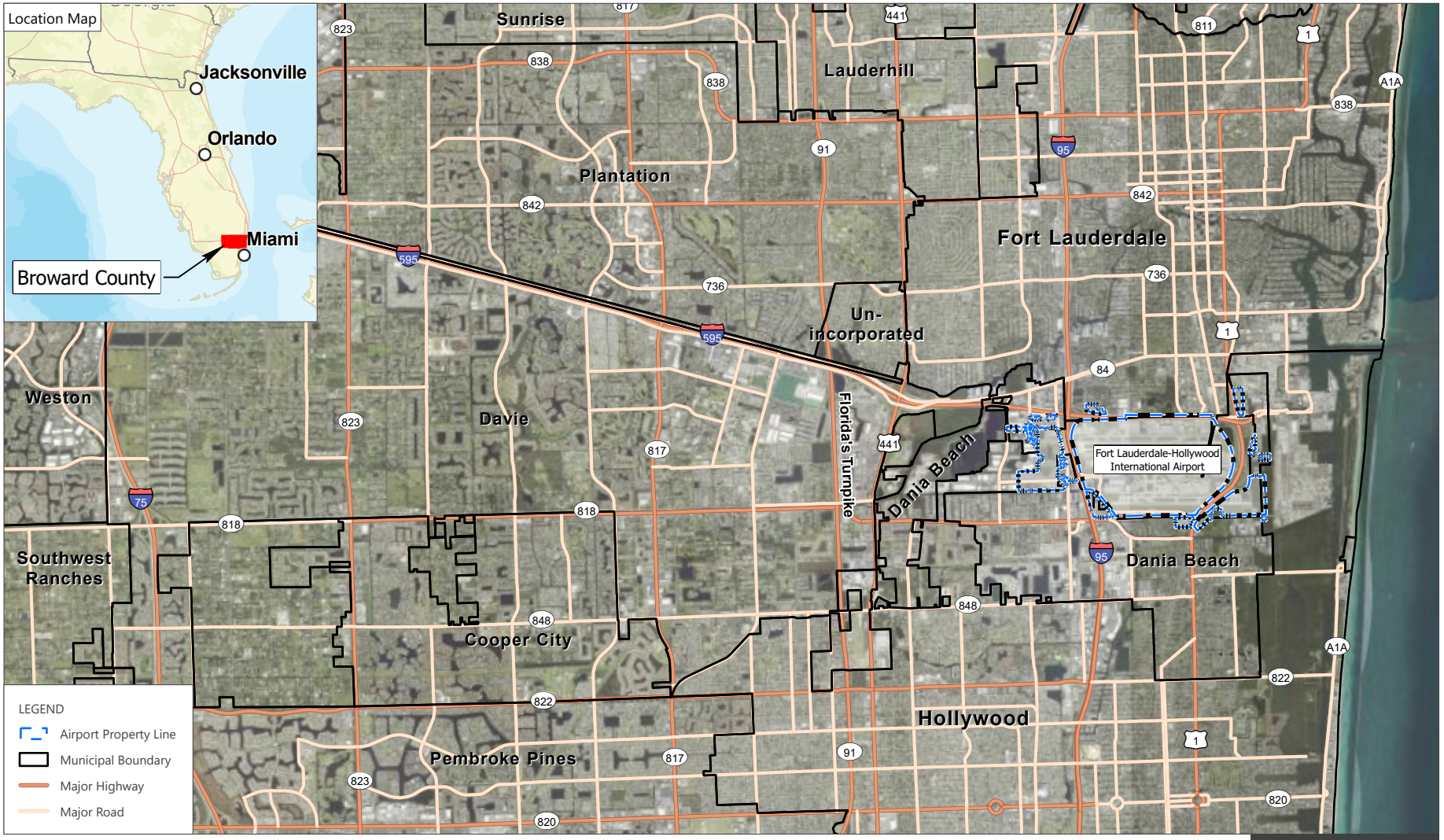
CC: Federal Aviation Administration, Orlando Airports District Office

Michael Pacitto, Chief Development Officer, BCAD
Winston Cannicle, Environmental Manager, BCAD
Peter Gies, Broward County Metropolitan Planning Organization, Transportation Planner

Enclosures: 1. Project Location
2. Description of Proposed Project
3. Proposed Project

Enclosure 1

Project Location



SOURCES: State of Florida, 2020; County of Broward, 2015.

EXHIBIT 1-1

NORTH 0 10,000 ft.

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Location Map
Fort Lauderdale-Hollywood International Airport

Enclosure 2

Description of Proposed Project

1.1 Description of the Proposed Project

The Broward County Aviation Department (BCAD) proposes to construct an Intermodal Center (IMC), an Automated People Mover (APM) Circulator, redevelop an Airport parking garage and expand a second parking garage that accommodates public parking and the Rental Car Center, reconfigure the passenger terminal complex roadways and curbside, and implement other associated landside improvements at Fort Lauderdale-Hollywood International Airport (FLL or the Airport). The proposed project is shown on **Enclosure 3**, and the main project components are discussed below.

1.1.1 INTERMODAL CENTER

The IMC would be a transportation hub that improves integration between the regional transportation network and FLL. The IMC would be located within the US Highway 1 (US-1) right-of-way (ROW). The US-1 ROW is located outside FLL property at the east end of the FLL terminal complex on a 22-acre parcel within the greenspace bounded by the interchange between US-1 and the terminal entrance/exit roadways. The eight-level, 4.6-million-square-foot facility would accommodate airport parking, a Ground Transportation Center (GTC) for commercial vehicle pickups and drop-offs (drop-and-ride passengers), a multimodal transfer lobby with concessions and seating that connects to the proposed APM, and leasable office space.

The first level of the IMC would be constructed within the interchange footprint, on land leased from the Florida Department of Transportation (FDOT).[1] Levels 2 through 8 would extend over US-1, supported by columns and footings on the west side of the highway, to achieve the desired structural square footage while remaining under airspace protected for aircraft using FLL's runways. In addition to the proposed APM connection between the IMC and the FLL terminals, the IMC would connect to the regional roadway network at several access points and would provide the ability to connect to other regional transportation modes developed by other entities.

The IMC parking spaces would initially accommodate public parkers displaced during the Palm Garage Redevelopment project (a component of the proposed project), resulting in a temporary mid-project-implementation peak in parking supply. Following the reopening of the Palm Garage, BCAD intends to accommodate employee parking at the IMC. Employee parking is currently provided in a remote lot west of Airport property. **Table 1** demonstrates the transition of parking spaces before, during, and after construction of the proposed project, as project components come online.

[1] BCAD is pursuing a 99-year land lease from FDOT.

Table 1 Public and Employee Parking Capacity

FACILITY	NUMBER OF VEHICLE PARKING SPACES, BY YEAR		
	2022	2029[1]	2033[2]
Public Parking	**11,221**	**17,011**	**12,231**
Palm Garage	2,490	1,490	3,500
Hibiscus Garage	4,534	4,534	4,534
Cypress Garage	4,197	4,197	4,197
IMC[3]	0	6,790	0
Employee Parking	**4,010**	**4,010**	**6,790**
West Employee Lot	4,010	4,010	0
IMC[3]	0	0	6,790
Total Parking	**15,231**	**21,021**	**19,021**

NOTES:

IMC – Intermodal Center

1 As shown in Table 1-5, construction of the IMC is planned to be completed in 2028. The year 2029 represents the first full year of operation with reduced capacity in the Palm Garage and temporary accommodation of displaced public parking at the IMC.

2 As shown in Table 1-5, reconstruction of the Palm Garage is planned to be completed in 2032. The year 2033 represents the first full year of operation of the fully reconstructed Palm Garage (spaces temporarily displaced to the IMC return to the Palm Garage). Employee parking then shifts to the IMC.

3 Also includes parking for other IMC users in addition to public parking (2029) and employee parking (2033).

SOURCE: Broward County Aviation Department, *Advanced Planning for Palm Garage Demolition and Replacement, and Supplemental Curb Technical Report, Fort Lauderdale-Hollywood International Airport*, April 2023; Broward County Aviation Department, *Intermodal Center Advanced Planning Technical Report*, November 2022.

Connectivity between the regional roadway network and level 1 of the IMC would be provided for commercial vehicles from northbound and southbound US-1 via a T-intersection and ramp, respectively, and a tunnel providing access to/from Northeast 7th Avenue. Public and employee private vehicles parking at the IMC, as well as drop-and-ride passengers[2] and Transportation Network Company (TNC) pickups[3] would access the IMC at level 2 via new ramps from existing Airport roadways providing connections from northbound and southbound US-1. These vehicles would exit the IMC at level 3 via new ramps to northbound and southbound US-1 and a new ramp to I-595. The new ramps to northbound US-1 and I-595 would include an approximately 1,800-linear-foot overpass to clear the existing Airport roadway network.

Construction of the IMC would also include utility and stormwater improvements to serve development at the site. All stormwater runoff from the new IMC facility would be collected and treated on site prior to discharge. The US-1 ROW currently accommodates an existing dry detention basin that would be displaced with IMC development. The basin is part of an interconnected system of basins along US-1 that drain to the undeveloped land east of Northeast 7th Avenue. The displaced stormwater detention volume at the US-1 ROW would be accommodated through a combination of increases

[2] Drop-and-ride passengers are those that are dropped of at or picked up from the IMC by a private vehicle.

[3] TNC operators would pickup passengers arriving at FLL at the IMC; passengers would transfer from the terminals to the IMC via the APM. TNC drop-offs would occur at the terminal curbs.

to volumes of other detention basins, as feasible, within this interconnected drainage system; upsizing existing culverts that drain to the land west of Northeast 7th Avenue, and implementing avoidance and minimization measures to improve treatment of water discharged to the land west of Northeast 7th Avenue given the reduced detention capacity.

1.1.2 AUTOMATED PEOPLE MOVER

The APM would be a landside airport circulator comprising an elevated dual-track guideway and train system connecting the FLL terminals, Airport parking garages, Rental Car Center, and the proposed IMC. The APM project would include the following elements:

- 16,000 feet of elevated dual-track guideway;
- five elevated on-Airport stations and a sixth station constructed adjacent to the IMC;
- pedestrian bridges and vertical circulation systems to connect the stations to terminal and parking facilities;
- a 52,000-square-foot Maintenance and Storage Facility (M&SF); and
- supporting utility infrastructure improvements, including two power distribution substations.

The 16,000-foot dual-track guideway would be elevated above the upper level of Terminal Drive, running between the terminals and the parking garages, on Airport property. It would cross over the Florida East Coast (FEC) Railway tracks, but no support columns would be placed in FEC right-of-way; BCAD would obtain an aerial rights agreement with FEC for the guideway overpass. The portion of the guideway connecting to the IMC would extend into land BCAD plans to lease from FDOT for the IMC.

The APM would be constructed in two phases. The first phase would include a guideway operating in a pinched loop configuration[4] serving stations between Terminal 2 and Terminal 4, via Terminal 1, the IMC, and future Terminal. A sixth station at Terminal 3 and full guideway loop at the west end would be constructed in the second phase with redevelopment of Palm Garage. By the second phase, the APM would operate as a bi-directional closed loop,[5] with the guideway crossovers providing operational redundancy.

The elevated dual-track guideway separation would range from 16 feet wide between stations to 52 feet wide at stations where the guideways are separated by the station platform and would be supported by columns along the guideway's entire length. Program definition (to be verified in design) included a column plan defined to meet structural design requirements of Florida Building Code (2020 Edition), wind and gravity load requirements defined by the American Society of Civil Engineers (ASCE/SEI 7-16), and the BCAD Airport Design Guidelines Manual. An initial column layout was adjusted to avoid conflicts with existing structures, pressurized fuel pipelines, utilities, existing roadways, and planned future roadways. Based on program definition and preliminary structural engineering, APM foundations are planned to be standard driven piles below each pier column 12 inches wider than the column for reinforcement clearance and

[4] A pinched loop APM system operates back and forth between two distinct end points, requiring crossovers between the parallel guideways for train repositioning based on operating direction of each guideway.

[5] A closed loop APM operates as a continuous circuit in one direction. The proposed project would include two parallel guideways, allowing each guideway to operate independently as a closed loop in opposite directions. Bi-directional closed loop refers to the set of closed loop guideways.

tolerance. Columns would be between 5 and 8 feet wide. A geotechnical evaluation of the soil condition is required through the APM complete loop for final foundation design.

The six APM stations would each include an elevated platform (at the guideway level) sized to accommodate the boarding and deboarding of passengers to and from a two-car train as well as vertical circulation between the platform and a mezzanine level directly below the platform level. At the mezzanine level, elevated pedestrian bridges would link the stations with adjacent terminals and parking garages. A station equipment room would also be accommodated at the mezzanine level. At the terminal and parking garage ends of the elevated pedestrian bridges, vertical circulation cores would be added to connect the bridges with the various levels of the terminal and parking garage facilities.

The APM project also includes construction of a two-level M&SF of approximately 52,000 square feet, to be constructed south of the Hibiscus Garage. The lower level of M&SF would accommodate APM vehicle storage and maintenance space, and the second level would accommodate APM operational control space, including administrative offices, locker rooms, and restrooms. M&SF staff would park at the IMC or the Hibiscus Garage.

The first phase of the APM would require one Traction Power Substation (TPSS) of approximately 3,000 square feet, and a second TPSS would be required to support the extended guideway length in Phase 2. The TPSS buildings would be standalone facilities generally located within the northwest and southeast corners of the APM guideway loop. In addition to the TPSS stations, additional utility improvements would be implemented to support the APM.

1.1.3 PALM GARAGE REDEVELOPMENT WITH AIRPORT HOTEL AND COMMERCIAL CENTER

The existing four-level Palm Garage accommodates 2,490 public parking spaces and has a footprint of approximately 250,000 square feet. The proposed project includes demolition of the existing, aging parking structure in phases and redevelopment of the garage on a smaller footprint at the same site with seven to nine levels that include additional parking and areas for commercial development. The proposed project also includes utility improvements to support redevelopment and commercials areas.

In the first phase of construction, BCAD plans to demolish the southern one-third of the Palm Garage to enable construction of the first phase of the APM. The extent of building demolition in the first phase was defined to match an original expansion joint to minimize the structural effects of demolition.

The second phase of Palm Garage redevelopment includes demolition of the remaining two-thirds of the structure and site redevelopment. Palm Garage would be redeveloped on its existing site, within a smaller building footprint of approximately 135,000 square feet. The seven- to nine-level structure would be a multimodal facility that includes public parking and a commercial GTC. The garage would provide approximately 3,400 to 3,700 parking spaces on level 2 and above. Level 1 would accommodate a GTC for commercial vehicle pickup and drop-off operations. The GTC would provide approximately 1,700 linear feet of curbfront and 110 vehicle staging positions for commercial ground transportation operations. Pedestrian connectivity to the terminals would be provided at Level 3, which would include a large pedestrian circulation area. The intent for the dedicated third-level connection with terminals would be to eliminate/reduce at-grade pedestrian crossings between the Palm Garage and terminals. The east side of each level of Palm Garage would be integrated with the adjacent levels of the Hibiscus Garage.

The reduced Palm Garage footprint allows for the construction of a 90,000-square-foot commercial center that could include an Airport hotel and other commercial space along the west side of the redeveloped Palm Garage.

1.1.4 SUPPLEMENTAL ROADWAYS AND CURBSIDES

Two at-grade supplemental curb areas would be provided at the lower levels of Terminals 1 and 2; they are proposed to address terminal curbfront capacity deficiencies. A new bypass roadway, splitting from the lower-level terminal roadway before Terminal 1 and merging back after Terminal 4, would provide the ability to avoid traffic congestion in front of the terminals and improve roadway level of service. The parking garages would be accessed from the bypass roadway.

1.1.5 CYPRESS GARAGE EXPANSION

The existing Cypress Garage is a nine-level facility that includes FLL's Rental Car Center on levels 1 through 5 and provides public parking spaces on levels 6 through 9. The proposed project includes the construction of a Cypress Garage Expansion along the structure's east face. The nine-level expansion to the garage would increase the garage footprint by approximately 90,000 square feet and supply approximately 2,150 additional parking spaces to accommodate rental car ready/return staging[6] operations at the Rental Car Center and public parking. Each level of the expansion would be built to the same elevation as the corresponding level in the existing Cypress Garage to maintain internal vehicle circulation connectivity.

1.2 Timeframe of the Proposed Project

As shown in **Table 2**, construction of the Proposed Project is planned to begin in 2026, and all project components would be operational by 2033.

[6] Rental car ready/return areas provide staging for rental cars ready for rental from, or recently returned to, a rental car company.

Table 2 Proposed Project Implementation Schedule

Project Component	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Intermodal Center (IMC)	Design	Demolition/Construction	Demolition/Construction	Demolition/Construction						
Automated People Mover (APM)										
Phase 1 (Pinched Loop)	Design	Demolition/Construction	Demolition/Construction	Demolition/Construction	Demolition/Construction					
Phase 2 (Closed Loop)	Design					Demolition/Construction				
Palm Garage Site Redevelopment										
Phase 1 Demolition, Southern Third	Design			Demolition/Construction						
Phase 2 Demolition, Remainder of Structure	Design				Demolition/Construction					
New Palm Garage Redevelopment					Design	Demolition/Construction	Demolition/Construction	Demolition/Construction		
Commercial Center and Airport Hotel					Design	Demolition/Construction	Demolition/Construction	Demolition/Construction		
Supplemental Roadways and Curbsides	Design				Demolition/Construction					
Cypress Garage Expansion				Design	Design	Demolition/Construction	Demolition/Construction	Demolition/Construction		

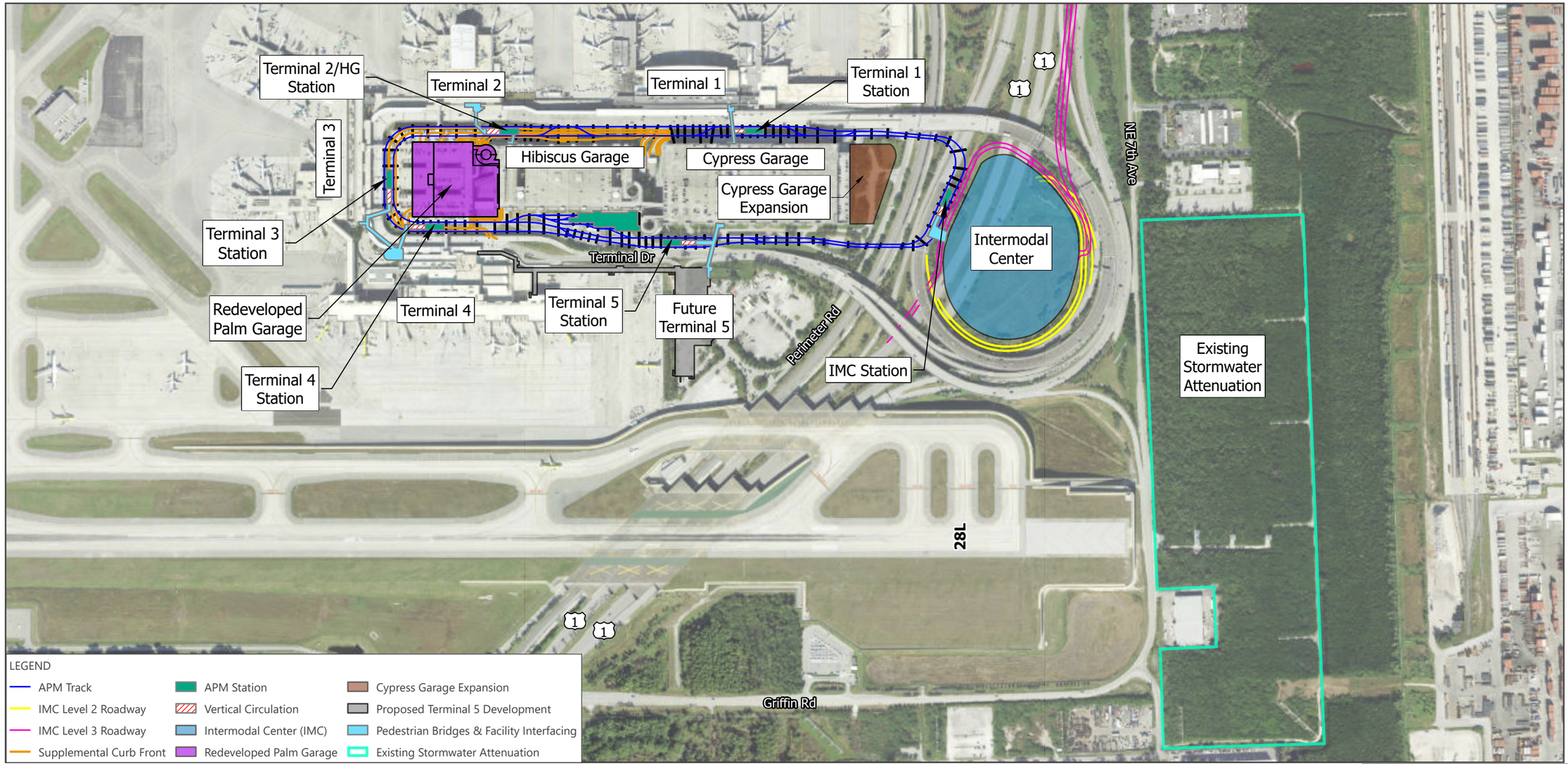
NOTES: Design Demolition/Construction

1 It is anticipated that the following design components of the Proposed Project would be procured and awarded together based on project dependencies and overlap: Automated People Mover (Phase 1 and 2), Palm Garage Demolition (Phase 1 and 2), and Supplemental Roadways and Curbsides.

SOURCE: Broward County Aviation Department, 2022.

Enclosure 3

Proposed Project



SOURCES: Ricondo & Associates, 2023; Adapted by ESA, 2024.

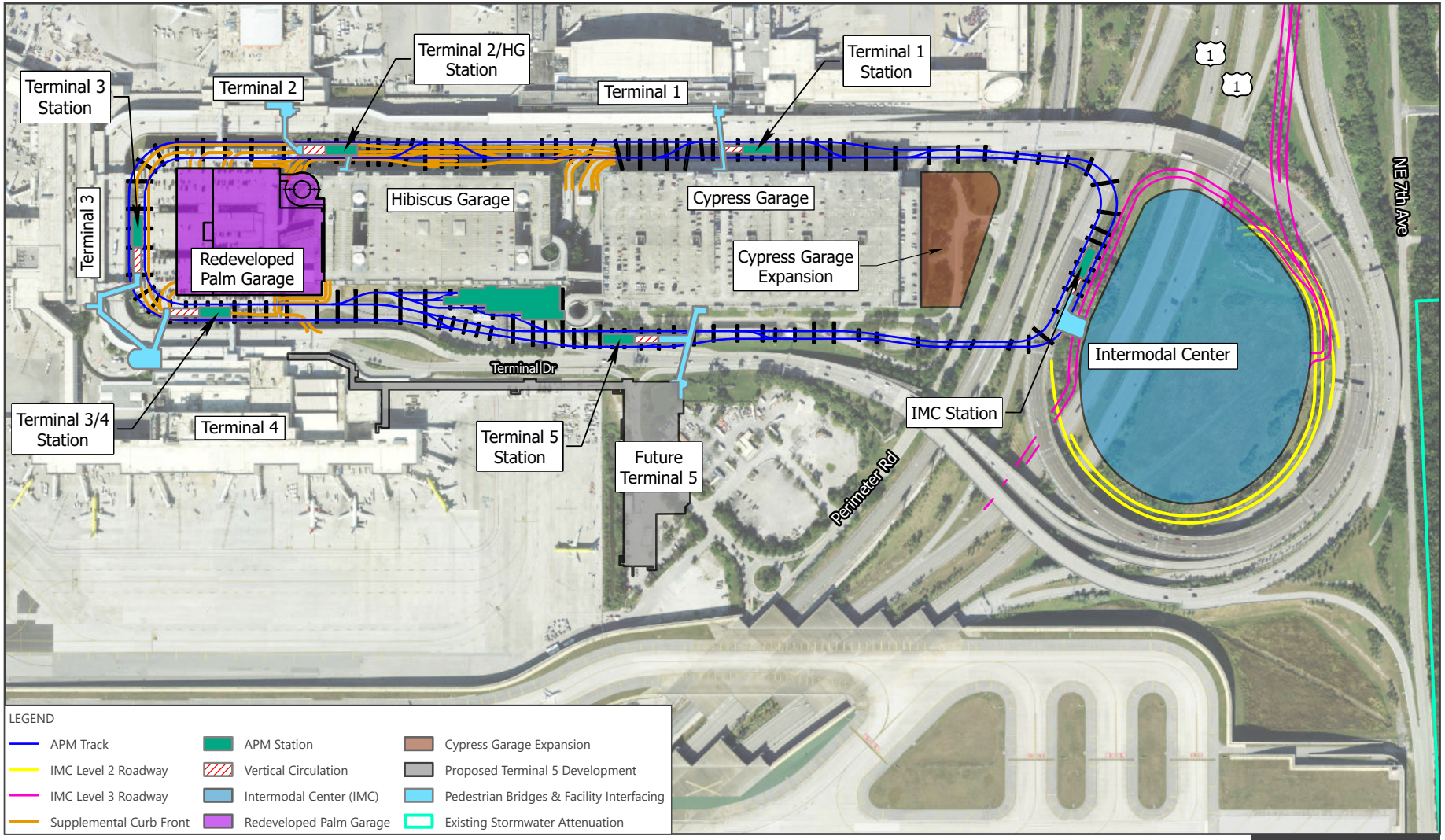
EXHIBIT 3-1

NORTH

0 600 ft.

U:\GIS\GIS\Projects\2021xxx\D202100449_BCAD_Env_Planning_Acoustical_Consulting\03_Project\FWS_Ex_3.1_Landside EA Project Elements_11x17.aprx

Project Elements
Fort Lauderdale-Hollywood International Airport



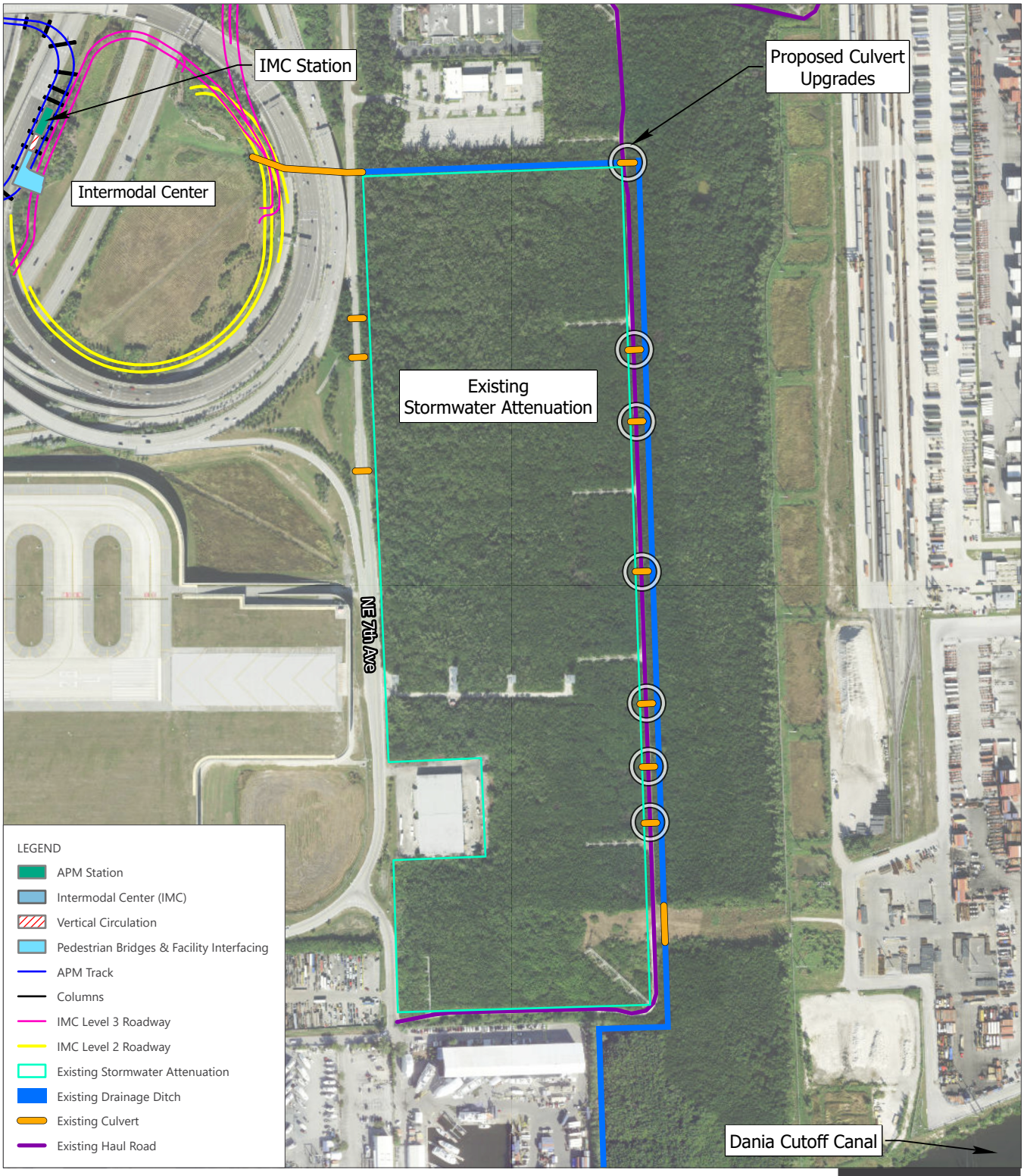
SOURCES: Ricondo & Associates, 2023; Adapted by ESA, 2024.

EXHIBIT 3-2

NORTH 0 500 ft.

U:\GIS\GIS\Projects\2021xxx\D202100449_BCAD_Env_Planning_Acoustical_Consulting\03_Project\FWS_Ex_3.2_Landside EA Project Elements.aprx

Landside Elements and IMC
Fort Lauderdale-Hollywood International Airport



SOURCES: Ricondo & Associates, 2023; Adapted by ESA, 2024; State of Florida, 2020.
NOTES: Natural habitat within the Stormwater Attenuation area would remain. This area would act as a wet retention system for treated stormwater.

EXHIBIT 3-3

NORTH

0 500 ft.

IMC and Stormwater Improvements
Fort Lauderdale-Hollywood International Airport

U:\GIS\GIS\Projects\2021xxx\D202100449_BCAD_Env_Planning_Acoustical_Consulting\03_Project\FWS_Ex_3.3_IMC and Stormwater Improvements_v2.aprx

Appendix G-3
FDOT Coordination

RE: Notice on EA for Landside Projects at FLL

Melendez, Michael <Michael.Melendez@dot.state.fl.us>

Thu 5/9/2024 12:30 PM

To:Jeffrey Covert <JCovert@esassoc.com>
Cc:Julie Sullivan <JSullivan@esassoc.com>;mppacitto <mppacitto@broward.org>;Castillo, William <wcastillo@broward.org>; Cannicle, Winston <WCANNICLE@broward.org>;Peter Green (peter.m.green@faa.gov) <peter.m.green@faa.gov>

Hello Jeffrey,

Please find responses to the three items.

1) any new information relevant to the environmental setting to be considered in the EA;

No new information to report at this time.

2) any interests, issues, or concerns you may have regarding the Proposed Project, including FDOT's opinion as to whether or not any of the proposed ramp improvements on U.S. Hwy 1 would have any substantial impact on Interstate 595 ramps; and

At this time, FDOT does not have an opinion on any substantial impact on interstate ramps. As part of the Interchange Access Request process, a methodology was submitted by Broward County and approved by FDOT in coordination with FHWA. The results of the analysis associated with the methodology are expected to be presented to FDOT and FHWA.

FDOT District 4 requests additional time to coordinate with FDOT's Office of Environmental Management to identify any additional coordination that should involve FHWA, directly or in-directly.

3) as the proposed commuter rail project will be considered in this EA in the EA's cumulative impact analysis, any updates related to the progress of the Project Development and Environment (PD&E) study for the rail project, including project schedule or modifications would be appreciated.

Broward Commuter Rail (BCR) South project is expected to complete its NEPA study this summer and work through the risk analysis with FTA in the fall, with the goal of negotiating a grant agreement in 2025.

There are several agreements that Broward County will be required to obtain including an agreement for shared operations with Miami-Dade County, an access agreement with Brightline and another agreement with FECR. Broward County is also evaluating how proposed schedule changes on Miami-Dade County's commuter rail project may affect the BCR South's start of operations. The current concept for a BCR South station at the Fort-Lauderdale/Hollywood International Airport includes a pedestrian bridge providing connectivity between the FEC right-of-way and the airport's perimeter road where shuttles can pick up and drop off passengers to and from the airport. A car drop-off area is also planned. The BCR South project does not provide for any connections between the County's planned Automated People Mover (APM) and the commuter rail station.

Additional comment regarding the 'Proposed Project Implementation Schedule' (page 11 of 16): Suggest adding dates for any vehicle procurement and start of operations.

Regards,
Mike

Michael Melendez, P.E.
In-House Consultant – CTS Engineering, Inc.

Florida Department of Transportation – District 4
Office of Modal Development
3400 West Commercial Blvd., Fort Lauderdale, FL 33309
Direct: (954) 777-7898
Mobile: (954) 895-6894

From: Jeffrey Covert <JCovert@esassoc.com>
Sent: Tuesday, April 9, 2024 3:54 PM
To: Melendez, Michael <Michael.Melendez@dot.state.fl.us>
Cc: Julie Sullivan <JSullivan@esassoc.com>; mppacitto <mppacitto@broward.org>; Castillo, William <wcastillo@broward.org>; Cannicle, Winston <WCANNICLE@broward.org>; Peter Green (peter.m.green@faa.gov) <peter.m.green@faa.gov>
Subject: Notice on EA for Landside Projects at FLL

EXTERNAL SENDER: Use caution with links and attachments.

Dear Mike Melendez,

On behalf of BCAD and FAA, we are sending you this letter as a part of continued coordination and exchange of information related to the EA for proposed airport parking and intermodal access improvements at FLL. Specifically, BCAD and the FAA respectfully requests the following: 1) any new information relevant to the environmental setting to be considered in the EA; 2) any interests, issues, or concerns you may have regarding the Proposed Project, including FDOT's opinion as to whether or not any of the proposed ramp improvements on U.S. Hwy 1 would have any substantial impact on Interstate 595 ramps; and 3) as the proposed commuter rail project will be considered in this EA in the EA's cumulative impact analysis, any updates related to the progress of the Project Development and Environment (PD&E) study for the rail project, including project schedule or modifications would be appreciated.

We appreciate your continued input on the Proposed Project. If you would like additional information or want to discuss the project further, please contact Will Castillo at 954-359-2291

or wcastillo@broward.org. You may submit your comments via email or regular mail to Will's attention at 320 Terminal Drive, Suite 200, Fort Lauderdale, FL, 33315. If possible, please provide your input within 30 days of receipt of this letter.

Best,



Jeffrey Covert *he/him*
Aviation Specialist III

ESA | Environmental Science Associates

404-353-8408 **cell**
JCovert@esassoc.com | **esassoc.com**

ESA partners with clients and communities to drive sustainable, resilient, and equitable solutions that shape a better world. Let's stay in touch: **Sign up for our newsletter.**

Appendix G-4

Florida State Clearinghouse Coordination

FW: State Clearance Letter for FL202403140044C- Environmental Assessment For Parking And Intermodal Access Improvements At The Fort Lauderdale-Hollywood International Airport (Fll), Broward County, Florida

Castillo, William <wcastillo@broward.org>

Thu 5/2/2024 1:40 PM

To:Green, Peter M (FAA) <peter.m.green@faa.gov>;Jeffrey Covert <JCovert@esassoc.com>;Julie Sullivan <JSullivan@esassoc.com>

FYI

From: Stahl, Chris <Chris.Stahl@FloridaDEP.gov>
Sent: Thursday, May 2, 2024 1:24 PM
To: Castillo, William <wcastillo@broward.org>
Cc: State_Clearinghouse <State.Clearinghouse@dep.state.fl.us>
Subject: State Clearance Letter for FL202403140044C- Environmental Assessment For Parking And Intermodal Access Improvements At The Fort Lauderdale-Hollywood International Airport (Fll), Broward County, Florida

May 2, 2024

William Castillo

Fort Lauderdale-Hollywood International Airport

320 Terminal Drive

Fort Lauderdale, Florida 33315

RE: Department of Transportation, Federal Aviation Administration, Airport Improvement Program, Environmental Assessment for Parking And Intermodal Access Improvements at the Fort Lauderdale-Hollywood International Airport (Fll), Broward County, Florida

SAI # FL202403140044C

Dear William:

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

The DEP Southeast District staff has made the following notations:

1. The proposed project will require an Environmental Resource Permit (ERP) from the SFWMD and as part of the ERP application, must demonstrate that the project meets the ERP Conditions for Issuance in Rule 62-330.301, F.A.C., the Additional Conditions for Issuance in Rule 62-330.302, F.A.C. and the applicable criteria in the ERP Applicant's Handbook Vol. I and II.

2. The proposed activities may require an Environmental Resource Permit (ERP) pursuant to Chapter 373, Florida Statutes and Chapter 62-330, F.A.C. ERP jurisdiction falls to the SFWMD.

3. The disturbed land area will exceed 1-acre, therefore a NPDES Stormwater Construction General Permit will be required.

4. A general permit for water main extension may be required for any needed potable water supply lines which extend the existing utility's water distribution mains.

5. Addition of Underground Storage Tank(s) (UST) regardless of capacity must comply with Rules 62-671 Florida Administrative Code (F.A.C.). Addition of Aboveground Storage Tank(s) (AST) with a capacity exceeding 550-gallons must comply with Rule 62-762 F.A.C. Should the project conflict with any existing UST, AST, regulated substance piping, sumps, pumps, dispensers, or other storage tank components must comply with the afore mentioned regulated storage tank rules.

6. There is a mention of the APM project including administrative offices, locker rooms and restrooms, so a PW permit would need to be obtained.

7. This site is not currently located in a designated Brownfield area. There are no restrictions in place on the property.

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The applicant shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section at (850)-245-6333. Project activities shall not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

Based on the information submitted and minimal project impacts, the state has no objections to the subject project and, therefore, it is consistent with the Florida Coastal Management Program (FCMP). The state's final concurrence of the project's consistency with the FCMP will be determined during any environmental permitting processes, in accordance with Section 373.428, Florida Statutes.

Thank you for the opportunity to review the proposed plan. If you have any questions or need further assistance, please don't hesitate to contact me at (850) 717-9076.

Sincerely,

Chris Stahl

Chris Stahl, Coordinator

Florida State Clearinghouse

Florida Department of Environmental Protection

3900 Commonwealth Blvd., M.S. 47

Tallahassee, FL 32399-2400

ph. (850) 717-9076

Chris.Stahl@floridadep.gov



Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.

Appendix G-5
Section 106
Consultation

Appendix G-5.1
SHPO Consultation

FW: Fort Lauderdale International Airport landside Project - Section 106 Consultation

Green, Peter M (FAA) <peter.m.green@faa.gov>

Mon 3/18/2024 4:20 PM

To:Jeffrey Covert <JCovert@esassoc.com>

2 attachments (7 MB)

FLL Landside Projects - FAA Letter to SHPO 240315docx.pdf; SHPO Enclosure Package.pdf;

Forwarding copy of email

From: Green, Peter M (FAA)
Sent: Friday, March 15, 2024 2:49 PM
To: CompliancePermits@DOS.MyFlorida.com
Cc: Castillo, William <wcastillo@broward.org>; Julie Sullivan (JSullivan@esassoc.com) <JSullivan@esassoc.com>; Winston Cannicle <WCANNICLE@broward.org>
Subject: Fort Lauderdale International Airport landside Project - Section 106 Consultation

Attached is the Federal Aviation Administration's consultation letter and a file containing information for a proposed Intermodal Center, Automated People Mover, and Parking garage improvements at the Fort Lauderdale-Hollywood International Airport. We would appreciate your review of the information and FAA's effect determination. Please let me know if you have any questions or need additional information.

Best regards,

Peter Green

Peter M. Green, AICP

Environmental Protection Specialist

Orlando Airports District Office

Federal Aviation Administration

8427 SouthPark Circle, Suite 524

Orlando, Florida 32819

407-487-7296

U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7720
Fax: (407) 487-7135

March 15, 2024

[via email - CompliancePermits@DOS.MyFlorida.com]

Alissa S. Lotane
Director, Division of Historical Resources
and State Historic Preservation Officer (SHPO)
R.A. Gray Building
500 South Bronough Street, Room 423
Tallahassee, Florida 32399

RE: Section 106 Consultation
Proposed Landside Projects (Intermodal Center and Related Projects)
Fort Lauderdale-Hollywood International Airport (FLL), Florida

Dear Ms. Lotane:

The Broward County Department of Airports (BCAD has requested approval and funding from the Federal Aviation Administration (FAA) to improve public access to the Fort Lauderdale-Hollywood International Airport (FLL). The proposed undertaking includes developing an Intermodal Center (IMC) within the U.S. Highway 1 right-of-way; an elevated Automated People Mover (APM) connecting the IMC, airport garages, and terminal buildings; redeveloping the Airport's Palm parking garage; expanding the Airport's Cypress parking garage, reconfiguring the existing on-airport terminal access roadways; and other associated improvements. The proposed "landside" project will improve multi-modal access to the airport, improve passenger movement to/from the terminal buildings; reduce congestion on on-airport roads serving the existing terminal buildings, and improve airport parking facilities. If approved, construction is anticipated to start in 2026. The location of the airport is shown in the attached Enclosure 1. The proposed project and its individual elements are described in Enclosure 2 and depicted in Enclosure 3.

The proposed project constitutes an undertaking subject to the National Historic Preservation Act and its implementing regulations at 36 CFR Part 800. This letter is intended to initiate consultation with your office. The proposed project also requires the preparation of an Environmental Assessment (EA) in accordance with the National Environmental Policy Act. The EA is being prepared separately from, but concurrent with, this consultation process.

Area of Potential Effect

The construction and operation of the proposed facilities was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on the review, the Direct Effects portion of the APE includes the areas where construction and related ground disturbance would occur and where additional stormwater runoff would be directed within an existing stormwater management treatment area. The proposed construction areas within the Direct Effects APE have been previously disturbed by the development of the

airport and U.S. Highway 1. Some stormwater management culverts and drainage pipes would be replaced within an existing stormwater treatment area (mangrove swamp) located adjacent to U.S. Highway 1 (between Northeast 7th Avenue and the Fort Lauderdale Rail Yard). None of the natural land and habitat would be disturbed. The Indirect Effects APE encompasses an area where effects such as light emissions, noise, and air emissions may occur.

The overall APE is approximately 603 acres in size and includes the proposed terminal and access facilities at FLL; portions of U.S. Highway 1 between Interstate 595 and Griffin Road, portions of connecting arterial roadways, and the aforementioned stormwater treatment area. The APEs are depicted on Enclosure 4.

Potential for Historic and Cultural Resources in the APE

The portion of the APE where construction would occur consists of extensively disturbed and modified land that supports automobile, bus, and commercial rail transportation infrastructure. Past development and construction in the Direct Effects APE during the last century have been intensive and almost all current soils have been re-deposited over native soils and include large amounts of fill material from off-site sources. The only area with mostly intact soils is the existing stormwater management area, where there is no planned ground disturbance.

In response to an inquiry made by Environmental Science Associates in February 2023, the results of a Florida Master Site File (FMSF) search listed no recorded archaeological sites or historic resources within the direct or indirect APE. The direct APEs do not contain any buildings or structures over 50 years old. A comparison of historical US Coast and Geodetic Survey (USCGS) and US Geological Survey (USGS) topographic maps (1883, 1884, 1935, 1949, 1962, 1973) and current aerial photographs of the area indicates that the only extant historic structure is the railroad spur from the Florida East Coast Railway mainline to Port Everglades. That railroad spur passes through the northern edge of the Indirect Effects APE and would not be adversely affected by the project. The nearest National Register-eligible resources are the Customs House (8BD210) and the Link Trainer Naval Air Station Ft. Lauderdale (BD02562), located more than a mile from the direct and indirect APE. The 1883 and 1884 USCGS maps depict almost the entirety of the APE in coastal swamps, with two Seminole camps depicted in the wooded strip outside the APE to the west. Based on a review of the FMSF information, historical maps, and the activities on the site, it appears that the likelihood of encountering historic, archaeological, and cultural resources within the project site would be low. A copy of the FMSF search report is provided in Enclosure 5.

The location of the proposed undertaking has a history of consultation with the Florida SHPO. For the Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects[1] the studies and Section 106 consultation concluded that the Preferred Alternative would have no effect on any properties either listed, or eligible to be listed, on the National Register of Historic Places. The Florida Historic Preservation Officer concurred with that determination. In 2019 resources were evaluated as part of the EA for the Jetscape Westside Development project.[2] That project identified that there were formerly historic structures within 0.25 miles of that study's APE

[1] *Final Environmental Impact Statement (EIS) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects for Fort Lauderdale-Hollywood International Airport (FLL)*. Federal Aviation Administration. December 2008

[2] *Environmental Assessment for the Relocation, construction and operation of the Jetscape Fixed Base Operator (FBO)*. Federal Aviation Administration. April 2019

(located on the west side of the airfield), but most of those structures had been previously removed or relocated and that there were no structures or resources within the that project's APE.

In support of a 2009 Project Development & Environmental (PD&E) Study conducted for an Intermodal Center and People Mover System at FLL, a Cultural Resource Assessment Survey (CRAS) was conducted by the Archaeological and Historical Conservancy, Inc. and coordinated with the SHPO. In July 2007 a draft State Historic Preservation Office Minimum Review Document was submitted to the SHPO for the proposed project. That assessment evaluated previously recorded cultural resources within two miles of the project for direct and indirect (65 DNL contour) effects. This evaluation concluded that identified sites would not be impacted by the proposed project, however, because of proximity of site BD210 (U.S. Customs House) to the Sunport corridor, an additional assessment of that structure was undertaken (2007 CRAS3). Although site BD210 is not located within the direct or indirect study area of the current proposed undertaking, the study area for that project did encompass the study areas for the current proposed undertaking (Enclosure 6). Per the Results and Conclusions of the CRAS, the recommended project alternative (Alignment 6 and IMC location 14) would have no impact on National Registered Properties. Further, the study concluded that:

> "In accordance with the procedures contained in 36 CFR, Part 800, a Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, one site listed with the Florida Master File Sites number BD210, was identified, which has been determined eligible for listing on the National Register of Historic Places. Through the application of Criteria of Adverse Effect, The Federal Highway Administration in consultation with the SHPO determined that the recommended project alternative 6 and IMC location 1, did not constitute an adverse effect on the BD210, U.S. Customs House. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the Federal Highway Administration has determined that no other National Register properties would be impacted."

The study area for the 2009 PD&E encompassed almost the entirety of the APE defined for the current Proposed Project. Portions of the existing stormwater attenuation area are outside 2009 study area, but there are no historic structures in that area and the additional runoff would not affect any unknown archaeological sites that could be present. Considering that there is no potential for the runoff to impact archaeological sites and that the location of the proposed Intermodal Center has not changed since the publication of that study, there is a low probability of cultural resource impacts at the location of the proposed undertaking.

Secretary of the Interior Qualified archaeologists Evan Tudor Elliott, MA, RPA, and James J. Clark, MA, RPA, reviewed the cultural resources data and the project activities and recommended that the project would not likely encounter or adversely affect any historic properties. Due to the low probability of encountering Cultural Resources at FLL based on a current FMSF Review, a historical map review, results of past CRAS, previous determinations from and coordination with the SHPO, and because the majority of the APE is located on built-up fill dirt, it is FAA's determination that the proposed undertaking is unlikely to affect historic properties or resources.

---

[3] *A Phase I Cultural Resource Survey of the Sunport Parcel, Broward County*, *Florida.* November 2007

[4] Note: IMC location 1 (preferred alternative in the 2009 PD&E) is the same as the current proposed IMC location

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials; or any other physical remains that could be associated with Native American, early European, or early American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The applicant shall contact the Florida Department of State, Division of Historical Resources, Compliance Review Section and Native American Indian tribes. Project activities shall not resume without verbal and/or written authorization from all parties. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

FAA Determination of Effect

Taking into account project site conditions and the professional opinions based on a review of the Proposed Project, APE, and available information, the FAA has determined there are no historic properties listed in, or eligible for listing in, the National Register of Historic Places within the APE and that the project is unlikely to encounter post review discoveries or to have an effect on unknown resources. Therefore, the FAA finds "no historic properties affected" for the Proposed Undertaking under 36 CFR Part 800.4(d)(1).

FAA requests that your agency consider the enclosed project information and please respond within 30 days of receipt of this letter indicating whether or not you agree with the determination. Please direct comments and information to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,

Peter M Green, AICP
Environmental Protection Specialist

CC: William Castillo, Aviation Planning Manager, BCAD
Winston Cannicle, Environmental Manager, BCAD
Julie Sullivan, Environmental Science Associates

Enclosures:
1. Project Location
2. Description of Proposed Project
3. Proposed Project
4. APE
5. FMSF Records
6 2007 CRAS from 2009 PD&E

Appendix G-5.2
Tribal Consultation

U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

April 22, 2024

[Via email - Yahola.b@sno-nsn.gov]

Mr. Ben Yahola
Tribal Historic Preservation Officer
Historic Preservation Office
Seminole Nation of Oklahoma PO Box 1498
Wewoka, OK 74884

RE: Section 106 Consultation
Landside (Intermodal) Improvement Project
Fort Lauderdale-Hollywood International Airport (FLL)
Broward County, Florida
Proposed Effects Determination: No Historic Properties Affected

Dear Mr. Yahola,

The Broward County Department of Airports (BCAD) has proposed several projects to improve public access to the Fort Lauderdale-Hollywood International Airport (FLL). The proposed undertaking includes developing an Intermodal Center (IMC) within the U.S. Highway 1 right-of-way; an elevated Automated People Mover (APM) connecting the IMC, airport garages, and terminal buildings; redeveloping the Airport's Palm parking garage; expanding the Airport's Cypress parking garage, reconfiguring the existing on-airport terminal access roadways; and other associated improvements. The proposed "landside" project is needed to improve multi-modal access to the airport, improve passenger movement to/from the terminal buildings; reduce congestion on on-airport roads serving the existing terminal buildings, and improve airport parking facilities. BCAD plans to request federal funding from the Federal Aviation Administration (FAA) for the proposed projects. If approved, construction of the multi-year program is anticipated to start in 2026. The location of the airport is shown in the attached **Enclosure 1**. The proposed project and its individual elements are depicted in **Enclosure 2** and described in **Enclosure 3**.

The proposed project constitutes an undertaking subject to the *National Historic Preservation Act* (Section 106) and its implementing regulations at 36 CFR Part 800. This letter is intended to initiate consultation with your office. The proposed project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Area of Potential Effect

The construction and operation of the proposed facilities was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on the review, the Direct Effects portion of the APE includes the areas where construction-related ground disturbance would occur and where additional stormwater runoff would be directed within an existing stormwater management treatment area. The Indirect Effects APE encompasses an area where effects such as light emissions, noise, and air emissions may occur. The direct and indirect APE is depicted on **Enclosure 4**.

The proposed construction areas within the Direct Effects APE have been previously disturbed during the development of the airport and U.S. Highway 1. The Direct Effects APE also includes an existing mangrove swamp area where treated stormwater runoff from the U.S. Highway 1 stormwater management system is released for attenuation (see Enclosure 3, Figure 3-3). The treated stormwater enters the mangrove swamp through several drainage culvert pipes located adjacent to U.S. Hwy 1. The water in the mangrove swamp connects to adjacent mangroves via seven culvert pipes located under an existing electric power distribution line maintenance road. The proposed project would upgrade eight existing culvert pipes in-place. This would involve minor and temporary effects on mangrove habitat during construction at each culvert location. The total area of mangrove swamp affected for the overall project would be approximately 9,800 square feet (0.22 acre).

The overall APE is approximately 603 acres in size and includes the proposed terminal access facilities at FLL; portions of U.S. Highway 1 between Interstate 595 and Griffin Road, arterial roadways, and mangrove swamp between Northeast 7th Avenue and the Fort Lauderdale Rail Yard.

Potential for Historic and Cultural Resources in the APE

The portion of the APE where construction would occur consists of extensively disturbed and modified land that presently supports automobile, bus, and commercial rail transportation infrastructure. Past development and construction in the Direct Effects APE during the last century have been intensive and almost all current soils have been re-deposited over native soils and include large amounts of fill material from off-site sources. The only area with mostly intact soils is the existing stormwater management area, where there is no planned ground disturbance, other than replacing several existing drainage culverts. This area is located in a dense mangrove swamp habitat with standing water that subject to tidal flow.

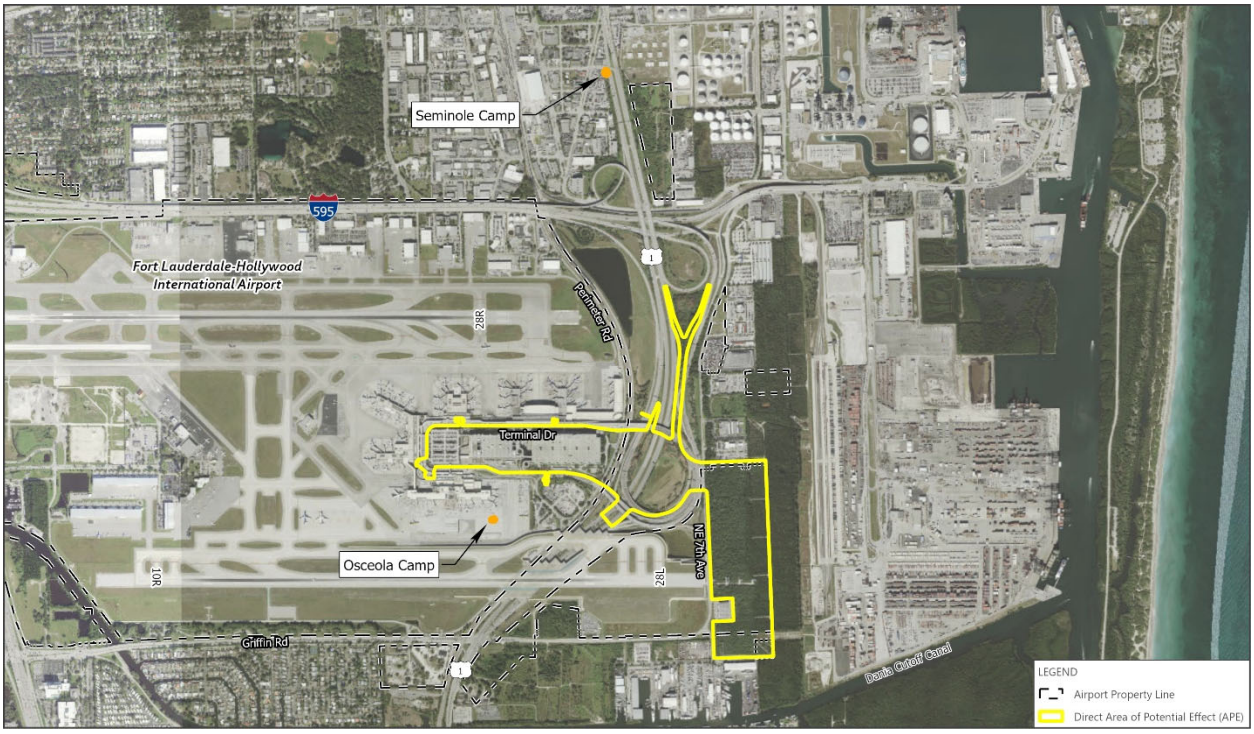
A search of the Florida Master Site File (FMSF) in February 2023 did not identify any recorded archaeological sites, historic resources, or cultural resources within the APE. The Direct APE does not contain any buildings or structures over 50 years old. A comparison of historical US Coast and Geodetic Survey (USCGS) and US Geological Survey (USGS) topographic maps (1883, 1884, 1935, 1949, 1962, 1973) and current aerial photographs of the area indicates that the only extant historic structure is the railroad spur from the Florida East Coast Railway mainline to Port Everglades. That railroad spur passes through the northern edge of the Indirect Effects APE and would not be adversely affected by the project. The nearest National Register-eligible resources are the Customs House (8BD210) and the Link Trainer Naval Air Station Ft. Lauderdale (BD02562), located more than a mile from the direct and indirect APE.

The USCGS Sheet T-01510 “East coast of Florida from Biscayne Bay northward, Broward and Dade Counties, FL” (1883) and Sheet T-01605b “Southern Part of New River and Head

of Key Biscayne Bay" (1884) maps depict almost the entirety of the Direct Effects APE located in coastal swamps. Two Seminole camps are shown in wooded area located outside of the swamp areas (and current Direct Effects APE). The approximate locations of the camps are shown on a current aerial image of the APE and surrounding project area (see **Figure 1** below). The depicted location of the "Osceola Camp" is on airport property, outside of the Direct Effects APE, in an area presently developed as a concrete aircraft circulation and parking apron. The depicted location of the "Seminole Camp" is approximately 0.62 mile north-northwest of the Direct Effects APE. The area is adjacent to US Highway A1A and is presently developed for roadways and commercial use.

Based on a review of the FMSF information, historical maps, and the activities on the site, the likelihood of encountering historic, archaeological, and cultural resources within the Direct Effects APE would be low. A copy of the FMSF search report is provided in **Enclosure 5**.

Figure 1
Seminole and Osceola Camps and Direct APE



Source: Environmental Science Associates, 2024.

The location of the proposed undertaking has a history of Section 106 consultation. In the Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects[1] the FAA concluded that there would be no effect of the Preferred Alternative on any properties either listed, or eligible to be listed, on the National Register of Historic Places. The Florida Historic Preservation Officer concurred with that determination. In 2019, resources were evaluated for

[1] *Final Environmental Impact Statement (EIS) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects for Fort Lauderdale-Hollywood International Airport (FLL)*. December 2008

the proposed Jetscape Westside Development project[2]. The Environmental Assessment (EA) identified existing and former historic structures on the far west side of airport and considered archaeological and cultural resources. FAA Section 106 consultation with the Seminole Nation of Oklahoma in 2019 cited the potential for buried cultural resources and the project's probability for affecting cultural resources. As requested, intensive research and review of Phase 1 survey reports and related information was conducted. The research did not indicate a high probability for that project; however, the potential for encountering unexpected discoveries was recognized. The EA was approved under the condition that construction activities would cease if historic, cultural, and/or archaeological artifacts were encountered.

In support of the 2009 Project Development & Environmental (PD&E) Study for the Broward County Intermodal Center and People Mover System, a Cultural Resource Assessment Survey (CRAS) was conducted by the Archaeological and Historical Conservancy, Inc. and coordinated with the SHPO. In July 2007, a draft State Historic Preservation Office Minimum Review Document was submitted to the SHPO for the proposed project. That assessment evaluated previously recorded cultural resources within two miles of the project for direct and indirect (65 DNL contour) effects. This evaluation concluded that identified sites would not be impacted by the proposed project; however, because of proximity of site BD210 (U.S. Customs House) to the Sunport corridor, an additional assessment of that structure was undertaken (2007 CRAS[3]). Although site BD210 is not located within the direct or indirect study area of the current proposed undertaking, the study area for that project did encompass the study areas for the current proposed undertaking (**Enclosure 6**). The 2007 CRAS recommended project alternative (Alignment 6 and IMC location 1[4]) would have no impact on National Registered Properties. Further, the study concluded that:

> "*In accordance with the procedures contained in 36 CFR, Part 800, A Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. As a result of the assessment, one site listed with the Florida Master File Sites number BD210, was identified, which has been determined eligible for listing on the National Register of Historic Places. Through the application of Criteria of Adverse Effect, The Federal Highway Administration in consultation with the SHPO determined that the recommended project alternative 6 and IMC location 1, did not constitute an adverse effect on the BD210, U.S. Customs House. Based on the fact that no additional archaeological or historical sites or properties are expected to be encountered during subsequent project development, the Federal Highway Administration has determined that no other National Register properties would be impacted*."

The study area for the 2009 PD&E encompassed almost the entirety of the direct and indirect impact areas for the current FLL Landside Improvement Project. Portions of the stormwater attenuation area are outside that study's APE, but there are no structures in that area and the additional runoff culvert replacements would not affect any unknown archaeological sites that could be present. Considering that there is no potential for the runoff to impact archaeological

---

[2] *Environmental Assessment for the Relocation, Construction and Operation of the Jetscape Fixed Base Operator (FBO)*. April 2019

[3] *A Phase I Cultural Resource Survey of the Sunport Parcel, Broward County*, *Florida*. November 2007

[4] Note: IMC location 1 (preferred alternative in the 2009 PD&E) is the same as the current proposed IMC location

sites and that the location of the IMC has not changed since the publication of that study, there is a low probability of cultural resource impacts at the location of the proposed undertaking.

Secretary of the Interior Qualified archaeologists Evan Tudor Elliott, MA, RPA, and James J. Clark, MA, RPA, reviewed the cultural resources data and the project activities and recommended that the project would not likely encounter or adversely affect any historic properties. Due to the low probability of encountering Cultural Resources at FLL based on a FMSF Review, historical map review, results of past CRAS, previous determination from and coordination with the SHPO, and because the majority of the APE is located on built-up fill dirt, it their determination that the proposed undertaking is unlikely to affect historic properties or resources.

FAA Determination of Effect

Taking into account past research conducted in the project area and a review of the proposed project described in this letter, it is the FAA's opinion there are no historic, architectural, or cultural resources or historic properties listed, or eligible for listing, on the National Register of Historic Places within the APE and the Proposed Undertaking is unlikely to encounter post review discoveries or to have an effect on unknown resources. Therefore, the FAA finds "no historic properties affected" for the Proposed Undertaking under 36 CFR Part 800.4(d)(1).

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials; or any other physical remains that could be associated with Native American, early European, or early American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The Florida Department of State, Division of Historical Resources, Compliance Review Section, the Seminole Nation of Oklahoma, and other interested Native American Indian Tribes will be notified. Project activities shall not resume without verbal and/or written authorization from the interested parties. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

FAA requests your consideration the enclosed project information and please respond within 30 days of receipt of this letter indicating whether or not you agree with FAA's determination. Please direct comments and information to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,

Peter M Green, AICP
Environmental Protection Specialist
Orlando Airport s District Office

Copy: William Castillo, Aviation Planning Manager, BCAD
Winston Cannicle, Environmental Manager, BCAD

Enclosure

Peter Matthias Green
Digitally signed by Peter Matthias Green
Date: 2024.04.22 16:09:56 -04'00'

U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

April 22, 2024

[Via email - THPOCompliance@semtribe.com]

Ms. Tina Marie Osceola
Tribal Historic Preservation Officer and Director
Seminole Tribe of Florida
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440

RE: Section 106 Consultation
Landside (Intermodal) Improvement Project
Fort Lauderdale-Hollywood International Airport (FLL)
Broward County, Florida

Dear Ms. Osceola,

The Broward County Department of Airports (BCAD) has proposed several projects to improve public access to the Fort Lauderdale-Hollywood International Airport (FLL). The proposed undertaking includes developing an Intermodal Center (IMC) within the U.S. Highway 1 right-of-way; an elevated Automated People Mover (APM) connecting the IMC, airport garages, and terminal buildings; redeveloping the Airport's Palm parking garage; expanding the Airport's Cypress parking garage, reconfiguring the existing on-airport terminal access roadways; and other associated improvements. The proposed "landside" project is needed to improve multi-modal access to the airport, improve passenger movement to/from the terminal buildings; reduce congestion on on-airport roads serving the existing terminal buildings, and improve airport parking facilities. BCAD plans to request federal funding from the Federal Aviation Administration (FAA) for the proposed projects. If approved, construction of the multi-year program is anticipated to start in 2026. The location of the airport is shown in the attached **Enclosure 1**. The proposed project and its individual elements are depicted in **Enclosure 2** and described in **Enclosure 3**.

The proposed project constitutes an undertaking subject to the *National Historic Preservation Act* (Section 106) and its implementing regulations at 36 CFR Part 800. This letter is intended to initiate consultation with your office. The proposed project also requires the preparation of an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act*. The EA is being prepared separately from, but concurrent with, this consultation process.

Area of Potential Effect

The construction and operation of the proposed facilities was reviewed to identify an appropriate APE for the evaluation of potential impacts on historic, archaeological, and cultural resources. Based on the review, the Direct Effects portion of the APE includes the areas where construction-related ground disturbance would occur and where additional stormwater runoff would be directed within an existing stormwater management treatment area. The Indirect Effects APE encompasses an area where effects such as light emissions, noise, and air emissions may occur. The direct and indirect APE is depicted on **Enclosure 4**.

The proposed construction areas within the Direct Effects APE have been previously disturbed during the development of the airport and U.S. Highway 1. The Direct Effects APE also includes an existing mangrove swamp area where treated stormwater runoff from the U.S. Highway 1 stormwater management system is released for attenuation (see Enclosure 3, Figure 3-3). The treated stormwater enters the mangrove swamp through several drainage culvert pipes located adjacent to U.S. Hwy 1. The water in the mangrove swamp connects to adjacent mangroves via seven culvert pipes located under an existing electric power distribution line maintenance road. The proposed project would upgrade eight existing culvert pipes in-place. This would involve minor and temporary effects on mangrove habitat during construction at each culvert location. The total area of mangrove swamp affected for the overall project would be approximately 9,800 square feet (0.22 acre).

The overall APE is approximately 603 acres in size and includes the proposed terminal access facilities at FLL; portions of U.S. Highway 1 between Interstate 595 and Griffin Road, arterial roadways, and mangrove swamp between Northeast 7th Avenue and the Fort Lauderdale Rail Yard.

Potential for Historic and Cultural Resources in the APE

The portion of the APE where construction would occur consists of extensively disturbed and modified land that presently supports automobile, bus, and commercial rail transportation infrastructure. Past development and construction in the Direct Effects APE during the last century have been intensive and almost all current soils have been re-deposited over native soils and include large amounts of fill material from off-site sources. The only area with mostly intact soils is the existing stormwater management area, where there is no planned ground disturbance, other than replacing several existing drainage culverts. This area is located in a dense mangrove swamp habitat with standing water that subject to tidal flow.

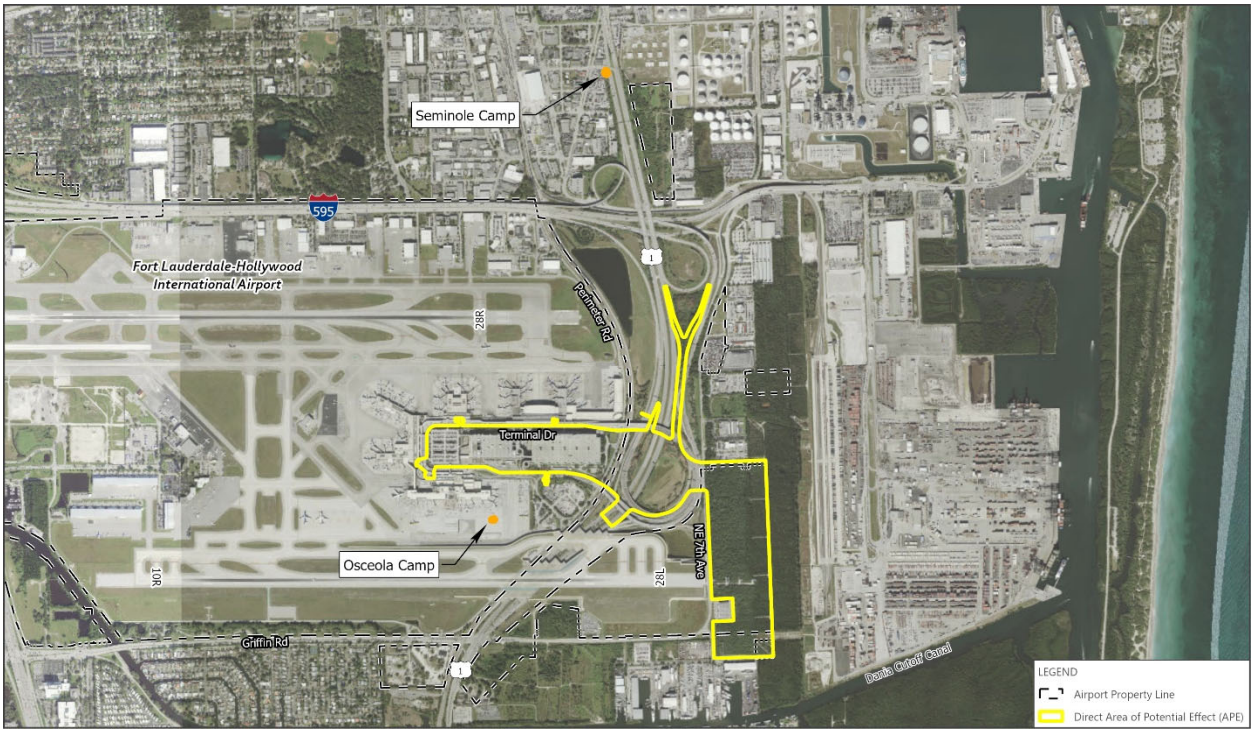
A search of the Florida Master Site File (FMSF) in February 2023 did not identify any recorded archaeological sites, historic resources, or cultural resources within the APE. The Direct APE does not contain any buildings or structures over 50 years old. A comparison of historical US Coast and Geodetic Survey (USCGS) and US Geological Survey (USGS) topographic maps (1883, 1884, 1935, 1949, 1962, 1973) and current aerial photographs of the area indicates that the only extant historic structure is the railroad spur from the Florida East Coast Railway mainline to Port Everglades. That railroad spur passes through the northern edge of the Indirect Effects APE and would not be adversely affected by the project. The nearest National Register-eligible resources are the Customs House (8BD210) and the Link Trainer Naval Air Station Ft. Lauderdale (BD02562), located more than a mile from the direct and indirect APE.

The USCGS Sheet T-01510 “East coast of Florida from Biscayne Bay northward, Broward and Dade Counties, FL” (1883) and Sheet T-01605b “Southern Part of New River and Head

of Key Biscayne Bay" (1884) maps depict almost the entirety of the Direct Effects APE located in coastal swamps. Two Seminole camps are shown in wooded area located outside of the swamp areas (and current Direct Effects APE). The approximate locations of the camps are shown on a current aerial image of the APE and surrounding project area (see **Figure 1** below). The depicted location of the "Osceola Camp" is on airport property, outside of the Direct Effects APE, in an area presently developed as a concrete aircraft circulation and parking apron. The depicted location of the "Seminole Camp" is approximately 0.62 mile north-northwest of the Direct Effects APE. The area is adjacent to US Highway A1A and is presently developed for roadways and commercial use.

Based on a review of the FMSF information, historical maps, and the activities on the site, the likelihood of encountering historic, archaeological, and cultural resources within the Direct Effects APE would be low. A copy of the FMSF search report is provided in **Enclosure 5**.

Figure 1
Seminole and Osceola Camps and Direct APE



Source: Environmental Science Associates, 2024.

The location of the proposed undertaking has a history of Section 106 consultation. In the Final Environmental Impact Statement (EIS) and Record of Decision (ROD) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects[1] the FAA concluded that there would be no effect of the Preferred Alternative on any properties either listed, or eligible to be listed, on the National Register of Historic Places. The Florida Historic Preservation Officer concurred with that determination. In 2019, resources were evaluated for

[1] *Final Environmental Impact Statement (EIS) for the Development and Expansion of Runway 9R-27L and Other Associated Airport Projects for Fort Lauderdale-Hollywood International Airport (FLL)*. December 2008

the proposed Jetscape Westside Development project[2]. The Environmental Assessment (EA) identified existing and former historic structures on the far west side of airport and considered archaeological and cultural resources. Section 106 consultations cited the potential for buried cultural resources and the project's probability for affecting cultural resources. As requested, intensive research and review of Phase 1 survey reports and related information was conducted. The research did not indicate a high probability for that particular project; however, the potential for encountering unexpected discoveries was recognized. The EA was approved under the conditions that construction activities would cease if historic, cultural, and/or archaeological artifacts were encountered.

In support of the 2009 Project Development & Environmental (PD&E) Study for the Broward County Intermodal Center and People Mover System, a Cultural Resource Assessment Survey (CRAS) was conducted by the Archaeological and Historical Conservancy, Inc. and coordinated with the SHPO. In July 2007, a draft State Historic Preservation Office Minimum Review Document was submitted to the SHPO for the proposed project. That assessment evaluated previously recorded cultural resources within two miles of the project for direct and indirect (65 DNL contour) effects. This evaluation concluded that identified sites would not be impacted by the proposed project; however, because of proximity of site BD210 (U.S. Customs House) to the Sunport corridor, an additional assessment of that structure was undertaken (2007 CRAS[3]). Although site BD210 is not located within the direct or indirect study area of the current proposed undertaking, the study area for that project did encompass the study areas for the current proposed undertaking (**Enclosure 6**). The 2007 CRAS recommended project alternative (Alignment 6 and IMC location 1[4]) would have no impact on National Registered Properties. Further, the study concluded that:

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[3] *A Phase I Cultural Resource Survey of the Sunport Parcel, Broward County*, *Florida*. November 2007

[4] Note: IMC location 1 (preferred alternative in the 2009 PD&E) is the same as the current proposed IMC location

sites and that the location of the IMC has not changed since the publication of that study, there is a low probability of cultural resource impacts at the location of the proposed undertaking.

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FAA Determination of Effect

Taking into account past research conducted in the project area and a review of the proposed project described in this letter, it is the FAA's opinion there are no historic, architectural, or cultural resources or historic properties listed, or eligible for listing, on the National Register of Historic Places within the APE and the Proposed Undertaking is unlikely to encounter post review discoveries or to have an effect on unknown resources. Therefore, the FAA finds "no historic properties affected" for the Proposed Undertaking under 36 CFR Part 800.4(d)(1).

If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials; or any other physical remains that could be associated with Native American, early European, or early American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The Florida Department of State, Division of Historical Resources, Compliance Review Section, the Seminole Tribe of Florida, and other interested Native American Indian Tribes will be notified. Project activities shall not resume without verbal and/or written authorization from the interested parties. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately, and the proper authorities notified in accordance with Section 872.05, Florida Statutes.

FAA requests your consideration the enclosed project information and please respond within 30 days of receipt of this letter indicating whether or not you agree with FAA's determination. Please direct comments and information to me at (407) 487-7296 or via email at peter.m.green@faa.gov.

Sincerely,

Peter M Green, AICP
Environmental Protection Specialist
Orlando Airport s District Office

Copy: William Castillo, Aviation Planning Manager, BCAD
Winston Cannicle, Environmental Manager, BCAD

Enclosure

Peter Matthias Green Digitally signed by Peter Matthias Green
Date: 2024.04.22 15:37:23 -04'00'

From: Micheline Hilpert
To: Green, Peter M (FAA); THPO Compliance
Subject: RE: Section 106 Consultation - Proposed Intermodal Center and Related Improvements at FLL Airport
Date: Thursday, May 2, 2024 4:21:50 PM

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC
PRESERVATION OFFICE

SEMINOLE TRIBE OF FLORIDA

30290 JOSIE BILLIE HIGHWAY
PMB 1004
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TRIBAL OFFICERS

MARCELLUS W. OSCEOLA JR.
CHAIRMAN

HOLLY TIGER
VICE-CHAIRWOMAN

PETER A. HAHN
TREASURER

May 2, 2024

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
8427 South Park Circle, Suite 524
Orlando, FL 32819
Phone: (407) 487-7220
Fax: (407) 487-7135

Subject: Landside (Intermodal) Improvement Project, Fort Lauderdale-Hollywood International Airport (FLL), Broward County, Florida
THPO Compliance Tracking Number: 0034400

In order to expedite the THPO review process:

1. Please correspond via email and provide documents as attachments,
2. Please send all emails to THPOCompliance@semtribe.com,
3. Please reference the THPO Compliance Tracking Number if one has been assigned.

Dear Peter M. Green,

Thank you for contacting the Seminole Tribe of Florida Tribal Historic Preservation Office (STOF THPO) Compliance Section regarding the Landside (Intermodal) Improvement Project, Fort Lauderdale-Hollywood International Airport (FLL), Broward County, Florida.

The proposed undertaking does fall within the STOF Area of Interest. We have reviewed the documents that you provided and completed our assessment pursuant to Section 106 of the National Historic Preservation Act (16

USC 470) as amended and its implementing regulations (36 CFR 800). In response, our office would like to provide the following comments:

- We would like to request that you please provide us with the maps mentioned in your consultation request letter of April 22, 2024, for our records (i.e., USCGS Sheet T-01510 'East coast of Florida from Biscayne Bay northward, Broward and Dade Counties, FL' [1883] and Sheet T-01605b 'Southern Part of New River and Head of Key Biscayne Bay' [1884]).

Otherwise, we have no objections or other comments currently. Please notify our office if any archaeological, historical, and/or burial resources are inadvertently discovered during project implementation and feel free to contact us with any questions or concerns.

Respectfully,

Micheline Hilpert, MA
Compliance Analyst I
STOF THPO, Compliance Section
30290 Josie Billie Hwy, PMB 1004
Clewiston, FL 33440
Email: MichelineHilpert@semtribe.com

From: Green, Peter M (FAA) <peter.m.green@faa.gov>
Sent: Monday, April 22, 2024 5:25 PM
To: THPO Compliance <THPOCompliance@semtribe.com>
Subject: Section 106 Consultation - Proposed Intermodal Center and Related Improvements at FLL Airport

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Osceola,

Broward County Department of Aviation has requested approval from the Federal Aviation Administration for development of an Intermodal Center and an Automated People Mover, parking garage improvements, and terminal access road improvements at the Fort Lauderdale-Hollywood International Airport (FLL). The federal actions associated with the proposed project require consultation under Section 106 of the National Historic Preservation Act. FAA appreciates your review of the project and opinion on FAA's determination that the undertaking would not affect historic properties. Please let me know if you have any questions or need additional information.

Attached is FAA's consultation letter and an enclosure providing information on the proposed project, the Area of Potential Effect, and research conducted for the study.

Best regards,

Peter Green

Peter M. Green, AICP
Environmental Protection Specialist
Orlando Airports District Office
Federal Aviation Administration
8427 SouthPark Circle, Suite 524
Orlando, Florida 32819
407-487-7296
peter.m.green@faa.gov