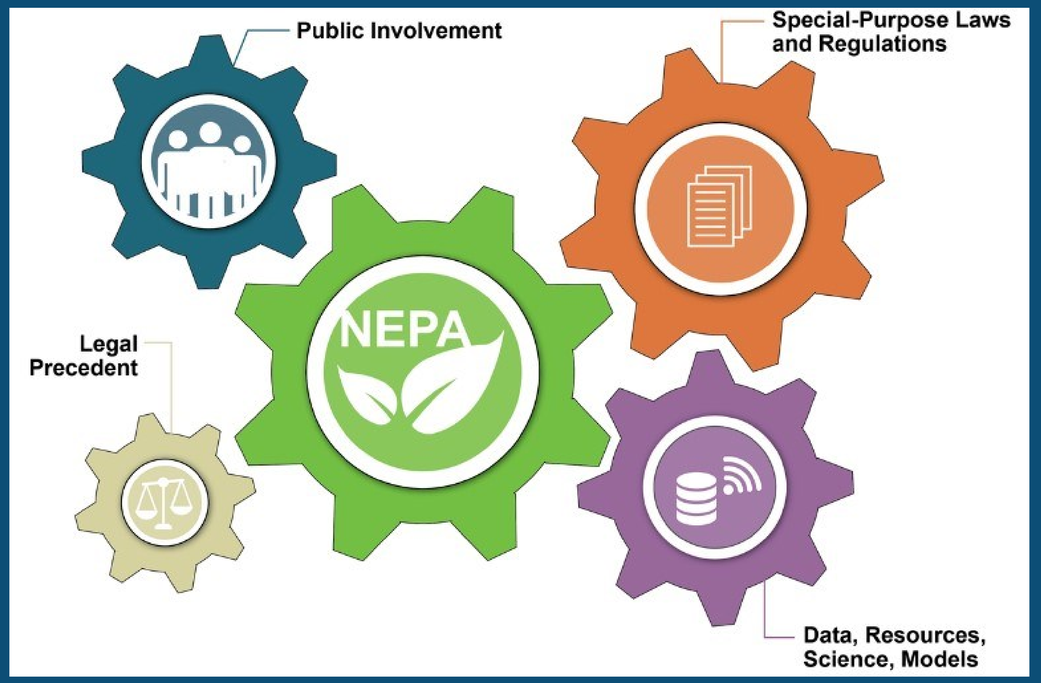
Welcome to the Public Information Workshop for the Draft Environmental Assessment for Landside Projects at Fort Lauderdale-Hollywood International Airport (FLL)

August 27, 2024

Overview of the NEPA Process



- NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.

- The federal actions being evaluated are:
  - Approval of Airport Layout Plan to include proposed project.
  - Eligibility of the proposed project for federal funding.

- The NEPA process:
  - Documents the purpose and need for a proposed project
  - Evaluates reasonable alternatives
  - Evaluates the agency's proposed actions for potential impacts to environmental resource categories which are governed by special purpose laws
    - Compliance with special purpose laws is incorporated into the NEPA process and document
  - Is used to determine if a project has the potential to result in significant environmental effects
  - Must be completed before the agency makes a decision or takes action
  - Includes public participation and disclosure

- The FAA has determined that an Environmental Assessment (EA) is the appropriate level of review for this proposed project.

Overview of Proposed Project

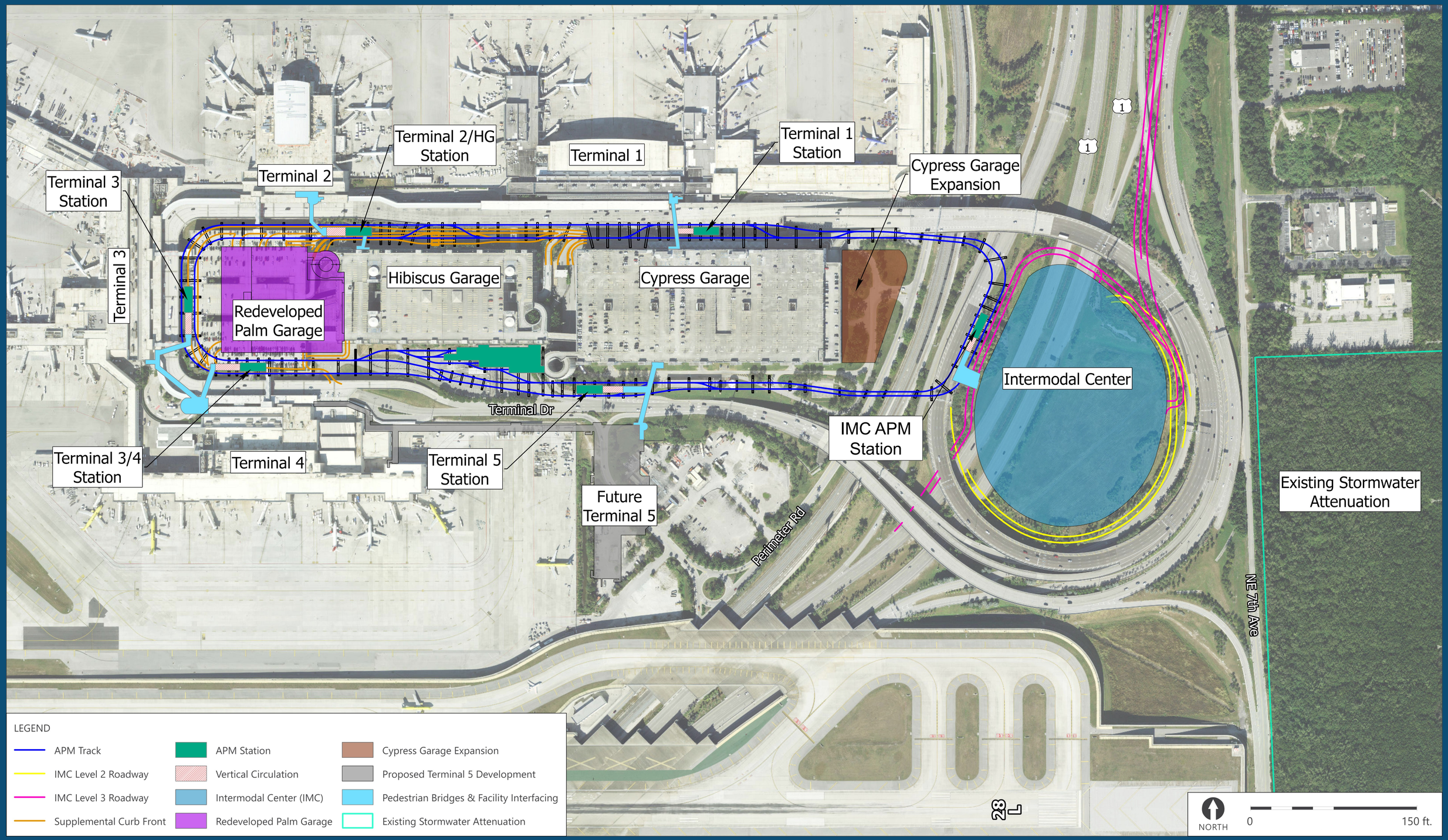
- The Proposed Project elements, collectively “Landside Projects,” include several projects to enhance the passenger experience through improved terminal access, intermodal connectivity, and parking and reduced congestion on terminal roadways at Fort Lauderdale-Hollywood International Airport (FLL).

- The Landside Project elements include:
  - Intermodal Center (IMC)
  - Automated People Mover (APM) Circulator
  - Palm Garage Redevelopment with Airport Hotel and Commercial Center
  - Cypress Garage Expansion
  - Supplemental Roadways and Curbsides

- The **purpose** of the Proposed Project is to improve landside access options and facilities to enhance the overall travel experience at FLL and meet existing and forecast passenger activity levels and parking demands while reducing congestion along the terminal roadways.

- The **need** for the Proposed Project was identified in the 2020 Master Plan Update to efficiently accommodate existing and forecast passenger demand, while improving the passenger experience at FLL’s landside facilities, which is expected to get worse with forecast growth in passenger activity.

Proposed Project Elements



SOURCE: Broward County Aviation Department, 2024.

Automated People Mover (APM)

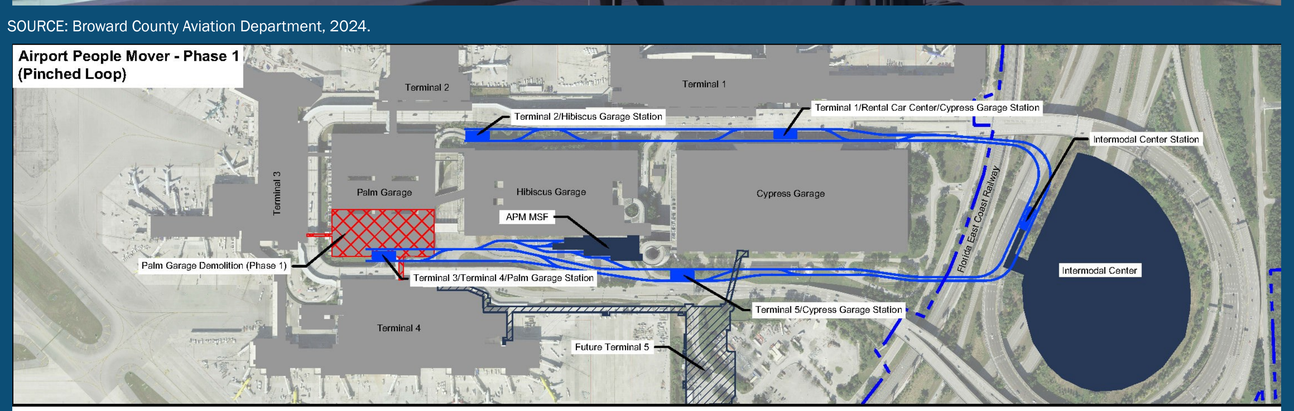
- An APM is a self-operating mode of transportation for moving passengers between key areas.

- This project includes the implementation of an elevated, bi-directional landside APM system with approximately 16,000 linear feet of dual guideway, 6 stations (IMC, T1, T2, T3, T4, T5), On-Airport Maintenance and Storage Facility (M&SF), Optimized facility interfacing at each terminal and parking garage for enhanced customer experience and connectivity across FLL's Terminal Area.

- The APM would be constructed in two phases:
  - Phase 1 establishes a partial loop during Palm Garage redevelopment
  - Phase 2 would complete the bi-directional loop



SOURCE: Broward County Aviation Department, 2024.



SOURCE: Broward County Aviation Department, 2024.

Intermodal Center (IMC)

- This project includes implementing a 4.6 million square foot 8-level facility with approximately 7,000 vehicle parking spaces. Its uses and functions include but are not necessarily limited to:
  - Multi-modal opportunities
  - Parking for Airport, Seaport and Transit passengers
  - Ground transportation center for commercial vehicle traffic
  - Commercial center for enhanced revenue opportunities
  - Potential advanced air mobility operation on top floor/roof

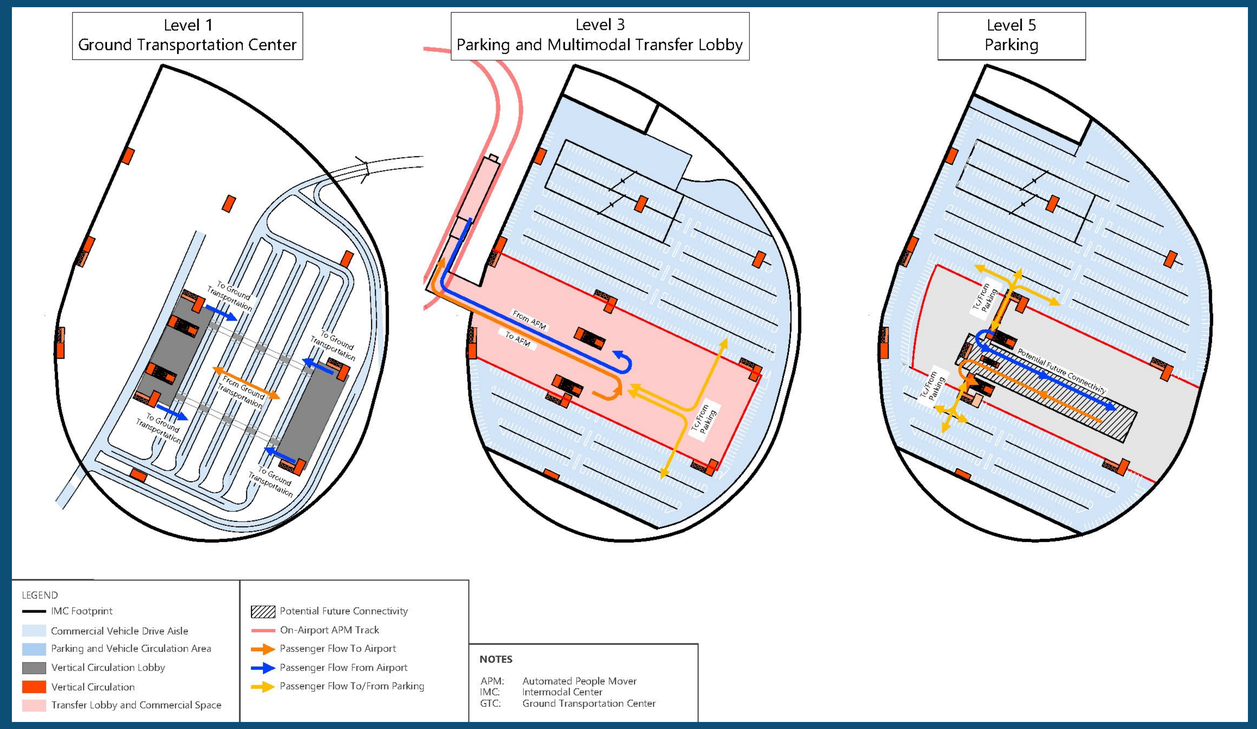
- The IMC would be located within US-1 right-of-way (ROW).

- Connectivity between the regional roadway network and the IMC would be provided via various access points to levels 1, 2, and 3.

- IMC plans include the ability to connect to regional transportation modes (e.g., rail) developed by other entities.



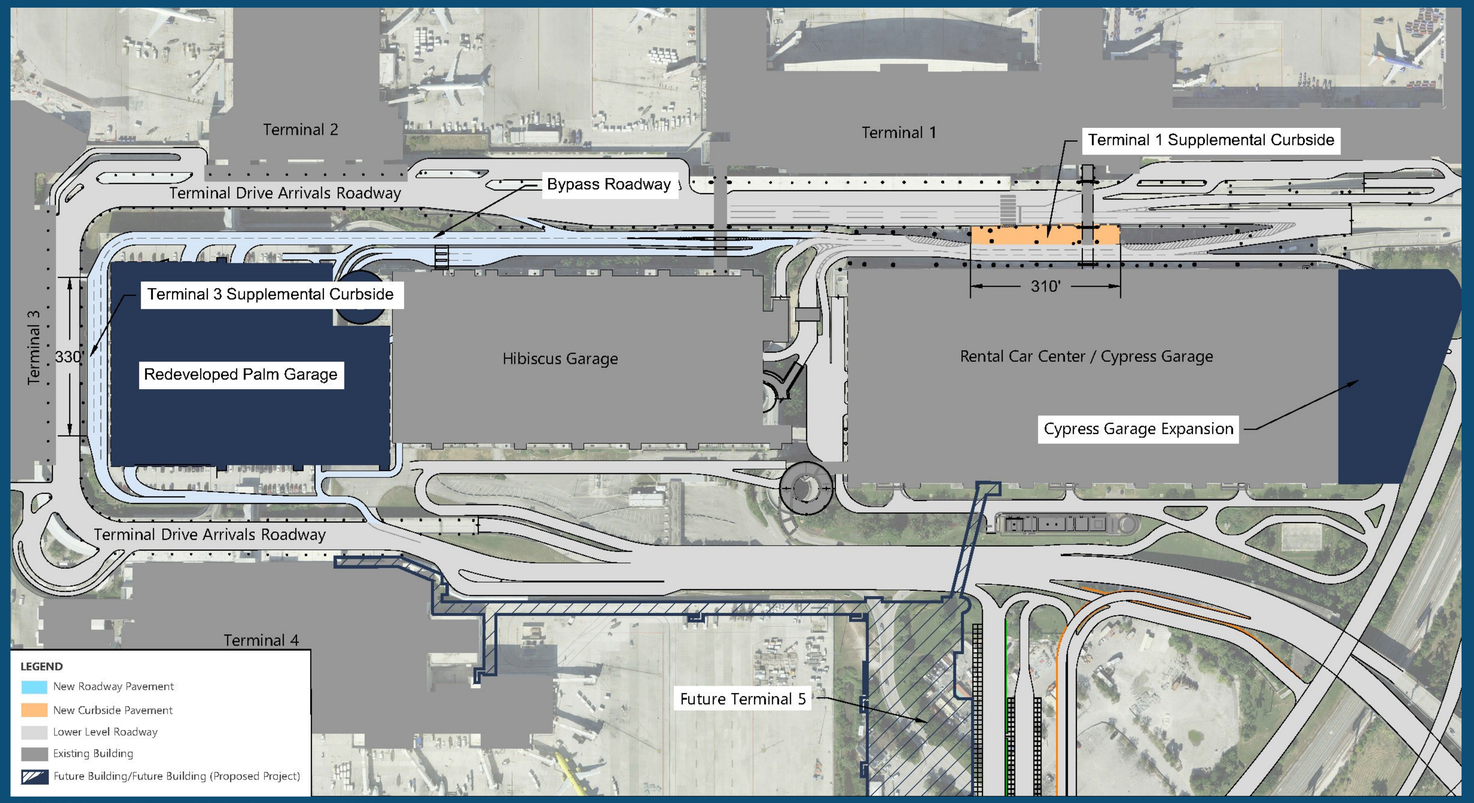
SOURCE: Broward County Aviation Department, 2024.



SOURCE: Broward County Aviation Department, 2024.

Palm Garage Redevelopment, Cypress Garage Expansion, and Supplemental Roadways and Curbsides

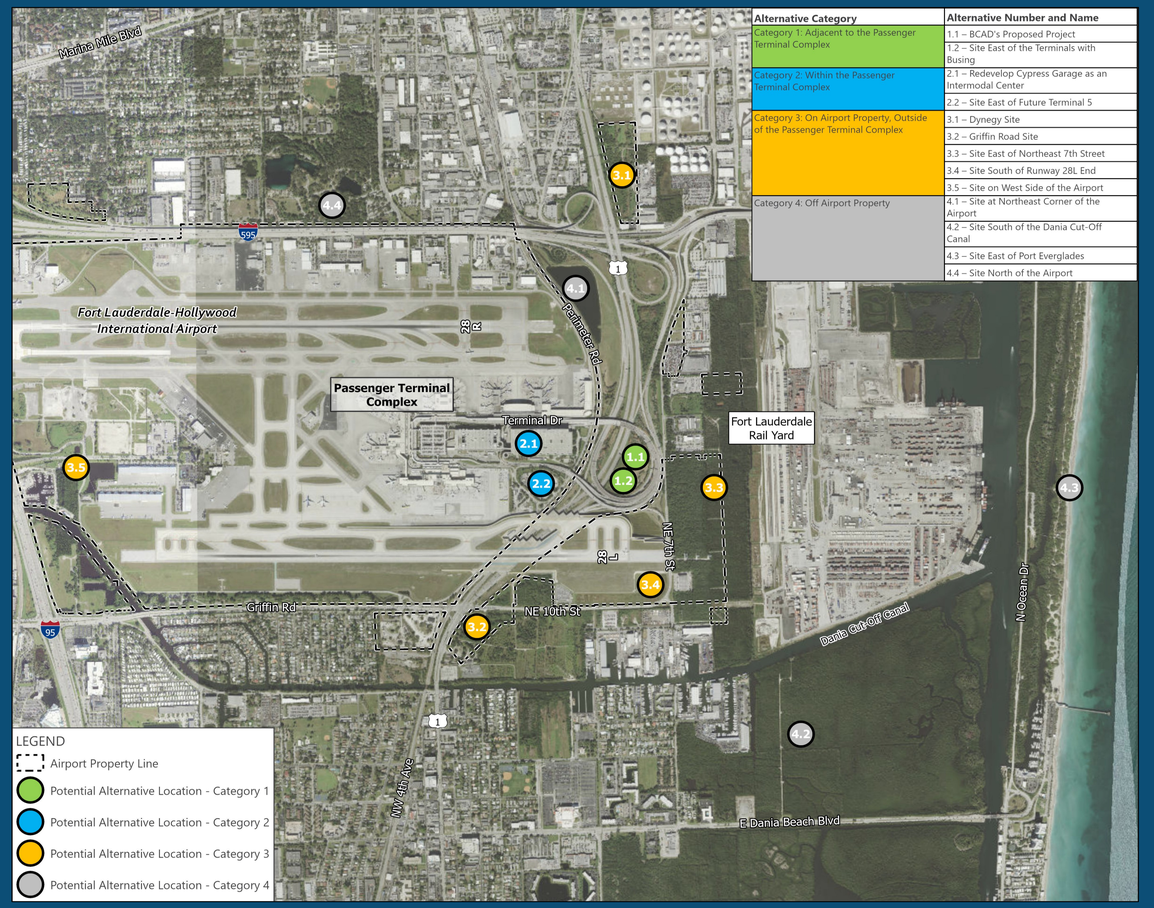
- **Palm Garage Redevelopment**
  - Includes demolition of the existing parking structure in phases and redevelopment of the garage on a smaller footprint at the same site with seven to nine levels that include additional parking and areas for commercial development.
  - Includes utility improvements to support redevelopment.
  - First phase includes demolishing the southern one-third of the Palm Garage to enable construction of the first phase of the APM.
  - The second phase includes demolition of the remaining two-thirds of the structure and site redevelopment.
- **Cypress Garage Expansion**
  - Includes a nine-level expansion on the east end of the garage adding approximately 90,000 square feet to the garage and existing Rental Car Center.
- **Supplemental Roadways and Curbsides**
  - Two additional/supplemental curb areas are proposed to address terminal curbfront capacity deficiencies.
  - Supplemental roadway is proposed to bypass the traffic congestion at the terminals and improve roadway level of service.



SOURCE: Broward County Aviation Department, 2024.

Alternatives Analysis - Screening

- NEPA regulations (40 CFR 1502.14) require that federal agencies evaluate *reasonable* alternatives to a Proposed Project.
- This Draft EA considered a reasonable range of alternatives that could potentially meet the Purpose and Need.
- The technical feasibility review considered the ability to construct and/or operate the potential alternative, and the economic feasibility review considered the financial reasonableness of implementing the potential alternative.
- The identification process considered alternate locations for project elements that would maintain efficient and convenient access to the passenger terminals.
- Eleven (11) potential alternatives were identified and reviewed for technical and economic feasibility to accommodate a landside access facility with convenient access to and from the terminals.
- Of the potential alternatives considered, five (5) were identified as technically and economically feasible and carried forward to the alternatives screening analysis in Section 2.3 of the Draft EA.



Alternative Category	Alternative Number and Name
Category 1: Adjacent to the Passenger Terminal Complex	1.1 – BCAD's Proposed Project
	1.2 – Site East of the Terminals with Busing
Category 2: Within the Passenger Terminal Complex	2.1 – Redevelop Cypress Garage as an Intermodal Center
	2.2 – Site East of Future Terminal 5
Category 3: On Airport Property, Outside of the Passenger Terminal Complex	3.1 – Dynegy Site
	3.2 – Griffin Road Site
	3.3 – Site East of Northeast 7th Street
	3.4 – Site South of Runway 28L End
	3.5 – Site on West Side of the Airport
Category 4: Off Airport Property	4.1 – Site at Northeast Corner of the Airport
	4.2 – Site South of the Dania Cut-Off Canal
	4.3 – Site East of Port Everglades
	4.4 – Site North of the Airport

SOURCE: Broward County Aviation Department, 2024.

ALTERNATIVE CATEGORY 1	ALTERNATIVE NUMBER AND NAME	FEASIBLE?
Category 1: Adjacent to the Passenger Terminal Complex	1.1 – BCAD's Proposed Project	Yes
	1.2 – Site East of the Terminals with Busing	Yes
Category 2: Within the Passenger Terminal Complex	2.1 – Redevelop Cypress Garage as an Intermodal Center	Yes
	2.2 – Site East of Future Terminal 5	No
Category 3: On Airport Property, Outside of the Passenger Terminal Complex	3.1 – Dynegy Site	Yes
	3.2 – Griffin Road Site	Yes
	3.3 – Site East of Northeast 7th Street	No
	3.4 – Site South of Runway 28L End	No
	3.5 – Site on West Side of the Airport	No
Category 4: Off Airport Property	4.1 – Site at Northeast Corner of the Airport	No
	4.2 – Site South of the Dania Cut-Off Canal	No
	4.3 – Site East of Port Everglades	No
	4.4 – Site North of the Airport	No

Alternatives Analysis

- The Proposed Project was the only alternative that improved passenger landside access along terminal roadways and curbfront.
  - An APM would not be feasible with the other alternatives.
  - Without an APM, all other alternatives would require a secondary trip along the terminal roadways via shuttle bus to transfer between IMC and the terminals.
  - The secondary trip would be inconvenient and inefficient, and thus would not improve the overall landside access experience for some passengers.
  - The alternatives would also not meet the local objective of establishing a multimodal facility at FLL.

- Two (2) alternatives were carried forward for detailed analysis of environmental effects.

PURPOSE AND NEED EVALUATION CRITERIA	NO ACTION ALTERNATIVE	ALTERNATIVE 1.1 BCAD'S PROPOSED PROJECT	ALTERNATIVE 1.2 SITE EAST OF THE TERMINALS WITH BUSING (NO APM)	ALTERNATIVE 2.1 REDEVELOP CYPRESS GARAGE AS AN INTERMODAL CENTER	ALTERNATIVE 3.1 DYNEGY SITE	ALTERNATIVE 3.2 GRIFFIN ROAD SITE
Does the alternative meet forecast parking demand?	No	Yes	Yes	Yes	Yes	Yes
Does the alternative reduce terminal roadway and curbside configuration challenges?	No	Yes	Yes	Yes	Yes	Yes
Does the alternative reduce traffic volumes along the terminal roadway?	No	Yes	Yes	Yes	Yes	Yes
Does the alternative improve the passenger landside access experience?	No	Yes	No	No	No	No
Does the alternative meet local the objective of establishing a multimodal facility at FLL, a large-hub airport?	No	Yes	Yes	No	Yes	No
Does the alternative support BCAD's goal to increase generation of nonaeronautical revenues to support Airport operating expenses?	No	Yes	Yes	Yes	Yes	Yes
Does the alternative meet the Purpose and Need for the Proposed Project?	**No**	**Yes**	**No**	**No**	**No**	**No**
Was the alternative carried forward for detailed analysis of environmental affects?	**Yes** *	**Yes**	**No**	**No**	**No**	**No**

* The No Action alternative is carried forward for analysis of environmental effects as required by 40 CFR 1502.14(d).

Summary of Resources Evaluated

SUMMARY OF ENVIRONMENTAL CATEGORIES EVALUATED

Resource	Draft EA Section and Appendix	Potential Impacts of Proposed Project
Air Quality	Section 3.2 Appendix B	• Potential for air quality impacts was evaluated for construction and operation phases. Analysis identified that there would be localized temporary air quality impacts during construction from equipment and vehicle trips; however, the Proposed Project would not cause significant impacts and would result in air quality benefits by reducing vehicle congestion in the terminal area. No mitigation is required.
Biological Resources	Section 3.3 Appendix C	• Surveys and analyses were conducted to determine potential impacts to resources, including federally listed species. While there were no significant impacts to biological resources identified, the potential for occurrence of two species resulted in determinations of "May Affect, Not Likely to Adversely Affect" from the US Fish and Wildlife Service. It was determined that there would be "No Effect" on any other listed species. Essential Fish Habitat coordination with NOAA Fisheries is in progress. No mitigation is required.
Climate	Section 3.4 Appendices B and D	• Potential for climate and Greenhouse Gas (GHG) impacts were evaluated for construction and operation phases. Analysis identified that there would be localized increases in carbon dioxide equivalent (CO_2e) emissions during construction; however, the Proposed Project would not cause significant impacts and would result in reduced GHG emissions from passenger vehicles by reducing traffic congestion. No mitigation is required.
Coastal Resources	Section 3.5 Appendix E	• The State Clearinghouse provided concurrence that the Proposed Project "is consistent with the Florida Coastal Management Program." • There would be no significant impacts to coastal resources. No mitigation is required.
DOT Section 4(f)	Section 3.6	• The construction and operation of the Proposed Project would not involve the physical use or constructive use of Section 4(f) resources. • There would be no impacts to Section 4(f) properties. No mitigation is required.
Hazardous Materials, Solid Waste, and Pollution Prevention	Section 3.7	• Four contaminated sites exist within the Proposed Project footprint but there would be no substantial changes in the handling, use, or disposal of hazardous materials. • BCAD will implement their Construction Management Plan (CMP) and Best Management Practices (BMPs) during construction. • An increase in solid waste would result from construction and operation of the Proposed Project. The local landfill has sufficient capacity to accommodate the waste disposal. • There would be no significant impacts to hazardous materials, solid waste, and pollution prevention. No mitigation is required.
Historic, Architectural, Archaeological, and Cultural Resources	Section 3.8 Appendix G	• There are no National Register of Historic Places (NRHP) listed buildings within the area of potential effects (APE); nor any evidence of prior occupation or expectation that archaeological artifacts would be discovered during Proposed Project construction. • There would be no significant impacts to historical, architectural, archeological, and cultural resources. No mitigation is required.
Land Use	Section 3.9	• The Proposed Project would not result in changes to local land uses or conversion of adjacent land uses to airport use. • There would be no significant impacts to land use. No mitigation is required.
Natural Resources and Energy Supply	Section 3.10	• The Proposed Project is anticipated to result in a short-term increase in demand for fuel during construction and increased demand for electricity for operation. The demand is not anticipated to exceed current or future local supplies of electricity. • There would be no significant impacts to natural resources and energy supply. No mitigation is required.
Noise and Noise-Compatible Land Use	Section 3.11	• There are no residential land uses near the Proposed Project and there are no noise sensitive areas that would experience an increase in noise due to the Proposed Project. • The Proposed Project is in a high traffic transportation corridor subject to high levels of ambient noise. Temporary construction noise is unlikely to be distinguishable from existing conditions. • There would be no significant impacts to noise and noise-compatible land use. No mitigation is required.
Socioeconomics and Environmental Justice	Section 3.12	• The Proposed Project would not result in disproportionately high and adverse human health or environmental effects to environmental justice communities. • There would be no significant impacts to socioeconomics and environmental justice. No mitigation is required.
Visual Effects	Section 3.13	• There are no open established views or viewpoints of concern surrounding the Airport and the nearest residential developments are approximately 0.7 mile south of the Proposed Project. The facilities would be designed to visually align with and enhance existing airport facilities. • Construction lighting would be limited to the work area and new light sources for the APM and IMC would be designed to minimize impacts. • There would be no significant impacts to visual resources. No mitigation is required.
Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater)	Section 3.14 Appendix F	• The Proposed Project would result in <0.22 acre of temporary impacts to a mangrove wetland which currently serves as the receiving waterbody for the US-1 drainage system. • The Proposed Project would impact the 100-year floodplain; however, stormwater management and compensating storage would offset potential for flooding. • The Proposed Project is within the limits of the three impaired waterbodies; however, BMPs would be employed during construction to protect water quality and control siltation and sedimentation. Stormwater treatment would ensure state water quality criteria are met prior to discharge from the system. • The Proposed Project may impact the sole-source Biscayne Aquifer during construction through pile driving and other structural improvements; however, BMPs would be employed to ensure no adverse impacts occur to that groundwater source. • There would be no significant impacts to water resources. No mitigation is required.

NOTES: Environmental resource categories are listed in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

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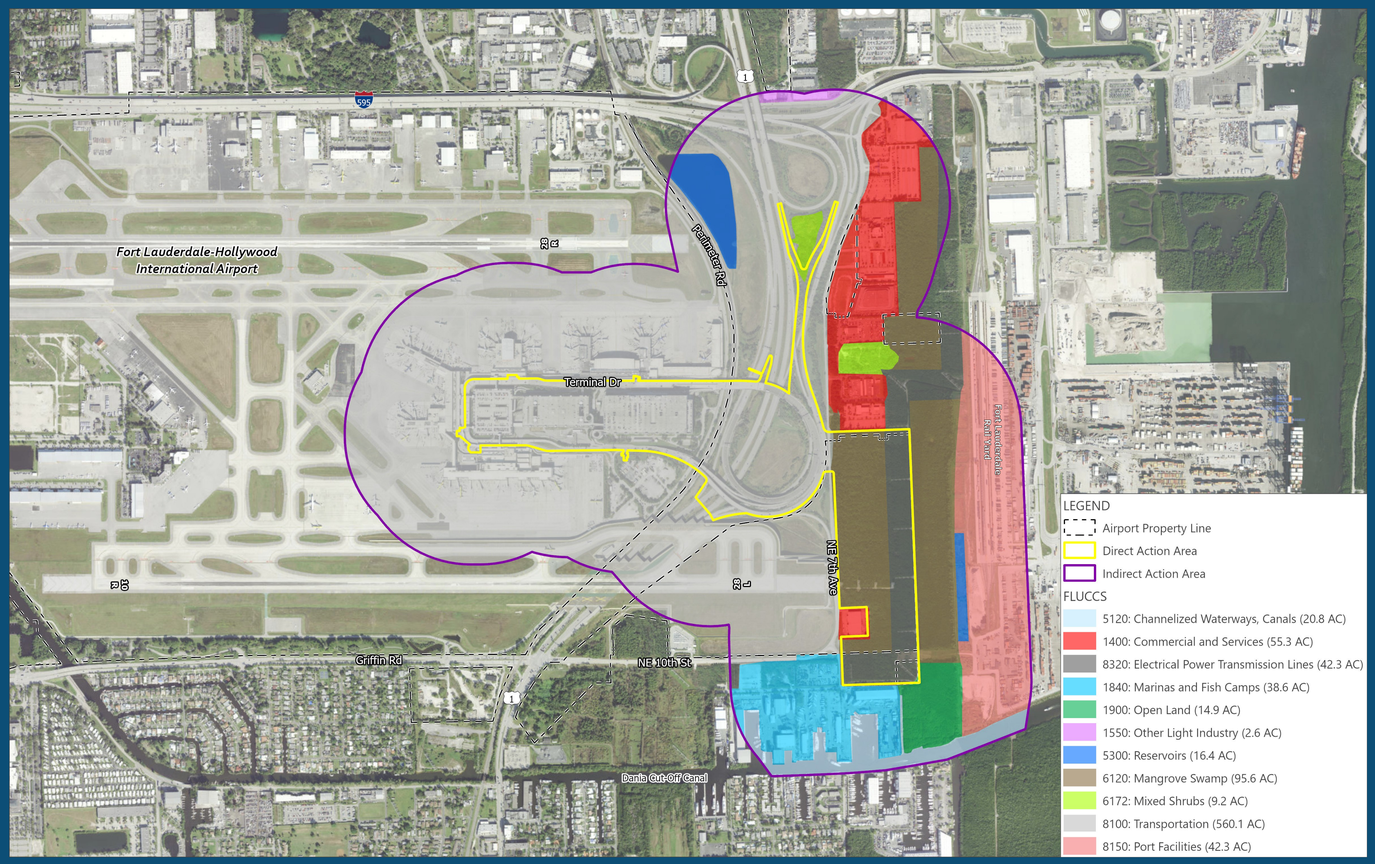
NOTES: Environmental resource categories are listed in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

Biological Resources

- Action Areas were established to delineate areas to be evaluated for potential impacts on biological resources.
  - The direct Action Area is the area proposed for development.
  - The indirect Action Area includes an approximate quarter-mile buffer around the direct Action Area.

- The direct Action Area includes a highly urbanized and industrial area of Broward County with very little open space and habitat.

- Natural area is limited to an area of undeveloped land between NE 7th Avenue and the Fort Lauderdale Rail Yard.
  - This area consists of ~25 acres of utility easement (disturbed wetland and upland habitat) and ~34 acres of mangrove swamp that currently serves as the receiving waterbody for the US-1 drainage system.



SOURCE: Broward County Aviation Department, 2024.

- Based on the site conditions and analysis, including multiple field surveys, it was determined that the Action Area has some potential to support twenty-two (22) federally listed species, two federal candidate species, and Essential Fish Habitat (EFH).
  - Twelve (12) were determined to have no potential for occurrence in the direct and indirect Action Area.
  - Ten (10) listed species were carried forward for further analysis having some potential for occurrence.
  - The existing mangrove swamp was identified as potential EFH and evaluated for potential effects.

Biological Resources

- Replacement of seven (7) existing culverts along the eastern berm of the stormwater attenuation area would result in temporary impacts to less than 0.22 acres of open water, upland and wetland habitat (approximately 1,400 sf at each culvert location). Vegetation will be allowed to re-establish after construction. There are no permanent impacts to wetlands or listed species habitat associated with the Proposed Project.

- Section 7 consultation is the process of evaluating how federal agency actions may affect federally endangered and/or threatened species and their critical habitats in accordance with the Endangered Species Act (ESA).

- Section 7 coordination with the US Fish and Wildlife Service (USFWS) resulted in "May Affect, Not Likely to Adversely Affect" (MANLAA) determinations for two (2) listed species:
  - Wood Stork (federally threatened) - Impacts to Suitable Foraging Habitat (SFH) for wood stork are de minimus (<0.22 ac) and temporary.
  - Florida Bonneted Bat (FBB - federally endangered) – no roosting habitat identified through surveys.

- Section 7 consultation with USFWS and NOAA Fisheries is concluded, and no mitigation is required.

- The mangrove / stormwater attenuation area is designated as Essential Fish Habitat (EFH); however, there is no anticipated adverse impact from the Proposed Project. Coordination with NOAA Fisheries is in progress.



SOURCE: Broward County Aviation Department, 2024.



SOURCE: Broward County Aviation Department, 2024.

Please see Section 3.3, Biological Resources, and Appendix C in the Draft EA for more information

Water Resources – Stormwater

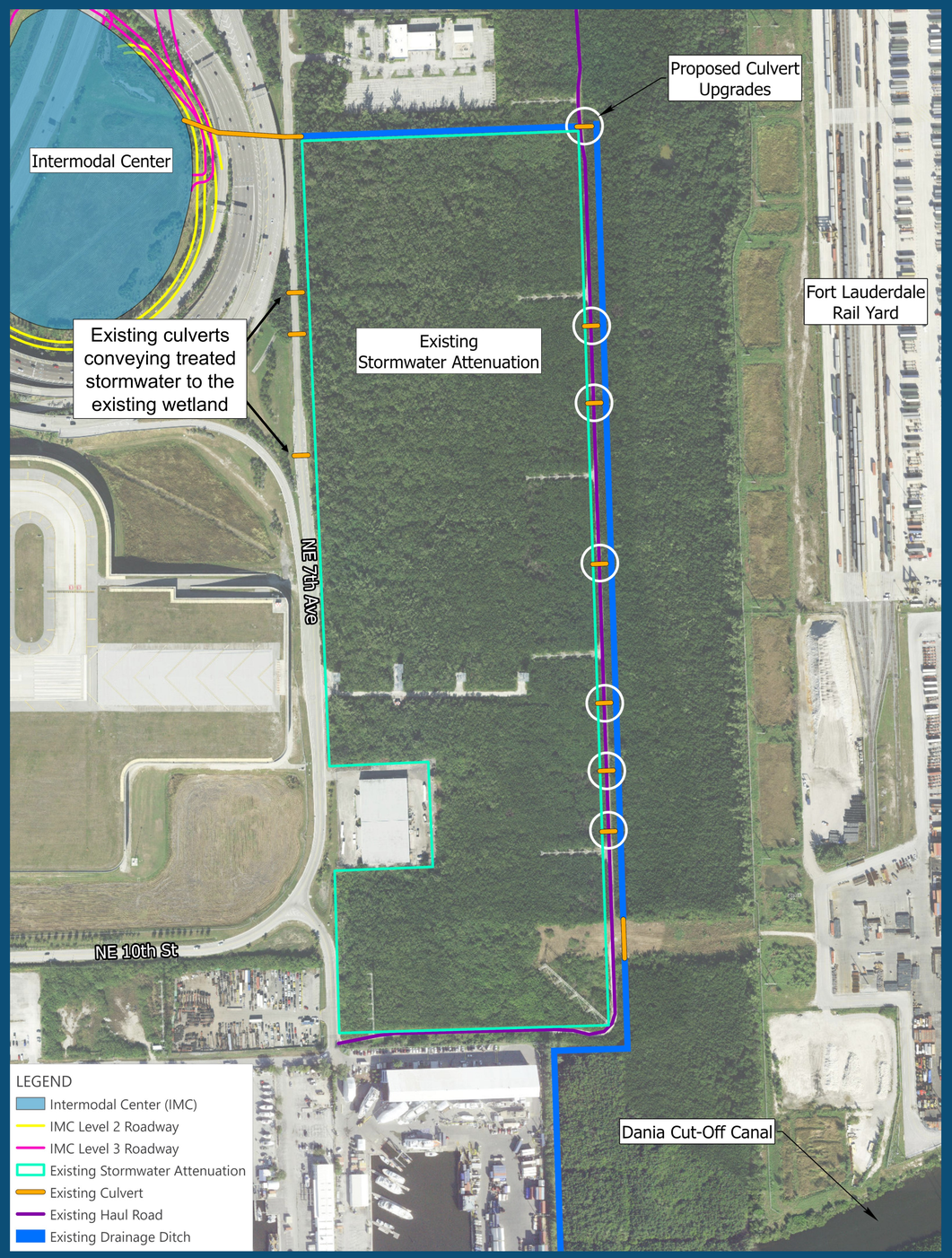
- The IMC would add impervious surface to the US-1 drainage basin and modify an existing stormwater retention area. All other landside project elements are within the Airport property boundary and redevelopment of existing impervious areas.

- Currently treated stormwater from US-1 drains through a series of existing outfalls into an existing mangrove wetland east of Northeast 7th Avenue.

- Preliminary modeling has identified the IMC would result in only a minor wet weather increase in discharge (periodic) to the existing wetland. Prior to entering the wetland, stormwater from the IMC would be treated in accordance with state water quality criteria. The IMC may also include the following upgrades:
  - Stormwater Storage Chambers – Under the IMC
  - Dry Retention Areas – Open space around the IMC
  - Surface Filters – On existing elevated roadway embankments
  - Upsized Stormwater Piping Network

- Retention of stormwater in the existing receiving wetland would continue to ensure that water enters the canal system without adversely affecting quality of the receiving waterbody(s).

- Design of the stormwater management system would include the following measures to minimize impacts to the greatest extent practicable:
  - Minimizing periodic stormwater discharge volumes into the mangroves
  - Maximizing stormwater treatment within the interconnected drainage system prior to discharge into the mangroves
  - Retaining tidal connectivity between the mangrove wetlands and the Dania Cut-Off Canal



SOURCE: Broward County Aviation Department, 2024.

Water Resources – Wetlands and Floodplains

Wetlands

- Construction would result in a total potential temporary impact to uplands, wetlands, and open water of up to 9,800 sf or 0.22 acre for replacement of seven (7) culverts along the eastern berm of the stormwater attenuation area.

- Best Management Practices (BMPs) would be implemented during the construction phase to reduce temporary impacts, and vegetation would re-establish post-construction.

- The area would remain and continue to serve as a receiving body for treated stormwater from the US-1 drainage system in wet conditions.



SOURCE: Broward County Aviation Department, 2024.

Floodplains

- Construction of Proposed Project is primarily on developed Airport property although the IMC construction would impact the 100-year floodplain.

- All construction staging on Airport property would take place on existing transportation infrastructure and no temporary access roads would be built.

- The Proposed Project is not anticipated to create or worsen existing flood hazard conditions or increase flood risk.

- The Proposed Project includes development of stormwater management features that are intended to manage all stormwater within the existing US-1 drainage system and to facilitate floodwater flow to the extent possible in the event of a major storm event.



SOURCE: Broward County Aviation Department, 2024.

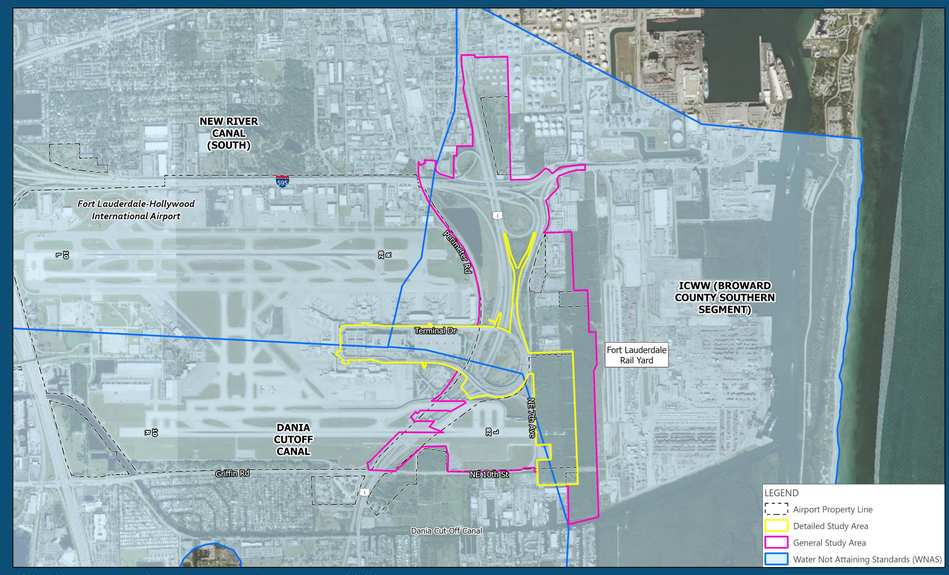
Water Resources – Water Quality and Groundwater

Water Quality

- The study area includes primarily manmade impoundments and conveyance structures designed for stormwater transport and treatment.

- Stormwater from US-1 currently discharges into an existing mangrove area to the east of Northeast 7th Avenue which discharges east into a manmade channel that conveys water southward into the Dania Cut-Off Canal.

- There are three waterbodies present within the study area which are considered “impaired” for water quality. The proposed project includes design features to treat and store stormwater before discharge so that the water quality of these waterbodies is not further degraded.



SOURCE: Broward County Aviation Department, 2024.

- The IMC would result in additional periodic discharge of stormwater; however, the project would be designed to reduce water quality impacts, including maximizing onsite treatment and storage prior to discharge. The receiving wetland would continue to accommodate treated stormwater with minor upgrades to infrastructure.

Groundwater

- The Proposed Project is located above the Biscayne Aquifer, a sole source aquifer.

- BCAD would strictly adhere to Construction Management Plan and implement BMPs to reduce the potential for spills and leaks from construction equipment.

- Design of the IMC would prioritize onsite treatment and storage to reduce potential effects to municipal drinking water supplies, important sole-source aquifers, or protected groundwater supplies.

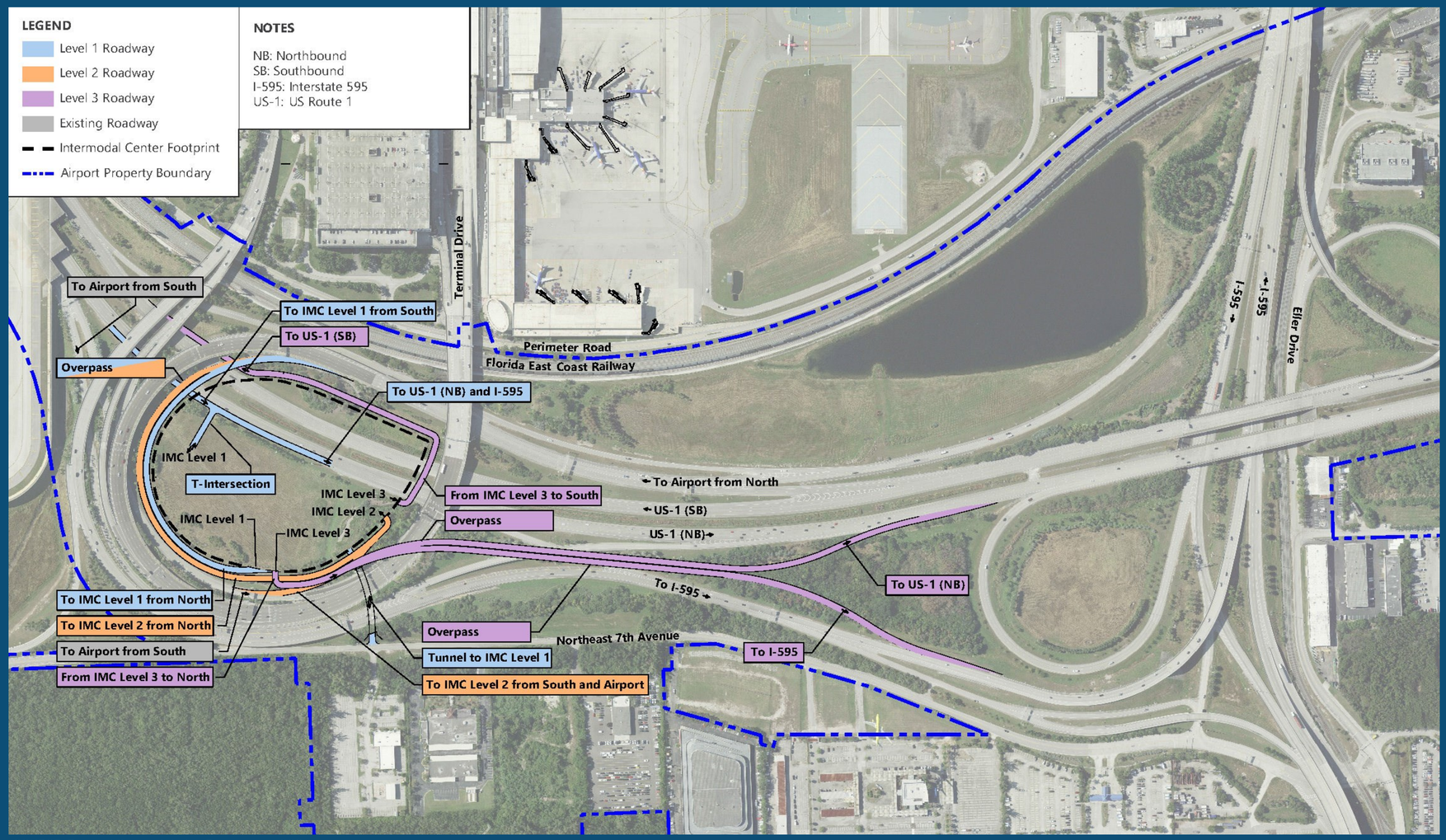
Surface Transportation

- FDOT lease agreement for the IMC site requires approval of an Interchange Modification Report (IMR) for the new ramps and roadways, and access/egress points to and from the proposed IMC at FLL with Interstate 595 (I-595) and US-1.

- The Proposed Project would improve landside access options and facilities to enhance the overall travel experience at FLL.

- BCAD conducted a traffic analysis for the internal circulation airport roadway system as part of the Master Plan Update.

- No increase in vehicular traffic on local roadways is anticipated.



SOURCE: Broward County Aviation Department, 2024.

Cumulative Impacts

- A NEPA analysis requires the consideration of cumulative impacts which are those impacts that may result from an action “when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions” (40 CFR 1508.7 [1978, as amended in 1986 and 2005).

- The past, present, and reasonably foreseeable projects were reviewed for a period of 10 years before the Study Year (2023) and five years beyond the 2033 opening of facility operations (2038).

- Major transportation and development projects in the vicinity of FLL that could have some effect within the study area (e.g., Broward Commuter Rail South) were identified and considered in the assessment of cumulative impacts. The complete list of projects considered in the cumulative impact analysis are provided in Section 3.15, Cumulative Impacts, of the Draft EA.

- The analysis concluded there would be no significant cumulative impacts to any of the environmental resource categories as a result of the Proposed Project.

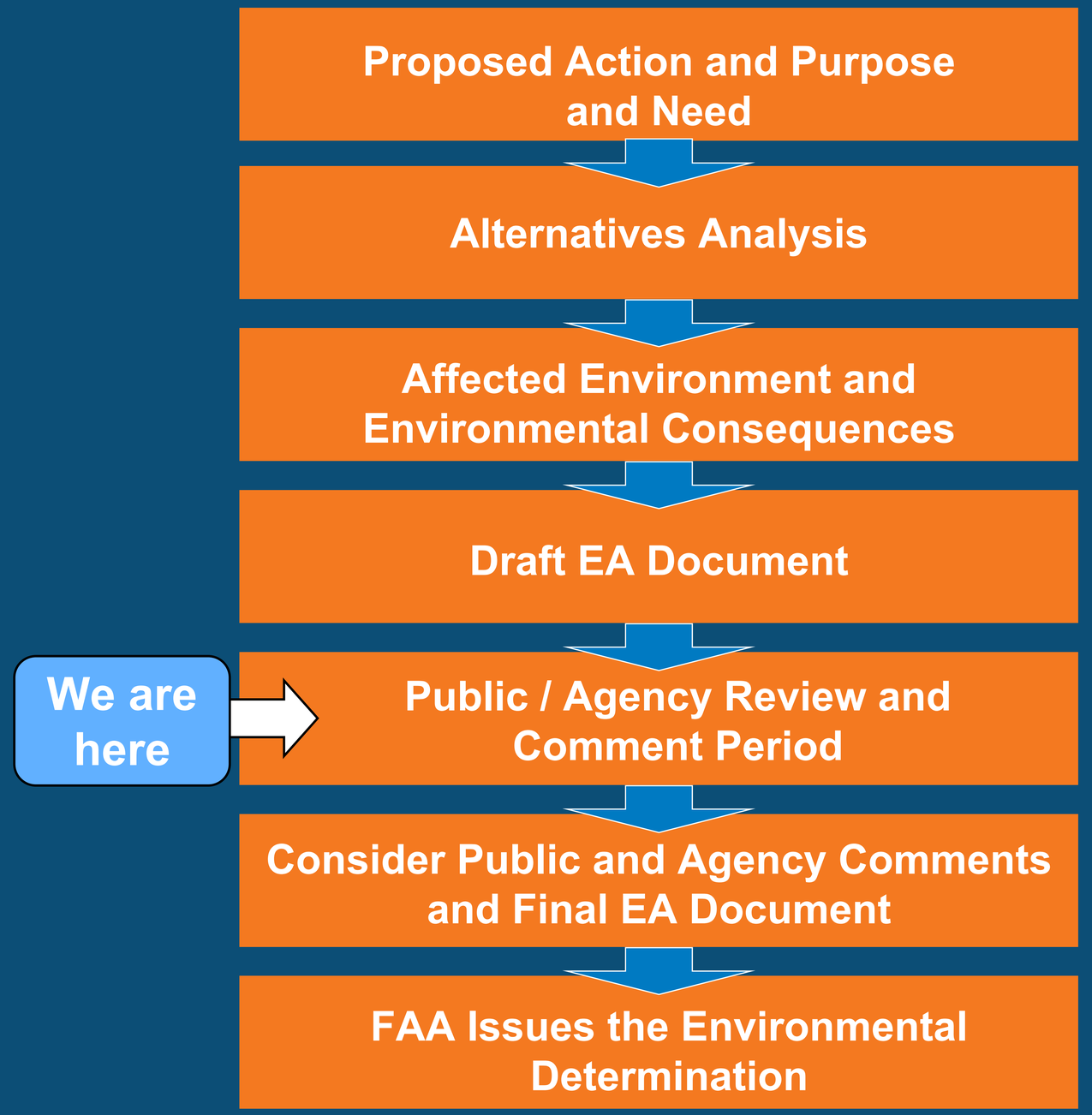
- The list of projects and summary of analysis is in Section 3.15, Cumulative Impacts, of the Draft EA.

Next Steps

- FAA and BCAD will review and prepare responses to each comment received.
  - <u>Comments must be received by 5 p.m. EST on September 4, 2024.</u>

- FAA and BCAD will prepare the Final Environmental Assessment which will include the responses to public comments.
  - Final EA is anticipated to be complete Fall 2024

- FAA will decide whether to either issue a Finding of No Significant Impact/Record of Decision (FONSI/ROD) or prepare an Environmental Impact Statement.



Public Comments

- Submitting Public Comments
  - Public comment period started on July 22, 2024, and will end on September 4, 2024, at 5:00 P.M. Eastern time.
  - Written comments may be mailed to the address below.

William Castillo, Interim Capital Project Management Administrator
Broward County Aviation Department
320 Terminal Drive, Suite 200
Fort Lauderdale, FL 33315

- Comments may also be submitted electronically to FLLLandsideEAComments@esassoc.com

- **All comments must be received by 5:00 p.m. Eastern on September 4, 2024.**

PRIVACY NOTICE: *Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.*