

# NEPA PRELIMINARY ENVIRONMENTAL RE-EXAMINATION CONSULTATION

This worksheet provides directions for sponsoring agencies for providing the Federal Railroad Administration (FRA) with the initial evaluation and information needed to make a determination as to whether design changes or refinements should move forward into a more detailed environmental evaluation process, or whether new information or changed circumstances require a more detailed environmental evaluation as required under the National Environmental Policy Act (NEPA).

Upon submission of this examination worksheet and supporting documentation to the FRA, the FRA can then make an initial determination as to whether to continue with further environmental examination of the proposed design change or refinement or to drop the proposed change. If you have any questions regarding the completion of this worksheet, you should contact designated FRA environmental staff to discuss your project change.

## DIRECTIONS

Please answer the following questions, fill out the checklists and impact table, and attach maps showing the previously approved design and the proposed design and the impact on project footprint and parcel acquisitions as defined in the previously approved environmental document.

### **PROJECT TITLE**

All Aboard Florida Passenger Rail Project: Proposed New Location for the Fort Lauderdale Station

### **LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g., EIS/ROD, EA/FONSI, RE-EXAMINATION, SUPPLEMENTAL EIS, etc.). If Re-examination, briefly describe.**

**Title:** *Environmental Assessment and Section 4(f) Evaluation for the All Aboard Florida Passenger Rail Project, West Palm Beach to Miami, Florida*

**Date:** October 31, 2012

**Type and Date of Last Federal Action:** Finding of No Significant Impact, January 2013

**Title:**

**Date:**

**Type and Date of Last Federal Action:**

**Title:**

**Date:**

**Type and Date of Last Federal Action**

**IS THE PROJECT CURRENTLY IN?**     **PRELIMINARY DESIGN**     **FINAL DESIGN**  
 **CONSTRUCTION**     **DESIGN/BUILD**

### **REASON FOR EVALUATION**

Proposed location of passenger station in Fort Lauderdale, Florida described in EA has been moved to a different location, from the east side of the tracks to the west side.

**BRIEF DESCRIPTION OF DESIGN REFINEMENT, NEW CIRCUMSTANCES, OR NEW INFORMATION RELEVANT TO ENVIRONMENTAL CONCERNS (40 CFR 1502.9)**

The original proposed location for the Fort Lauderdale Station described in the EA is not available for development as a station. In addition, the new location was not available at the time of the EA. It has since become available. The new location for the proposed Fort Lauderdale Station requires acquisition of two vacant parcels and one office building, which would be demolished. The new station lobby would be constructed on the parcel currently occupied by the office building. The two vacant lots would be developed as parking lots for train passengers' cars. One of those lots would also be developed to include extension of a public roadway, NW 2<sup>nd</sup> Avenue, to connect NW 2<sup>nd</sup> Street and NW 4<sup>th</sup> Street, where no such connection currently exists.

**HAVE ANY NEW OR REVISED LAWS, REGULATIONS, OR JURISDICTIONS AFFECTING THIS PROJECT BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT? If yes, please explain.**

- NO  
 YES

**WILL THE DESIGN REFINEMENT, NEW CIRCUMSTANCES OR NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW?** For each impact category, please indicate whether there will be a change in impacts. Please continue to the impact table at the end of this worksheet and for topical areas checked "No" please provide a written explanation of how the conclusion was reached and for topical areas checked "Yes" please provide detailed descriptions of the impacts as initially disclosed, new impacts and a discussion of the changes. Topic areas checked "Not Applicable" or "N/A" do not need additional explanation.

<b>Transportation</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Land Use and Economics</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Acquisitions, Displacements, and Relocations</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Socioeconomics and Communities</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Environmental Justice</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Visual Resources and Aesthetics</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Air Quality</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Noise and Vibration</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Ecosystems (Vegetation and Wildlife)</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Water Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Energy and Natural Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Geology and Soils</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A

<b>Hazardous Materials and Wastes</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Public Services</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Utilities</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Historic, Cultural and Archaeological Resources</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Tribal Lands or Interests</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Parklands and Recreation</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Construction</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A
<b>Indirect and Cumulative</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> N/A

Does this change result in the acquisition of properties not identified in the EA/EIS?  Yes  No

If yes, explain the change: The original proposed location for the Fort Lauderdale Station did not require acquisition of any properties. For the new proposed location, three properties are required. The Project Proponent has purchased two of the properties and is under contract on the third property.

Will the design refinement, new information or new circumstances result in revised documentation or determination for permits or other approvals under the following federal regulations?

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<b>Endangered Species Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Magnuson-Stevens Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Farmland Preservation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 404, Clean Water Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 401, Clean Water Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 408, Rivers &amp; Harbors Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Floodplain Management Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Hazardous Materials</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 106, National Historic Preservation Act</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Uniform Relocation Act</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 4(f) Resources</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Section 6(f) Lands</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Wild &amp; Scenic Rivers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Barriers</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Coastal Zone</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Sole Source Aquifer</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>National Scenic Byways</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<b>Other</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If you checked "Yes" to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the project with these updates:

Section 106, NHPA—None of the three properties required for the new station location have been identified as archaeological or historical sites listed or eligible for listing on the National Register of Historical Places (NRHP). Several buildings and historic districts that are listed or eligible for listing on the NRHP are present within the Area of Potential Effect (APE) of the original and new proposed locations for the Fort Lauderdale Station. As described in the FONSI, FRA determined that the Proposed Project would not result in adverse effects to significant cultural resources at or near the proposed original station location, based on the condition that consultation with the Florida State Historic Preservation Office (SHPO) and locally affected parties and historic preservation staff in Fort Lauderdale would continue through the station design process in order to ensure compatibility and appropriate sensitivity to the significant resources within the Area of Potential Effect for the station.

By letter dated March 20, 2014, FRA determined that the new Ft. Lauderdale Station location would likewise have no adverse effect on any Section 106 resources. By letter dated March 24, 2014, the SHPO concurred with FRA’s determination. The Project Proponent will continue to consult with SHPO and locally affected parties and historic preservation staff in Fort Lauderdale through the station design process in order to ensure compatibility and appropriate sensitivity to the significant resources within the Area of Potential Effect for the proposed new station location.

**Will these changes in project, circumstances, or other information likely result in any of the following:**

- |                            |                              |  |
|----------------------------|------------------------------|--|
| <b>Public Controversy</b>  | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <b>Public Outreach</b>     | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <b>Agency Coordination</b> | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| <b>Tribal Coordination</b> | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

**Are there any schedule implications associated with these changes?**

- Yes     No

**If yes, explain:**

**Will any of these questions result in the need to do further coordination with agencies? Briefly**

**Explain:** No additional coordination with agencies, beyond that described in the EA, will be required. As described above, coordination with the Florida SHPO in regard to potential impacts to cultural resources proximate to the original proposed location for the Fort Lauderdale Station, was required in the FONSI and will be required for the new proposed location as well.

**Please state other considerations not included in the form:**

**LIST OF ATTACHMENTS:** *Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida* (previously provided to FRA).

Submit an electronic version of this form, attachments, and transmittal letter to the appropriate FRA environmental planner.

Federal Railroad Administration  
1200 New Jersey Avenue, SE  
West Building/W31-225  
Washington, DC 20590

Phone: (202) 493-0388

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name   [Title], [Organization]	Date
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**FOR FRA USE ONLY:  
DETERMINATIONS AND CONCLUSIONS**

Based on the environmental re-examination, the attached impact table, and the design features and other measures summarized in this worksheet, FRA makes the following determinations and conclusions pursuant to CEQ regulations and FRA's Procedures for Considering Environmental Impacts (64 FR 28546, May 26, 1999).

**Does the design refinement, new circumstances or other information warrant additional environmental evaluation?**  Yes  No

**Explain Decision:** There are only very minimal impacts associated with the proposed new station location, none of which prevents clearance of this project change through a re-examination. There will be minor positive impacts to transportation because of the revised street design. The project proponent will continue to coordinate with SHPO throughout the design process.

Approved by:

  
Division Chief  
Environment and Systems Planning, FRA

Date: 03/27/2014



**IMPACT TABLE**

<b>Impact Category</b>	<b>Impacts as Initially Disclosed</b>	<b>New Impacts</b>	<b>Change in Impacts</b>	<b>Explanation of How Conclusion was Reached</b>
<i>Example—Water Resources</i>	<i>Initial design included 0.60 acres of new impervious surface for the parking lot.</i>	<i>Modified design changes the striping pattern and results in 0.75 acres of new impervious surface.</i>	<i>YES - The new design results in 0.15 more impervious surface than initially planned.</i>	<i>The change in impervious surface was calculated by comparing the revised PE drawings, dated 10/18/2013, with the PE drawings, dated 5/7/2013, submitted with the EA.</i>
<i>Example—Acquisitions, Displacements, and Relocations</i>	<i>Initial design included 12 property acquisitions (9 acres) - 5 full property acquisitions and 7 partial acquisitions. No residential or commercial displacements are required.</i>		NO	<i>There is no change in property acquisitions as determined through a comparison of the initial design, dated 11/1/2013, and modified design plans, dated 1/15/2014. Design changes impacted a limited area within existing ROW.</i>
<b>Transportation</b>	The original proposed location for the Fort Lauderdale Station would require closing NW 2 <sup>nd</sup> Street at-grade crossing at the FEC tracks, requiring traffic on eastbound NW 2 <sup>nd</sup> Street to divert south on NW 2 <sup>nd</sup> Avenue to Broward Boulevard to continue east, and westbound NW 2 <sup>nd</sup> Street traffic to divert either north on NW Flagler Avenue to NW 4 <sup>th</sup> Street or south on NW 1 <sup>st</sup> Avenue to Broward	The proposed new location for the Fort Lauderdale Station would also require closing the NW 2 <sup>nd</sup> Street at-grade crossing, but would include an extension of NW 2 <sup>nd</sup> Avenue north, connecting NW 2 <sup>nd</sup> Street and NW 4 <sup>th</sup> Street, offering eastbound NW 2 <sup>nd</sup> Street traffic the opportunity to divert north to NW 4 <sup>th</sup> Street to continue east. Extending NW 2 <sup>nd</sup> Avenue to connect NW 2 <sup>nd</sup> Street and NW 4 <sup>th</sup> street	NO	Potential changes in impacts to transportation were determined by evaluating project plans described in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
	Boulevard to continue west.	would have a beneficial impact to transportation as compared to the original Proposed Project.		
<b>Land Use and Economics</b>	The original proposed location for the Fort Lauderdale Station would be co-located with the existing Broward Central Terminal bus station, on the east side of the FEC tracks. There would be no change in land use or economics as a result of siting the train station at the bus terminal. Economics may be indirectly affected, as described in the Indirect and Cumulative section, below.	Land use would change minimally for the new proposed location of the Fort Lauderdale Station: two vacant lots would be converted to parking lots and a street, and one office building would be demolished and converted to a station lobby building.  Economics may change slightly: Business tenants of the office building are expected to relocate elsewhere in Fort Lauderdale, with unknown impacts on business tax revenues. Property tax revenues for Fort Lauderdale may increase slightly as a result of developing the two vacant parcels. Economics could be indirectly affected by new development attracted to the station, as described in the Indirect and Cumulative section, below	NO	Potential changes in impacts to land use and economics were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014) and online mapping resources (i.e., GoogleMaps).
<b>Acquisitions, Displacements,</b>	The original proposed	The new proposed location	YES – Three parcels would be	The acquisition, displacement,



Impact Category and Relocations	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
	<p>location for the Fort Lauderdale Station would be co-located with the existing Broward Central Terminal bus station, on the east side of the FEC tracks. There would be no acquisitions, displacements, or relocations required for siting the train station at the bus terminal.</p>	<p>for the Fort Lauderdale Station would be on private property on the west side of the FEC tracks. Three parcels would be used for the new station. The Project Proponent has purchased two of the parcels and is under contract on the third. The acquisitions would be accomplished as private transactions rather than as "takings." Business tenants within the office building would be displaced.</p>	<p>acquired for the proposed new station location. Business tenants of the office building would be displaced but are expected to relocate elsewhere in Fort Lauderdale.</p>	<p>and relocation requirements were determined by evaluating information and project plans described in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<p><b>Socioeconomics and Communities</b></p>	<p>The original proposed location for the Fort Lauderdale Station would be co-located with the Broward Central Terminal bus station, and would not affect socioeconomics or communities.</p>	<p>The new proposed location for the Fort Lauderdale Station would occupy two vacant lots and replace an existing office building with a station lobby building. The business tenants of the office building would relocate within Fort Lauderdale. The proposed new location would not affect socioeconomics or communities.</p>	<p>NO</p>	<p>Potential changes in impacts to socioeconomics and communities were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<b>Environmental Justice</b>	The Preferred Build Project Alternative, including the original proposed location for the Fort Lauderdale Station, described in the EA would not have a disproportionately high adverse impact to low-income or minority populations.	The new proposed location for the Fort Lauderdale Station would be within the same census tract as the original proposed location. There would be no change in impacts to environmental justice populations.	NO	Potential changes in impacts to environmental justice populations were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).
<b>Visual Resources and Aesthetics</b>	The original proposed location for the Fort Lauderdale Station would be co-located with the Broward Central Terminal bus station, and would not affect visual resources and aesthetics.	The new proposed location for the Fort Lauderdale Station would occupy two vacant parcels and a parcel currently occupied by an office building. The vacant parcels would be paved as parking lots and a street extension; the office building would be demolished and replaced with a station lobby building. During the design phase, the Project Proponent would develop engineering and architectural details for the station in accordance with applicable codes and laws, and pursuant to all required	NO	Potential changes in impacts to visual resources and aesthetics were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
		<p>permitting reviews. It is expected that the new station would beneficially impact aesthetics.</p>		
<b>Air Quality</b>	<p>The original proposed location for the Fort Lauderdale Station would have no impact on regional air quality or local/hotspot air quality.</p>	<p>Traffic volumes and ridership would not change as a result of the relocated Fort Lauderdale Station; accordingly, air quality would not be affected by the station relocation.</p>	NO	<p>Potential changes in impacts to air quality were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<b>Noise and Vibration</b>	<p>Noise and vibration effects from the original proposed location of the Fort Lauderdale Station would result from train idling, warning horns, and auxiliary equipment. The station would be located within a developed urban environment.</p>	<p>The new proposed location for the Fort Lauderdale Station is within the same developed urban environment and would have the same noise and vibration effects. The platform for the proposed new station location would be identical in size and location as for the proposed original station location, resulting in identical noise and vibration impacts from trains.</p>	NO	<p>Potential changes in noise and vibration levels were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<p><b>Ecosystems (Vegetation and Wildlife)</b></p>	<p>The original proposed location for the Fort Lauderdale Station would not impact ecologically sensitive areas or systems, as it is within a developed urban environment.</p>	<p>The new proposed location for the Fort Lauderdale Station is within the same developed urban environment and would likewise not affect ecologically sensitive areas or systems.</p>	<p>NO</p>	<p>Potential changes in impacts to ecosystems were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014) and online mapping resources (i.e., GoogleMaps).</p>
<p><b>Water Resources</b></p>	<p>The original proposed location for the Fort Lauderdale Station would be co-located with the Broward Central terminal bus station, with no new parking lots or other impervious surfaces.</p>	<p>The new proposed location for the Fort Lauderdale Station would require paving two vacant parcels for parking lots and a street extension, increasing impervious area by 3.93 acres. Stormwater would flow off the site, discharging to the City stormwater sewer instead of infiltrating. Surface water quality may be minimally affected by stormwater runoff from increased impervious area.</p>	<p>NO</p>	<p>Potential changes in impacts to water resources were determined by evaluating project plans described in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<p><b>Energy and Natural Resources</b></p>	<p>The original proposed location for the Fort Lauderdale Station would contribute to the Proposed Project's overall reduction in gasoline use and increase in diesel fuel use, although these changes were not identified at the station level.</p>	<p>The new proposed location for the Fort Lauderdale Station would contribute to the Proposed Project's overall reduction in gasoline use and increase in diesel fuel use, although it is not possible to identify the changes at the station level.</p>	<p>NO</p>	<p>Potential changes in impacts to energy and natural resources were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<p><b>Geology and Soils</b></p>	<p>The original proposed location for the Fort Lauderdale Station would be within a developed urban environment and would not have any effect on geology and soils.</p>	<p>The new proposed location for the Fort Lauderdale Station would be within the same developed urban environment and would not have any effect on geology and soils.</p>	<p>NO</p>	<p>Potential changes in impacts to geology and soils were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<p><b>Hazardous Materials and Wastes</b></p>	<p>The original proposed location for the Fort Lauderdale Station included a low risk contamination site, based on the presence of a registered aboveground storage tank (AST) associated with an emergency generator at the existing building. If necessary for construction, the AST would be closed in compliance with Florida Administrative Code (FAC) Chapter 62-762. Additionally, areas of known or suspected contamination would be avoided during design and construction of the station.</p>	<p>The presence of hazardous wastes or materials at the new proposed location is similar to that at the original location. One of the currently vacant parcels, 302 NW 2nd Street, was previously developed for a range of residential, retail, and commercial uses since 1912. Available information indicates that an AST was located at this site. One 55-gallon drum leaking petroleum product was observed on the parcel during a site evaluation. Prior to station construction at this site, the Project Proponent will close the AST site in accordance with FAC Chapter 62-762 and dispose of the drum and any contaminated soil in accordance with applicable laws and regulations.</p> <p>There are no known or suspected hazardous materials or wastes issues associated with either of the other two parcels. Areas of known, suspected, or encountered contamination would be avoided during design and</p>	<p>NO</p>	<p>Potential changes in impacts to hazardous materials and wastes were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<b>Public Services</b>	<p>The original proposed location for the Fort Lauderdale Station would be within the urban service boundary of the City of Fort Lauderdale and Broward County. The original proposed location would have no effect on public services.</p>	<p>construction of the station.</p> <p>The new proposed location for the Fort Lauderdale Station would also be within the urban service boundary of the City of Fort Lauderdale and Broward County. The new proposed location would have no effect on public services.</p>	NO	<p>Potential changes in impacts to public services were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<b>Utilities</b>	<p>The original proposed location for the Fort Lauderdale Station would be consistent with long range comprehensive plans of the City of Fort Lauderdale, and is not expected to create an adverse impact or disproportionate demand on the existing or planned electrical grid or water and waste water systems.</p>	<p>The new proposed location for the Fort Lauderdale Station would likewise be consistent with City of Fort Lauderdale long range plans because it is in the same urban area, and would not create an adverse impact or disproportionate demand on the existing or planned electrical grid or water and waste water systems.</p>	NO	<p>Potential changes in impacts to utilities were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
<p><b>Historic, Cultural and Archaeological Resources</b></p>	<p>Several buildings and historic districts that are listed or eligible for listing on the National Register of Historic Places (NRHP) are present within the Area of Potential Effect (APE) of the original proposed location for the Fort Lauderdale Station. FRA determined that the Proposed Project would not result in adverse effects to significant cultural resources at or near the original proposed Fort Lauderdale Station location, based on the condition that consultation with the Florida State Historic Preservation Office (SHPO) and locally affected parties and historic preservation staff in Fort Lauderdale would continue through the station design process in order to ensure compatibility and appropriate sensitivity to the significant resources within the APE for the station.</p>	<p>None of the three properties required for the new proposed location have been identified as archaeological or historical sites listed or eligible for listing on the NRHP. Because the proposed new location is adjacent to the proposed original location, the APE for the new location overlaps the original location APE nearly 100 percent. FRA has determined and SHPO has concurred that the new station location will not adversely affect any historic, cultural or archaeological resources. Actual impacts to cultural resources will be determined during design and construction, requiring ongoing consultation with the Florida SHPO.</p>	<p>YES - The Project Proponent will continue to consult with SHPO and locally affected parties and historic preservation staff in Fort Lauderdale through the station design process in order to ensure compatibility and appropriate sensitivity to the significant resources within the APE for the proposed new station location.</p>	<p>Potential changes in impacts to historic, cultural, and archaeological resources were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<p><b>Tribal Lands or Interests</b></p>	<p>The EA did not disclose any information about tribal lands or interests. However, the original proposed location for the Fort Lauderdale Station is</p>	<p>The new proposed location for the Fort Lauderdale Station is within the same developed urban environment, and likewise is not expected</p>	<p>NO</p>	<p>Potential changes in impacts to tribal lands or interests were determined by evaluating information provided in the Project</p>



Impact Category	Impacts as Initially Disclosed	New Impacts,	Change in Impacts	Explanation of How Conclusion was Reached
	within a developed urban environment, and is not expected to impact tribal lands or interests.	to impact tribal lands or interests.		Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014)..
<b>Parklands and Recreation</b>	The original proposed location for the Fort Lauderdale Station would not affect any parklands or recreation sites.	The new proposed location for the Fort Lauderdale Station is not proximate to any parklands or recreation sites.	NO	Potential changes in impacts to parklands and recreation were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014) and online mapping resources (i.e., GoogleMaps).
<b>Construction</b>	Constructing the Fort Lauderdale Station at the original proposed location would result in temporary impacts such as increases in	Constructing the Fort Lauderdale Station at the new proposed location would also result in temporary impacts that would be minimized to	NO	Potential changes in impacts resulting from construction were determined by evaluating information and project plans provided in the

Impact Category	Impacts as Initially Disclosed	New Impacts	Change in Impacts	Explanation of How Conclusion was Reached
	<p>noise and vibration, traffic detours, and stormwater runoff. All impacts would be minimized to the extent practical by Best Management Practices (BMPs) and would cease when construction activities were completed.</p>	<p>the extent practical by BMPs and would cease when construction activities were completed.</p>		<p>Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>
<p><b>Indirect and Cumulative</b></p>	<p>The original proposed location for the Fort Lauderdale Station may result in indirect impacts such as creating the potential for transit-oriented development and inducing additional traffic to access such development. Constructing and operating the Fort Lauderdale Station at the original proposed location would, when combined with past, present, and reasonably foreseeable future actions, not result in violation of state water quality standards, adverse impacts to functions of wetlands or other surface water bodies, or jeopardy of a listed threatened or endangered species and/or designated critical habitat.</p>	<p>The new proposed location for the Fort Lauderdale Station would have the same indirect effects and cumulative impacts as the original proposed location.</p>	<p>NO</p>	<p>Potential changes in indirect effects and cumulative impacts were determined by evaluating information provided in the Project Proponent's report entitled <i>Technical Memorandum for the Reevaluation of Potential Impacts from the Relocated Fort Lauderdale Station for the All Aboard Florida Passenger Rail Project from Orlando to Miami Florida</i> (prepared by URS Corporation, January 2014).</p>