

Appendix B

AGENCY LETTERS: CONCURRENCE, CERTIFICATIONS, CORRESPONDENCE

This appendix contains copies of the pertinent correspondence regarding the EIS process, analysis, findings, and the FAA's determinations.

The letters are provided in sequential order by date from 2004 when the EIS data collection was initiated through 2008 and the FAA's selection of a preferred alternative.

<u>2003</u>	
December 12	Letter from Tom Jargiello, Director of Aviation, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport, to Dean Stringer, Manager, FAA Orlando Airports District Office. This letter pertains to the approved motions of the Broward County Board of County Commissioners. Dated: December 12, 2003.
<u>2004</u>	
November 1	Letter from Tom Jargiello, Director of Aviation, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport, to Dean Stringer, Manager, FAA Orlando Airports District Office. This letter pertains to the Broward County Board of County Commissioners Goals and Objectives. Dated: November 1, 2004.
<u>2005</u>	
December 28	Letter from Frederick P. Gaske, Director, and State Historic Preservation Officer, to John Whitaker, Janus Research, RE: DHR Project File No. 2005-12090. Dated: December 28, 2005.
<u>2006</u>	
August 24	Memorandum from Max Wolfe/Eric Bernhardt, Leigh Fisher Associates (now Jacobs Consultancy), to Virginia Lane, AICP, Environmental Specialist, Federal Aviation Administration. Subject: Sponsor's Proposed Project Operational Assumptions. Dated: August 22, 2006/Revised: August 24, 2006.
December 12	Letter from Gil MacAdam, Broward County Parks and Recreation Division, to Virginia Lane, FAA Orlando Airports District Office, RE: Proposed Temporary Installation of Pipe/West Lake Park. Dated: December 12, 2006.

<u>2007</u>	<i>(continued)</i>
May 17	Letter from Paul Weller for Miles M. Croom, Assistant Regional Administrator, Habitat Conservation Division, National Marine Fisheries Service, to Virginia Lane, FAA Orlando Airports District Office, RE: F/SER4:JK/pw. Dated: May 17, 2007.
July 17	Letter from Frederick P. Gaske, Director, and State Historic Preservation Officer, to Virginia Lane, FAA Orlando Airports District Office, RE: DHR Project File No. 2007-2396-B & 2007-2527-B. Dated: July 17, 2007.
August 10	Letter from Josephus Eggelletion, Mayor Broward County Florida, to Bart Vernace, Assistant Manager, FAA Orlando Airports District Office, RE: Broward County (Sponsor) Preferred Runway Alternative. Dated: August 10, 2007.
November 9	Letter from Kent G. George, A.A.E., Director of Aviation, Broward County Aviation Department, to Virginia Lane, FAA Orlando Airports District Office, Subject: Broward County Proposed Noise Mitigation Principles. Dated: November 9, 2007.
December 4	Letter from Marc Gambrill, Acting Director, Planning and Development Aviation, Broward County Aviation Department, to Virginia Lane, FAA Orlando Airports District Office, RE: Use of Wetland Mitigation Credits at West Lake Park for Airport Sponsors Proposed Project at Fort Lauderdale-Hollywood International Airport Broward County, Florida. Dated: December 4, 2007.
December 7	Letter from Kent G. George, A.A.E., Director of Aviation, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport, to Dean Stringer, Manager, FAA Orlando Airports District Office. RE: This letter pertains to Alternative D2 and Broward County's comments on the tenant relocation, future tenant expansion capabilities, and future aviation development growth. Dated: December 7, 2007.
<u>2008</u>	
January 31	Letter from Paul Souza, Field Supervisor, South Florida Ecological Services Office, U.S. Fish and Wildlife Services, South Florida Ecological Services Office, to Virginia Lane, FAA Orlando Airports District Office, RE: Service Federal Activity Code: 41420-2007-FA-0701. Dated: January 31, 2008.
February 5	Letter from Virginia Lane, FAA Orlando Airports District Office, to Jocelyn Karazsia, National Marine Fisheries Service, with enclosure <i>Direct, Secondary, and Cumulative Effects on Essential Fish Habitat</i> . Dated: February 5, 2008.
March 6	Letter from Tori K. White, Chief, Palm Beach Gardens Permits Section, U.S. Army Corps of Engineers, to Virginia Lane, FAA Orlando Airports District Office, RE: SAJ-1995-4561. Dated: March 6, 2008.

<u>2008</u>	<i>(continued)</i>
March 24	Letter from Roy E. Crabtree, Ph.D., Regional Administrator, National Marine Fisheries Service, to Virginia Lane, FAA Orlando Airports District Office, RE: File: 1514-22.f.1.FL, Ref: I/SER/2008/00504. Dated: March 24, 2008.
July 25	Letter from Heinz J. Mueller, Chief, NEPA Program Office, Office of Policy and Management, U.S. Environmental Protection Agency, Region 4, to Virginia Lane, FAA Orlando Airports District Office, RE: EPA NEPA Comments on FAA's FEIS, CEQ #20080244; ERP #FAA-E51052-FL. Dated: July 25, 2008.
July 25	Letter from Paul Weller for Miles M. Croom, Assistant Regional Administrator, Habitat Conservation Division, National Marine Fisheries Service, to Virginia Lane, FAA Orlando Airports District Office, RE: F/SER4:JK/pw. Dated: July 25, 2008.
July 28	Letter from Sally B. Mann, Director, Office of Intergovernmental Programs, Florida Department of Environmental Protection, to Virginia Lane, FAA Orlando Airports District Office, RE: SAI# FL200806204295C Reference SAI# FL200703223172C. Dated: July 28, 2008.
September 29	Letter from Virginia Lane, FAA Orlando Airports District Office, to Jocelyn Karazsia, National Marine Fisheries Service, with enclosure <i>Direct, Secondary, and Cumulative Effects on Essential Fish Habitat</i> . Dated: September 29, 2008.
September 31	Letter from Kent G. George, A.A.E., Director of Aviation, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport, to Dean Stringer, Manager, FAA Orlando Airports District Office, RE: Sponsor's Certification in Accordance with 49 U.S.C. 47106(c)(1)(a)(i), (ii), (iii); and Certification in Accordance with 49 U.S.C. 47107(a)(10). Dated: September 31, 2008.
November 25	Email from Pace Wilbur, Atlantic Branch Chief, Charleston (F/SER47) Southeast Regional Office, NOAA Fisheries, to Virginia Lane, FAA Orlando Airports District Office. Dated: November 25, 2008.
December 12	Letter from Kent G. George, A.A.E., Director of Aviation, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport, to Bart Vernace, Assistant Manager, FAA Orlando Airports District Office, RE: Broward County's Mitigation of the Environmental Impacts Resulting from Runway Expansion in Accordance with the Conditions of the Record of Decision. Dated December 12, 2008

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

December 12, 2003

Mr. W. Dean Stringer
Manager
Orlando Airports District Office
5950 Hazeltine National Drive
Suite 400
Orlando, Florida 32822-5024

Re: **Broward County Board of County Commissioners' decision on December 9, 2003 regarding the runway alternatives at Fort Lauderdale-Hollywood International Airport**

Dear Mr. Stringer:

Attached please find the motions approved by the Broward County Board of County Commissioners on December 9, 2003. If you have any questions regarding the attached, please do not hesitate to contact me.

Sincerely,

Tom Jargiello
Acting Director of Aviation

Attachment

Cc: Kathleen Camp, Deputy Aviation Director
Diana D. Lewis, A.A.E., Director of Planning & Development
Gary M. Syrok, Airport Planning Manager
Barbara Hill, Assistant County Attorney



Joseph E. Spelton, Jr. • Ben Crider • Sue Dandabatak • Tom Jargiello • John E. Rostrom, Jr. • Jim Scott • Diane Wozniak • Dan

SPECIAL PUBLIC HEARING OF DECEMBER 9, 2003

Motion 1. Approved 7 - 2.

Approved a modified south runway expansion which stays within the confines of Northeast 7th Avenue using value-added engineering to arrive at the most effective runway length with use restrictions. This alternative is to developed consistent with the following guidelines:

- A. Continue with the Environmental Impact Statement process to include flight tracking along I-595 and other restrictions including other curfews.
- B. Commence a process to engage a qualified firm to complete preliminary engineering, including evaluation of alternatives, designed to maximize the utility and acceptability of the runway alternative selected.
- C. Work with the Federal Aviation Administration through the EIS process to provide a detailed, enforceable program that ensures the runway will be operated in a fashion that improves upon the noise mitigation benefits already incorporated in the County's various Interlocal Agreements and Development Orders.
- D. Amend the Airport Layout Plan to reflect the runway alternative selected and to add "no runway alternatives should expand east beyond NE 7th Avenue."
- E. Provide for noise mitigation in excess of minimum requirements.
- F. Utilize airport funds and PFC's for advanced noise mitigation.
- G. Evaluate options for shortening Runway 13-31, such that the results of this work can be included in the Environmental Impact Statement, if appropriate.
- H. Develop new options for review by the Board of County Commissioners that would foster land use compatibility between Fort Lauderdale-Hollywood International Airport and surrounding communities so that the County's policies will be included in mitigation proposals in the Environmental Impact Statement. Additionally, staff was directed to work with the cities to ensure land use compatibility for residential development.

- I. Prepare a financial plan for review by the Board of County Commissioners that would expeditiously establish a Noise Mitigation Bank. Also staff was directed to contact the airlines with respect to the per passenger charges and gate fees to fund noise mitigation in the 60 to 65 DNL. Research the feasibility of the County building affordable replacement housing and funding same.
 - J. Develop conceptual plans for noise abatement flight tracks for arriving and departing aircraft to be reviewed by the Board of County Commissioners and discussed with the Federal Aviation Administration.
 - K. Commence a process to engage a qualified appraisal firm to evaluate acquisition of properties in the runway protection zone.
 - L. Commence the process of updating the Airport Master Plan to include concepts that decommission the crosswind runway, and define a framework for managing aircraft operational demand and growth through planned facility development. Additionally, staff shall examine mechanisms for limiting future arrival through infrastructure development, the number and location of gates and other means, including the review of the westside land use Master Plan. Further, the Board directed staff to evaluate a North Parallel runway, while preferring the South runway.
- Motion 2. Approved 5 - 4
- A. Follow a competitive bid process for the implementation of a Green Airport Initiative.

NOV 04 2004



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

November 1, 2004

Mr. Dean Stringer
Manager, Orlando Airports District Office
Federal Aviation Administration
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024

Dear Mr. Stringer:


This responds to your letter dated December 24, 2003 requesting information necessary for the preparation of the revised Environmental Impact Statement (EIS) for the proposed extension of Runway 9R/27L at the Fort Lauderdale-Hollywood International Airport. The following information is provided:

- 1) On October 26, 2004, the Board of County Commissioners (BOCC) approved and authorized the transmittal of an Airport Layout Plan (copy attached) depicting the "footprint" of the proposed extension within the confines of the Dania Cut-off Canal on the west and NE 7th Avenue on the east. URS completed a value engineering study (copy attached) which determined the maximum usable proposed lengths.
- 2) A user's meeting was held on April 28, 2004 with the airlines and air traffic control to secure their comments. No negative comments have been received to date from the operating airlines or FLL Air Traffic Control Tower.
- 3) The County's proposed project for evaluation in the EIS is the extension of Runway 9L/27R as depicted on the attached ALP. On October 26, 2004, the BOCC adopted the following "County's Airfield Development Program Objective Statement" for the FAA's use in developing the Purpose & Need:
 - "The purpose of the proposed airfield improvements is to simultaneously achieve the following to the maximum extent practical:
 - enhance FLL's capacity to accommodate forecast traffic through the year 2020 in a manner that will maintain average annual aircraft delay at or below the 6 to 10 minute average annual delay range,

- decommission the use of Runway 13/31 (crosswind); and, in the interim, avoid using Runway 13/31 to address forecast increases in aircraft delays given Runway 13/31's operational inefficiencies and the higher levels of residential noise exposure associated with its use,
 - mitigate noise exposure attributable to proposed improvements by implementing a runway use plan and residential noise mitigation processes contained in approved Interlocal agreements and development orders with and from nearby cities in an environmentally sensitive manner while preserving the airport's vital economic role, and
 - implement residential noise mitigation initiatives in areas not currently eligible under the Airport Improvement Program to deal with the overall forecast growth in aircraft operations, including implementing mitigation in advance of the onset of noise exposure in residential areas forecast to be newly exposed to the highest levels of cumulative aircraft noise resulting from changes in the configuration of the airport, while preserving neighborhoods and providing affordable housing."
- 4) The Airport's critical aircraft to be used in preparation of the revised EIS is the Boeing 767-400. This aircraft was selected in accordance with the guidance provided in AC-150/5325-4A, "Runway Length Requirements for Airport Design", given the aircraft's performance criteria, operating weights, airport temperature, and demanding Design Group IV characteristics. During CY 2003, there were approximately 1,770 total operations and this usage is expected to continue.
- 5) A list of proposed projects underway and planned on and off airport and in the vicinity is attached. This list includes federal, state, and local projects.
- 6) The Aviation Department is currently advertising a Request for Letters of Interest (RLI) for the preparation of a Part 150/Noise Compatibility Program study. This study will include an environs plan component and is expected to be underway in March 2005 with completion expected in 12 months of an issuance of a "Notice to Proceed".

We look forward to the successful completion of this project and if you have any questions or require additional information feel free to contact me.

Sincerely,



Tom Jargielec
Director of Aviation

Attachment

cc: Walt Houghton
David P. Bjorneboe
Diana D. Lewis
Gary Sypek
Barbara Hill



FLORIDA DEPARTMENT OF STATE
David E. Mann
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

December 28, 2005

Mr. John Whitaker
 Janus Research
 1300 N. Westshore Boulevard, Suite 100
 Tampa, FL 33607

Re: DHR Project File No. 2005-12090 / Received by DHR: November 15, 2005 - Additional Information Received: December 27, 2005
Cultural Resource Assessment Survey and Desktop Analysis for the Fort Lauderdale-Hollywood International Airport, Broward County, Florida

Dear Mr. Whitaker:

Our office received and reviewed the above referenced survey report in accordance with Section 106 of the *National Historic Preservation Act of 1966* (Public Law 89-665), as amended in 1992, for assessment of possible adverse impact to cultural resources (any prehistoric or historic district, site, building, structure, or object) listed, or eligible for listing, in the *National Register of Historic Places (NRHP)*, or otherwise of historical, architectural or archaeological value.

In November 2004, Janus Research conducted an archaeological and historical cultural resource assessment survey and desktop analysis of the Fort Lauderdale-Hollywood International Airport on behalf of Landrum & Brown. Two previously recorded historic sites, and three unrecorded historic sites were identified within the project area during the investigation.

The Link Trainer Building site (8BD2562), a historic military training facility, was relocated within the project area. The structure 8BD2562 remains listed in the NRHP, and presently functions as a museum.

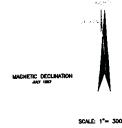
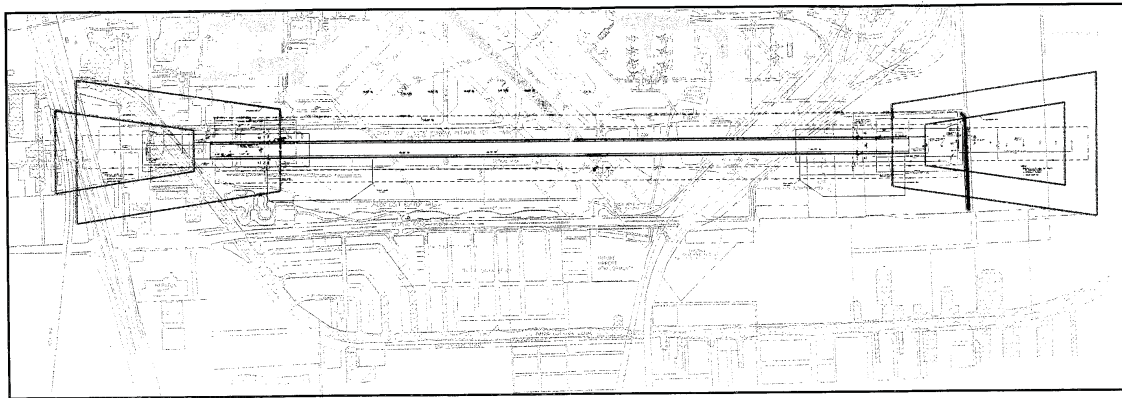
Three previously unrecorded historic structures (8BD4154-4156) and a historic canal (8BD3221) were identified within the project area. Due to relocation of one of the resources, ubiquity of architectural type and modifications, it is the opinion of Janus Research, Inc. that 8BD4154-4156 and 8BD3221 do not appear eligible for listing in the NRHP.

Additionally, change of status forms were submitted for ten historic structures (8BD2561 and 8BD2889-2897) which have been demolished.

It is the opinion of Janus Research, that the proposed development will have no effect on cultural resources listed or eligible for listing in the NRHP, or otherwise of historical, architectural or archaeological value. Janus Research recommends no further investigation of the subject parcel.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

- Director's Office (850) 245-6300 • FAX: 245-6436
- Archaeological Research (850) 245-6444 • FAX: 245-6436
- Southeast Regional Office (954) 467-4990 • FAX: 467-4991
- Historic Preservation (850) 245-6333 • FAX: 245-6437
- Northeast Regional Office (904) 825-5045 • FAX: 825-5044
- Historical Museums (850) 245-6400 • FAX: 245-6433
- Central Florida Regional Office (813) 272-3843 • FAX: 272-2340



1. Project Name: Fort Lauderdale-Hollywood International Airport
 2. Project Location: Broward County, Florida
 3. Project Description: Cultural Resource Assessment Survey and Desktop Analysis
 4. Date of Report: December 27, 2005
 5. Prepared by: Janus Research, Inc.
 6. Approved by: [Signature]



7. Project No.: 2005-12090
 8. Revision: 1.0
 9. Scale: 1" = 200'
 10. Date of Issue: December 28, 2005

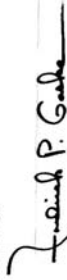
BRWARD
 ENGINEERS AND ARCHITECTS

11. Project Sponsor: [Name]
 12. Project Address: [Address]
 13. Project Contact: [Name]
 14. Project Phone: [Phone Number]

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If you have any questions concerning our comments, please contact Eric Hamilton, Historic Sites Specialist, by phone at (850) 245-6333, or by electronic mail at ehamilton@doh.state.fl.us. Your continued interest in protecting Florida's historic properties is appreciated.

Sincerely,



Frederick P. Gaske, Director, and
State Historic Preservation Officer



LEIGH FISHER ASSOCIATES
A Division of Jacobs Consultancy Inc.

555 Airport Boulevard, Suite 300
Burlingame, California 94010 U.S.A.
1.650.579.7722 Fax 1.650.343.5220

August 22, 2006
[Revised August 24, 2006]

MEMORANDUM

To: Virginia Lane, AICP, Environmental Specialist
Federal Aviation Administration

From: Max Wolfe / Eric Bernhardt

Subject: Sponsor's Proposed Project Operational Assumptions

Per Tom Jargiello's letter of August 22, 2006 which responds to you letter of August 7, 2006 Leigh Fisher Associates has prepared the operational assumptions for the Sponsor's proposed airfield configuration in 2012. Detailed operational assumptions are summarized in the following sections. A corresponding runway use table is attached to this memorandum.

Proposed Project Physical Characteristics

The physical characteristics of the Sponsor's Proposed Project are documented in an August 7, 2006, letter from FAA to BCAD. The Sponsor's Proposed Project includes lengthening and widening Runway 9R-27L to a length of 8,000 feet of usable pavement by 150 feet wide with a Category I Instrument Landing System on both runway ends. As part of the project, Runway 13-31 would be decommissioned.

2012 Operational Assumptions

The operational assumptions presented herein were those used by LFA to prepare the noise contours for the SR-2 case in the November 2003 LFA report, Assessment of Airfield Development Alternatives. The assumptions were derived from the following documents: (1) the November 2002 FAA report, Second Supplement to the Draft EIS (SSDEIS); (2) Interlocal Agreement between the City of Dania Beach and Broward County); and (3) airfield analysis conducted by as part of the November 2003.

Runway Use

The assignment of specific aircraft user groups (heavy jet, commuter prop, etc.) to runway ends of the proposed airfield in 2012 was based on the following assumptions:

Virginia Lane, AICP, FAA
August 22, 2006

- No use restrictions on the North Runway
- Daytime use of the South Runway would be restricted to Stage 3 aircraft only
- The South Runway would be the primary take-off runway in east flow and the primary landing runway in west flow.
- Aircraft exceeding 58,000 pounds would only land to the west and depart to the east on the South Runway. However, as noted below, on a limited basis, aircraft exceeding 58,000 pounds would land on the South Runway during east flow IFR or take-off on the South Runway during west flow IFR conditions to avoid unnecessary delays or due to an operational necessity such as a runway closure or equipment failure
- Nighttime operations (between 10:00 pm and 7:00 am) would be prohibited on the South Runway, except for runway closure, equipment failure, or other operational necessity.

As background information, airfield simulation analyses conducted for the November 2003 LFA report indicate that, by the 2012 to 2015 timeframe, some limited use of the extended South Runway by aircraft over 58,000 pounds landing from the west and taking-off to the west would be necessary, particularly during IFR conditions, to maintain reasonable levels of delay as provided in "Phase 2" of the Interlocal Agreement (see page 52 of that report).

Flight Tracks

Flight track assumptions are as follows:

- Departures making divergent turns of 15° or 30° should maintain the divergent heading until 3.0 nautical miles or 3,000 feet AGL before turning on course (Applies to North Runway headings of 090°, 075°, and 060°; and South Runway headings of 090° and 105°)
- Offset approaches would be provided on the North Runway only

Other Assumptions

All other operational assumptions for 2012 are unchanged from those documented in the FAA's previous definition of the Sponsor's Proposed Project (June 14, 2006, Memorandum, FAA EIS Noise Modeling Assumptions for the 2012 Sponsor's Proposed Project Update, Fort Lauderdale-Hollywood International Airport, Landrum & Brown, Inc.), including runway definition, number of annual average day operations, fleet mix, day-night distribution, and ground run-up noise.

* * * * *

Virginia Lane, AICP, FAA
August 22, 2006

Please call if you have any questions or required additional information. We are also prepared to transfer the operational assumptions provided herein to your EIS contractor, Landrum & Brown, Inc.

cc: Tom Jargiello, BCAD
Bob Bielek, BCAD
Bolfi Posadas, BCAD
Nick Davidson, LFA
Kim Day, LFA
Bill Dunlay, LFA
Larry Coleman, LFA
Suzie Kleymeyer, L&B
Sara Potter, L&B
Steve Martin

ATTACHMENT I
ANNUALIZED RUNWAY USE ASSUMPTIONS
SPONSOR'S PROPOSED PROJECT -- 2012

User Group	Runway										
	09L	09R	13	27R	27L	31	Total				
Heavy Jet	Air Carrier/Cargo										
	Takeoff	17%	63%	--	17%	3%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	69%	11%	--	3%	17%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			
Large Jet	Commuter/Air Taxi										
	Takeoff	18%	62%	--	17%	3%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	69%	11%	--	3%	17%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			
Commuter Jet	General Aviation/Military										
	Takeoff	26%	54%	--	17%	3%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	69%	11%	--	3%	17%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			
Commuter Prop	General Aviation/Military										
	Takeoff	14%	66%	--	17%	3%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	66%	14%	--	3%	17%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			
General Aviation Jet	General Aviation/Military										
	Takeoff	11%	69%	--	17%	3%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	69%	11%	--	3%	17%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			
General Aviation Prop	General Aviation/Military										
	Takeoff	19%	61%	--	15%	5%	--	100%			
	Daytime	77%	3%	--	20%	--	--	100%			
	Nighttime										
	Landing	61%	19%	--	5%	15%	--	100%			
	Daytime	77%	3%	--	18%	2%	--	100%			

DEC 18 2006



PARKS AND RECREATION DIVISION
950 N.W. 38th Street • Oakland Park, Florida 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-537-2849
Winner of the National Gold Medal Award for Excellence in Park and Recreation Management
Accredited by the Commission for Accreditation of Parks and Recreation Agencies (CAPRA)

December 12, 2006

Ms. Virginia Lane, Environmental Specialist
Federal Aviation Administration
Orlando Airport District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822-5024

RE: Proposed Temporary Installation of Pipe/West Lake Park

Dear Ms. Lane,

The Broward County Parks and Recreation Division has received your letter regarding the Fort Lauderdale-Hollywood International Airport and potential temporary construction impacts to West Lake Park. This proposal involves transporting dredge material from the Port Everglades area to the Airport via the use of slurry pipe. The temporary installation of slurry pipe would extend over a portion of West Lake Park, utilizing an existing gravel/fill access right-of-way, located north of the Dania cut-off canal, in an area that we refer as the 44 acre preserve.

The 44 acres are tidally flushed mangroves, and the referenced gravel/fill areas right-of-way was constructed in the late 1980's, with approved permits through regulatory agencies, for a future road extension. There are culverts placed underneath this fill material, allowing tidal water to flow in a north/south direction, to maintain healthy mangrove ecosystems north and south of the referenced gravel/fill access right-of-way. The slurry pipe would be placed on the fill material to move material in an east-west direction.

Broward County Parks and Aviation staff met on site Friday, December 8 to check the proposed alignment. The Parks and Recreation Division understands, recommends and agrees that:

- 1) Impacts to West Lake Park would be temporary.
- 2) Nature and magnitude of any changes to West Lake Park would be minimal.

Ms. Virginia Lane, Environmental Specialist
Federal Aviation Administration
December 12, 2006
Page 2

- 3) A daily visual check be made of the pipeline to ensure that no permanent adverse effects are made to the mangrove preserve areas of West Lake Park, nor would there be interference with activities or purpose of the resource; and
- 4) The land, where permission is being granted would be fully restored.

Please contact me if further assistance is needed, (954) 357-8113.

Sincerely,

Gil MacAdam
Environmental Administrator

Cc: Bob Harbin, Director, Parks and Recreation Division
Bob Bielek, Interim Director, Broward County Aviation Division
Jim Davis, Manager, West Lake Park



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5511
(727) 824-5317; FAX (727) 824-5300
<http://sero.nmfs.noaa.gov/>

May 17, 2007 F/SER4:JK/pw

Virginia Lane
Environmental Specialist
U.S. Department of Transportation
Federal Aviation Administration
5950 Hazelhine National Drive
Orlando, Florida 32822-5024

Dear Ms. Lane:

NOAA's National Marine Fisheries Service (NMFS) reviewed the draft Environmental Impact Statement (EIS), dated March 21, 2007, for the development and extension of runway 9R/27L and other associated airport projects at the Fort Lauderdale-Hollywood International Airport (FLL). The draft EIS, prepared by the Federal Aviation Administration (FAA), describes the environmental impacts associated with the airport projects proposed by the Broward County Board of County Commissioners (Broward County), which is the owner and operator of FLL. According to the draft EIS, the existing airfield lacks sufficient capacity to accommodate the forecasted demand for its use under acceptable operating conditions. In order to address this need, Broward County has proposed: expansion and elevation of Runway 9R/27L; construction of an outer dual parallel taxiway that would be separated from the proposed north side parallel taxiway by 276 feet; construction of connecting taxiways from the proposed full-length parallel taxiway to existing taxiways; and construction of an Instrument Landing System (ILS) for landings on Runway 9R/27L. Runway 9R/27L would have a Category I ILS, which includes a Medium Intensity Approach Light System (MALSR) with runway alignment indicator lights, a localizer, and a glideslope. The proposed work will also include decommissioning of Runway 13/31 and redevelopment of a terminal gate.

The draft EIS presents an analysis of several on-site and offsite site alternatives, in addition to the no-action alternative. The FAA does not present a preferred alternative in the draft EIS, hence the draft EIS does not include a statement of the overall impact of the proposed actions on essential fish habitat (EFH), as required by 50 CFR Section 600.920(e). However as an indication of what the FAA's preferred alternative might be, Broward County's preferred alternative is presented. Broward County's preferred alternative (Alternative B1c) would impact approximately 15.41 acres of wetlands including 3.05 acres of estuarine emergent vegetation (mangroves), which are designated as EFH. Other alternatives presented (such as Alternative D1) could adversely affect as much as 21.87 acres of wetlands. The airport expansion activities are located in waters of the United States adjacent to the Dania cut-off canal and Atlantic



-----Original Message-----
From: Robin Wiebler [mailto:Robin.Wiebler@noaa.gov]
Posted At: Thursday, May 17, 2007 9:45 AM
Posted To:
Conversation: DEIS for Development and Extension of Runway 9R/27L
Subject: DEIS for Development and Extension of Runway 9R/27L

Intracoastal Waterway (AIWW) in Broward County, Florida. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Consultation History

By letter dated April 6, 2001, NMFS responded to the draft EIS, dated February 5, 2001, for the expansion of runway 9R/27L. In this letter, NMFS requested that the FAA consult with our office pursuant to 50 CFR Section 600.920 for adverse effects to EFH. By letter dated January 23, 2002, NMFS provide comments on the December 26, 2001, EFH assessment prepared for the expansion of runway 9R/27L. This assessment described impacts to 17.8 acres of mangroves. In this letter, we provided three EFH conservation recommendations: (1) A plan shall be developed and implemented to avoid and/or minimize direct, secondary, and cumulative adverse effects to wetlands; (2) A plan shall be developed for providing full, in-kind compensation for unavoidable adverse impacts to wetlands; and (3) A monitoring plan shall be developed to assess the ecological success of the offsite, compensatory mitigation.

A supplement to the draft EIS was published during February 2002 to update aviation forecasts. NMFS did not find that the supplemental information affected the previously described impacts to EFH and, therefore, NMFS did not provide comments. By letter dated January 13, 2003, NMFS provided comments on the November 2002 second supplement to the draft EIS. This second supplement discussed changes regarding noise impacts and the mitigation of such impacts. Again, NMFS determined that the proposed adverse effects to EFH did not change as a result of the supplemental information and, therefore, we did not provide additional comments. However, in this letter we restated the three EFH conservation recommendations provided earlier.

In 2005, the FAA chose to restart the environmental analysis given Broward County's decision to pursue additional airside and landside planning studies in 2003 and 2004. As a result of these studies, a revised project was developed. In preparation of the present (fourth) draft EIS, the FAA has relied on the recent planning and technical studies completed by Broward County.

Project Area

NMFS staff is familiar with the area and has conducted site visits at FLL, most recently on August 10, 2006. The wetland system at FLL consists of mangroves (red mangroves, white mangroves, black mangroves, and buttonwoods) with various degrees of infestation by Australian pine and Brazilian pepper.

Alternatives

The draft EIS describes 11 offsite alternatives, 18 on-site alternatives, and the no action alternative. The FAA determined that the 11 offsite alternatives were not reasonable and therefore eliminated these alternatives from further evaluation. The FAA determined that six of the on-site alternatives could meet the purpose established for the project.

Impacts to Essential Fish Habitat

Of the six alternatives that the applicant determined would meet the project purpose and need, the impacts to EFH vary from 0.13 to 3.05 acres. An EFH assessment is provided in Section 6.F.1.4 of the draft EIS. Broward County's preferred alternative would directly impact 3.05 acres of mangroves. We acknowledge and appreciate the substantial impact minimization that has occurred since the initial draft EIS review during 2001, which identified over 17 acres of EFH that would be impacted by the project.

The Broward County's preferred alternative (Alternative B1c) includes the following components that would adversely affect EFH:

- Expansion and elevation of Runway 9R/27L to an overall length of 8,000 feet and width of 150 feet and construction of a new full-length parallel taxiway 75 feet wide on the north side of Runway 9R/27L with separation of 400 feet from 9R/27L. This action would adversely affect 2.87 acres of mangroves.
- Installation of runway approach lights and associated access roads. This action would adversely affect 0.38 acres of mangroves.

Authorization of the proposed project will result in the loss of 3.05 acres of habitats designated as EFH by the South Atlantic Fishery Management Council (SAFMC). Federally managed fishery species associated with estuarine emergent vegetation, including mangrove habitat, includes postlarval, juvenile, and adult gray, lane and schoolmaster snappers; juvenile Goliath grouper and mutton snapper; and adult white grunt. These areas play an important role in the ecological function of South Atlantic estuarine ecosystems, particularly in regard to primary production and water quality. Detailed information on the snapper/grouper complex (containing ten families and 73 species) and other federally managed fishery species and their EFH is provided in the 1998 comprehensive amendment to the fishery management plans for the South Atlantic region; the amendment was prepared by the SAFMC as required by the Magnuson-Stevens Act. Mangrove wetlands are also designated by the SAFMC as a Habitat Area of Particular Concern (HAPC), which are subsets of EFH that are rare, particularly susceptible to human-induced degradation, especially important ecologically, or located in an environmentally stressed area.

In addition to these designations by the SAFMC, mangroves in this area provide nursery, foraging, and refuge habitat for other commercially and recreationally important fish and shellfish, such as snook, striped mullet, tarpon, and blue crab, and that the cumulative loss of mangroves has reduced overall fisheries production within the southeast Florida ecosystem. Further, mangroves in the project area indirectly support fishery habitat by controlling runoff and turbidity and by stabilizing sediment, ecological functions essential to supporting adjacent waters of the Dania cut-off canal and AIWW.

Mangrove wetlands directly benefit the fishery resources of the southeast Florida by providing nursery habitat. Further, mangroves are part of a habitat complex that includes seagrass and hard bottom habitats, and this complex supports a diverse community of fish and invertebrates. Mangrove wetlands also provide important water quality maintenance functions, such as pollution uptake (bio-assimilation). Mangroves also stabilize shorelines, attenuate wave action, and produce and export detritus (decaying organic material), which is an important component of

marine and estuarine food chains. The cumulative loss of these habitats has and continues to reduce overall fisheries production within Florida waters. In fact, mangrove forests are one of the world's most threatened tropical ecosystems with global loss exceeding 35 percent, and the current rates of mangrove deforestation are likely to impact severely the function, fisheries productivity, and resilience of reefs (Mumby et. al 2004)¹.

EFH Assessment Information Needs

The draft EIS provides several items required by 50 CFR Section 600.920(e) for an EFH assessment, including a description of the proposed action, an analysis of direct impacts to fishery resources by life history stage, avoidance and minimization to EFH, and alternatives to the proposed action. However additional information is needed in order for NMFS to fully evaluate the proposed work:

- A full assessment of cumulative effects. In this regard, we note that there are a few past, present, and reasonably foreseeable future activities that have been omitted in the cumulative effects discussion (draft EIS, chapter 7), including the proposed U.S. Border Patrol facility (associated with U.S. Army Corps of Engineers permit application number SAJ-2006-3233) that proposes to adversely affect over 4 acres of mangroves. NMFS is concerned that, as a result of cumulative impacts to EFH in Broward County, little to no compensatory mitigation options are available within the affected watershed. Therefore, we recommend that the cumulative effects assessment provide a table of past, present, and reasonably foreseeable EFH impacts that includes a description of how such impacts have been/will be mitigated.
- The FAA's, or lead federal agency's, views regarding the effects of the action on EFH. Although the FAA states that each alternative would not result in a significant impact to EFH, this determination is based on the assumption that the impacts can be mitigated (see next item).
- Compensatory mitigation plan. The draft EIS states that there may be compensatory mitigation options available at West Lake Park associated with the habitat restoration authorized by the Department of the Army via permit number 2002-0072 (IP-LAO), however we are also aware of other projects by the Broward County Board of County Commissioners (such as the Port Everglades Expansion) that propose to use this mitigation as well. The EFH assessment should fully describe how mangrove impacts would be mitigated. (See EFH conservation recommendations for additional information.)
- Unified Mitigation Assessment Method (UMAM) scores. The draft EIS provides UMAM scores for the wetland areas proposed for impact under Broward County's preferred alternative. However, the only way to determine the amount of mitigation necessary to offset 3.05 acres of mangrove wetlands would be to have UMAM scores for the mitigation site, which are not included in the draft EIS. The compensatory mitigation plan should include all necessary UMAM scores to determine that all functional losses can be mitigated.

¹ Mumby P.J., J. E. Alcaidair, E. Arias-Gonzalez, K.C. Lindeman, P.G. Blackwell, A. Galt, M.I. Gorczynska, A.R. Harborne, C.L. Pessod, H. Renken, C.C. Wabnitz, and G. Llewellyn. 2004. Mangroves enhance the biomass of coral reef fish communities in the Caribbean. *Nature* 27: 533-536.

Based on the above discussion of direct and indirect impacts likely to result from the proposed project, NMFS concludes that the potential adverse impacts to EFH and other living marine resources could occur as a result of the proposed work. Section 305(b)(4)(A) of the Magnuson-Stevens Act requires NMFS to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, NMFS provides the following:

EFH Conservation Recommendations

1. A plan shall be developed for providing full, in-kind compensation for unavoidable adverse impacts to wetlands. The plan shall address compensation for loss of productivity and habitat functions that occur during the period between elimination/degradation of existing wetlands and establishment of functionally compatible mangrove habitat that would be protected in perpetuity. Execution of the approved mitigation plan shall be a required component of the project.
2. A monitoring plan shall be developed to assess the ecological success of the offsite, compensatory mitigation. Annual monitoring of the mitigation site shall take place for five years following completion of the mitigation project. In the event it is determined that the implemented mitigation measures do not completely offset the destruction of mangrove wetlands, the plan shall include contingency measures, such as additional planting or exotic vegetation removal, in order to provide functionally suitable replacement habitat. The mitigation/monitoring plan shall be forwarded to the NMFS for review and approval prior to initiation of construction.

Thank you for the opportunity to provide comments. Related correspondence should be directed to the attention of Ms. Jocelyn Karazsia at our West Palm Beach office, which is co-located with the US Environmental Protection Agency at USEPA, 400 North Congress Avenue, Suite 120, West Palm Beach, Florida, 33401. She may be reached by telephone at (561) 616-8880, extension 207, or by e-mail at Jocelyn.Karazsia@noaa.gov.

Sincerely,



/ for

Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc: (via electronic mail)
EPA, WPB
FWS, Vero Beach
Broward County
FWC, Tallahassee
FDEP, WPB
SAFMC
F/SER Keys
F/SER3
F/SER47, Karazsia



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

Ms. Virginia Lane
 Orlando Airports District Office
 Federal Aviation Administration
 5950 Hazeltime National Drive
 Orlando, Florida 32822-5024

July 17, 2007

RE: DHR Project File No.: 2007-2396-B & 2007-2527-B/Received: June 14, 2007
 Federal Aviation Administration (FAA)
 Additional Information for the for: the Draft Environmental Impact Statement
 Fort Lauderdale-Hollywood International Airport, Broward County

Dear Ms. Lane:

We reviewed the above referenced additional information in response to our April 13, and May 30, 2007 letters (DHR Project File Nos. 2007-2396 & 2007-2527), which consisted of 56 black and white pictures and an archeological review of the expanded Detailed Study Area. This office finds the addendums to the above study complete and sufficient, and concurs with Janus Research that there are no historic properties in the Area of Potential Affect.

If you have any questions, please contact James Toner, Historic Sites Specialist, by telephone at 850-245-6333, or by electronic mail jtoner@doh.state.fl.us.

Sincerely,

James P. Gaska

Frederick P. Gaska, Director, and
 State Historic Preservation Officer

XC: Christopher Eck, Broward County
 Julie Walls, City of Hollywood
 Michael Sizelsky, City of Fort Lauderdale
 Amy Streefman, Janus Research

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
 Director's Office (850) 245-6300 • FAX: 245-6486
 Archaeological Research (850) 245-6444 • FAX: 245-6452
 Historic Preservation (850) 245-6333 • FAX: 245-6437 (850) 245-6400 • FAX: 245-6433
 Southeast Regional Office (561) 416-2115 • FAX: 416-2149
 Northeast Regional Office (904) 825-5045 • FAX: 825-5044
 Central Florida Regional Office (813) 272-3843 • FAX: 272-2240
 Historical Museums



JOSEPHUS EGCELLETTON, JR.
 Mayor
 Board of County Commissioners - District 9
 e-mail: jegcelletton@broward.org

August 10, 2007

Mr. Bart Vernace, Assistant Manager
 Orlando Airports District Office, FAA
 5950 Hazeltime National Drive, Suite 400
 Orlando, Florida 32822

Re: **Broward County (Sponsor) Preferred Runway Alternative**

Dear Mr. Vernace:

Please allow this letter to serve as official notification of Broward County's preferred runway alternative. On December 9, 2003, the Board of County Commissioners formally designated what is essentially Alternative BIC in the Draft Environmental Impact Statement as its preferred runway alternative noting the modification which uses Engineered Material Arresting Systems (EMAS) to reduce the 1000' safety clearance zone.

On June 5, 2007, the Board of County Commissioners ratified the BIC Alternative as its preferred runway alternative. The vote for this alternative was six to three. For your information, there was only one other alternative that received any interest, Alternative D2, and it failed two to seven.

If you have any questions, please feel free to contact me at 954-357-7009.

Sincerely,

Josephus Egcelletton
 Josephus Egcelletton, Mayor
 Broward County, Florida

C: Board of County Commissioners (e-copy)
 Pam Brangaccio, County Administrator (e-copy)
 Bertha Henry, Deputy County Administrator (e-copy)
 Walt Houghton, Interim Aviation Director (e-copy)
 Mark Perryman, Landrum and Brown (e-copy)

Reply to:
 1176 N.W. 42nd Way, Lauderdale, Florida 33313
 115 South Andrews Avenue, Room 421, Fort Lauderdale, Florida 33301

Downtown Office
 Cynthia Martin, Aide
 DiAnne M. Keller, Esq.
 Legal Analyst
 954-357-7009
 FAX 954-357-5707
 District 9 Office
 Owendayn A. Hudson, Aide
 954-327-3817
 FAX 954-327-3879



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
100 Aviation Boulevard • Fort Lauderdale, Florida 33315 • 954-359-6100

November 9, 2007

Ms. Virginia Lane
Federal Aviation Administration (FAA) - Orlando District Office
5950 Hazeltine National Drive
Orlando, FL 32822-5024

Re: **Broward County Proposed Noise Mitigation Principles**

Ms. Lane:

Pursuant to the FAA's request, this letter represents the Broward County Aviation Department's (BCAD) submission of the Noise Mitigation Principles that are proposed for inclusion in the FAA's Environmental Impact Statement (EIS) and Record of Decision (ROD) associated with development and extension of the preferred runway alternative and other associated projects at the Fort Lauderdale-Hollywood International Airport (FLL). Below is an outline of the seven (7) noise mitigation principles the County is recommending to be considered by the FAA regarding existing and forecasted conditions for FLL.

1. **Apply the long-term/ultimate unrestrained contour** - Apply mitigation principles and identify mitigation eligibility areas using the long-term/ultimate unrestrained contour of the Runway Alternative approved in the ROD.
2. **Establish mitigation areas based on neighborhoods** - Utilizing the contours of the approved project, establish areas eligible for mitigation with the objective of keeping neighborhoods intact by incorporating natural boundaries and neighborhood blocks.
3. **Voluntary acquisition of mobile home parks in the +65 DNL** - Relocation of residents and acquisition of the mobile home park/business. Convert the property to a compatible use. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, provide relocation assistance for residents to either County developed affordable housing or other locations. Future use of the acquired property would be controlled by recorded restrictive covenants.
4. **Sound proofing and easement** - Soundproofing offered to all eligible single- and multi-family units; in addition compensation for outdoor impacts will be offered above Uniform Appraisal Standards for Federal Land Acquisitions at a valuation that will be determined at implementation of the program.
5. **Purchase assurance / sales guarantee** - For those that decline soundproofing, implement a purchase assurance program to acquire the property at Fair Market Value. Future use of the acquired property would be controlled by recorded restrictive covenants.
6. **Voluntary acquisition of existing residentially zoned vacant parcels** - Voluntarily acquire existing residentially-zoned, vacant parcels at Fair Market Value and coordinate with the local communities to change the zoning and land use plan to compatible use. Future use of the acquired property would be controlled by recorded restrictive covenants.
7. **Provide noise mitigation in excess of minimum federal guidelines.**

Josephus Eggleston, Jr. • Sue Gumburger • Kristin D. Jacobs • Ken Keschl • Ilene Lubberman • Stacy Ritter • John E. Rodstrom, Jr. • Diana Wasserman-Rubin • Lois Weiler
Broward County Board of County Commissioners
www.broward.org

Virginia Lane
November 9, 2007
Page Two

Please feel free to contact BCAD staff with any questions or concerns regarding this matter at (954) 359-6181.

Sincerely,

Kent George
Director of Aviation

cc: Bertha Henry, Interim County Administrator
Zach Williams, Assistant County Administrator
Dick Brossard, Assistant County Administrator
Debbie Bowers, Assistant to the County Administrator
Yasmi Govin, Assistant County Attorney
Doug Webster, Assistant to the Department Director, Aviation Department
Marc Gambrell, Acting Director of Planning & Development, Aviation Department



AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
100 Aviation Boulevard • Fort Lauderdale, Florida 33315 • 954-359-6100

December 4, 2007

Ms. Virginia Lane
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024

RE: Use of Wetland Mitigation Credits at West Lake Park for Airport
Sponsors Proposed Project at Ft. Lauderdale-Hollywood International Airport
Broward County, Florida

Dear Ms. Lane:

In response to your letter request dated October 18, 2007, Broward County acknowledges that mitigation may be required to offset wetland impacts resulting from runway development at FLL. Broward County may offset these impacts as appropriate by encumbering existing mitigation credits previously developed by Broward County at existing mitigation sites, by performing on-site mitigation if necessary, and by using mitigation credits identified in the United States Army Corps of Engineers Permit No. SAJ-2002-00072 (IP-LAO) and the South Florida Water Management District Individual Resource Permit No. 06-04016-P issued for West Lake Park.

Should you require additional information do not hesitate to contact me.

Respectfully,

Marc Gambrell, P.E.
Acting Director, Planning and Development Aviation

cc: Kent George, Director Aviation
Debbie Bowers, Assistant to County Administrator
Barbara Hill, Assistant County Attorney
File

Josephus Eggleston, Jr. • Sue Gunzburger • Kristin D. Jacobs • Ken Keech • Ilene Lieberman • Stacy Ritter • John E. Rodstrom, Jr. • Dina Wasserman-Rubin • Lois Weider
Broward County Board of County Commissioners
www.broward.org

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AVIATION DEPARTMENT - Fort Lauderdale/Hollywood International Airport
100 Aviation Boulevard • Fort Lauderdale, Florida 33315 • 954-359-6100

December 7, 2007

Mr. Dean Stringer
Manager, Orlando Airports District Office
Federal Aviation Administration
5950 Hazeltine National Drive
Suite 400
Orlando, FL 32822

Dear Mr. Stringer:

I would like to take this opportunity to address various comments made by and correspondence written by the Ft. Lauderdale-Hollywood International Airport (FLL) Air Traffic Control Tower Manager Robert Berlucchi, concerning the Sponsor's Preferred Alternative, the B1c Alternative, for a new runway at FLL. Mr. Berlucchi favors the D2 Alternative, which we believe is far inferior to the B1c Alternative, which will result in an increase in capacity and a reduction in aircraft delays.

The Broward County Aviation Department (BCAD) feels that there is additional information to supplement the Draft Environmental Impact Statement (DEIS) on the D2 Alternative that needs to be considered by the Federal Aviation Administration (FAA) in light of Mr. Berlucchi's observations. We have concluded that the D2 Alternative will result in significant and costly tenant relocation, loss of any future tenant expansion capabilities, complete elimination of any future aviation development growth and, when completed in its entirety, create an unbalanced airfield vs. terminal/landside situation. Supportive information follows:

In the DEIS, we feel the land deficiency in the D2 Alternative is understated. The attached D2 Alternative, Exhibit 1, analysis indicates there will be a deficiency of 42.14 acres of land on FLL to relocate the current tenants on the North side to other locations on the airport, which would necessitate utilizing all of the area on the West side. Additionally, if the land that would be available under the Sponsor's Preferred Alternative, the B1c, is analyzed, see Exhibit 2, approximately 147.57 new acres of land would become available for future tenant expansion and new opportunities (Exhibit 3 shows Existing Conditions and is included for informational purposes).

Broward County Board of County Commissioners
Josephus Eggleston, Jr. • Sue Ginzburger • Kristin D. Jacobs • Kim Kiechl • Maria Liberman • Stacy Ritter • John E. Rodstrom, Jr. • Diana Wasserman-Rubin • Lois Weiler
www.broward.org

Dean Stringer
December 7, 2007
Page Two

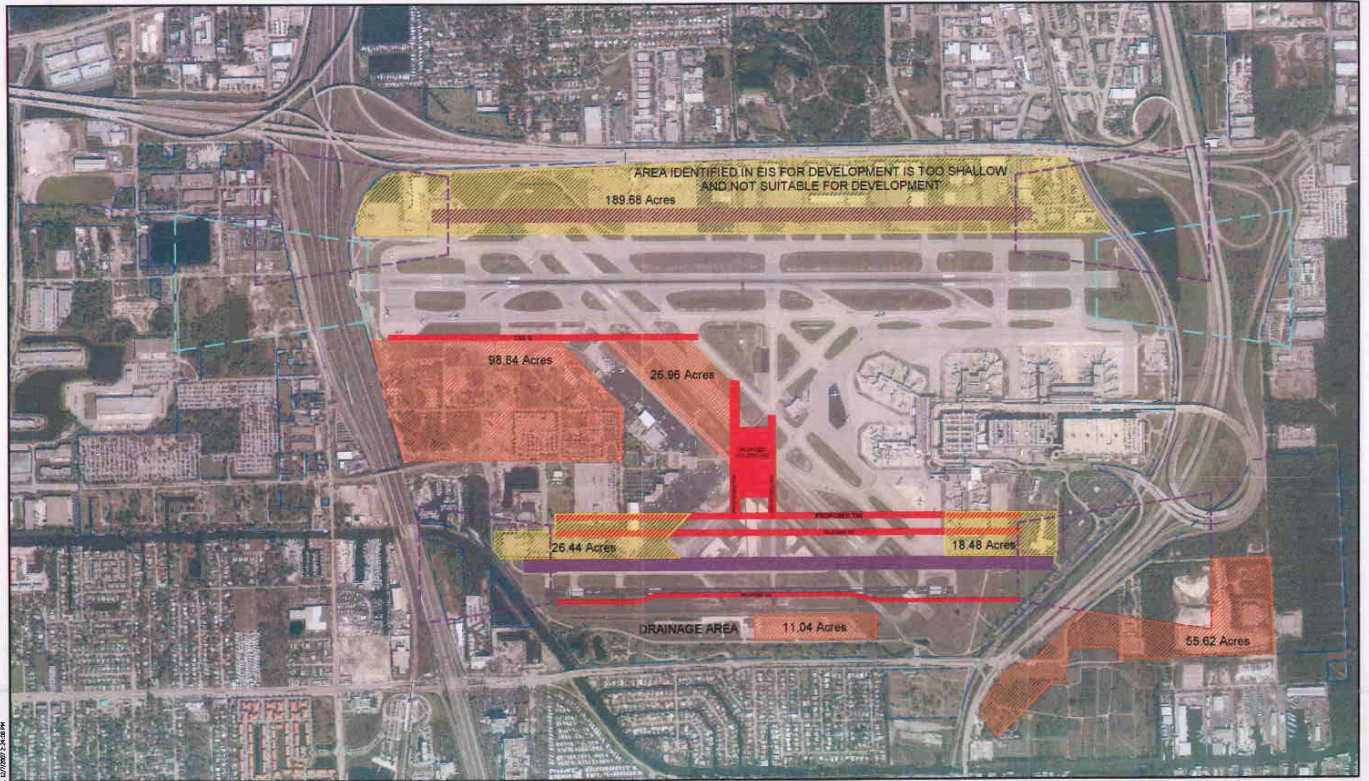
Therefore, if the D2 Alternative was pursued, a loss of approximately 189.71 acres would be realized, not the 42.14 acres estimated in the DEIS.

Following that analysis, the replacement facilities, infrastructure development and tenant relocation costs are estimated to total \$550.4 million, as delineated below:

- Based on the current 1,428 million square feet of facilities on the North side; vertical construction costs of \$250/SF in Broward County; estimated replacement construction cost for aprons, taxiways, parking, and other infrastructure, the costs to reconstruct facilities for the current tenants would be \$520 million.
- Required adjoining physical infrastructure costs, including improvements to Lee Wagener, Perimeter Road and Ravenswood Road; widening of S.W. 42 Street; tunnel construction for cargo facilities; and Perimeter Road reconfiguration, result in an estimated infrastructure cost totaling approximately \$24 million.
- For construction of facilities and infrastructure, 25% is added for design and construction administration, estimated at \$136 million.
- Total tenant relocation costs of \$6.4 million were based on a "move cost" factor for each business based on the nature of the business operations.

With the loss of approximately 189.71 acres, FLL will realize economic opportunity losses estimated at \$1.3 billion direct impact and \$1.72 billion indirect impact calculated below (using a 4.5% discount factor with 2% yearly inflation factor over the standard airport lease period of 20 years):

- Broward County Office of Economic Development (OED) provided an analysis of the economic benefit of the current North side tenants, resulting in \$58 million direct and \$82 million indirect annual benefits.
- Based on the current 139 acres occupied by tenants on the North side and using the benefits derived by OED, results in a direct and indirect per acre benefit respectively, of \$417,000 and \$590,000, on an annual basis.
- Applying the direct and indirect per acre figures above to the 189.71 acres lost under the D2 Alternative, results in a \$79.1 million direct and \$111.9 million indirect net economic benefit loss annually.



 BCAD PROPERTY COMMITTED TO DEVELOPMENT, UNABLE TO DEVELOP, OR NEEDS TO BE SOLD
 A. APPROXIMATE LAND GAINED THROUGH NEW RUNWAY CONFIGURATION = 182.46 ACRES
 B. APPROXIMATE LAND LOST THROUGH NEW RUNWAY CONFIGURATION AND RELOCATION = 234.60 ACRES
 APPROXIMATE ACRES OF LAND AVAILABLE FOR NEW DEVELOPMENT (A-B)= -42.14 ACRES
 * NOTE: DETERMINED BY BCAD BUSINESS DIVISION

NOTE: DRAWING BASED ON INFORMATION FROM THE DRAFT EIS. AIRFIELD CONFIGURATIONS ARE APPROXIMATE. CAD DRAWINGS WERE UNAVAILABLE AT THIS TIME.

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

Dean Stringer
December 7, 2007
Page Three

- In addition to the economic impact to the region, FLL has calculated lost revenue opportunity in the form of ground rent, landing fees and fuel flowage fees totaling approximately \$7 million annually.
- In closing, the resultant net present value lost benefit impact over a 20 year period, both direct and indirect, equates to a conservative amount of \$3.02 billion, plus \$550.4 million of infrastructure costs if the D2 Alternative is chosen.

Please feel free to contact me if there should be any questions. Thank you in advance for your consideration of this information.

Sincerely,

Keith G. George, A.A.E.
Director of Aviation

KGG/ml

Attachments

- cc: Bertha Henry, Interim County Administrator
 Dick Brossard, Assistant County Administrator
 Debbie Bowers, Assistant to the County Administrator
 Mark Perryman, Landrum & Brown
 Bart Vernace, Federal Aviation Administration

NEW DEVELOPMENT OPPORTUNITIES - B1b/B1c OPTION - EXHIBIT 2



- BCAD PROPERTY COMMITTED TO DEVELOPMENT, UNABLE TO DEVELOP, OR NEEDS TO BE SOLD
- A. APPROXIMATE LAND GAINED THROUGH NEW RUNWAY CONFIGURATION = 173.87 ACRES
- B. APPROXIMATE LAND LOST THROUGH NEW RUNWAY CONFIGURATION AND RELOCATION = 26.30 ACRES
- APPROXIMATE ACRES OF LAND AVAILABLE FOR NEW DEVELOPMENT (A-B) = 147.57 ACRES

NOTE: DRAWING BASED ON INFORMATION FROM THE DRAFTER, AIRFIELD CONFIGURATIONS ARE APPROXIMATE. CAD DRAWINGS WERE UNAVAILABLE AT THIS TIME.

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

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*NOTE: DETERMINED BY BCAD BUSINESS DIVISION

NEW DEVELOPMENT OPPORTUNITIES - EXISTING CONDITIONS - EXHIBIT 3



- BCAD PROPERTY COMMITTED TO DEVELOPMENT, UNABLE TO DEVELOP, OR NEEDS TO BE SOLD
- APPROXIMATE ACRES OF LAND AVAILABLE FOR NEW DEVELOPMENT = 177.56 ACRES

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

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*NOTE: DETERMINED BY BCAD BUSINESS DIVISION

RECEIVED FEB 0 1 2008

United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960

January 31, 2008

Virginia Lane
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024

Service Federal Activity Code: 41420-2007-FA-0701
Service Consultation Code: 41420-2007-4-1116

Date Received: January 28, 2008

Project: Expansion of Runway 9R/27L at
Fort Lauderdale-Hollywood
International Airport

County: Broward

Dear Ms. Lane:

The Fish and Wildlife Service (Service) has reviewed your letter dated January 23, 2008, and other information submitted by the Federal Aviation Administration (FAA), for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*)

PROJECT DESCRIPTION

The Broward County Board of County Commissioners (BCBCC) has proposed to conduct improvements to the Fort Lauderdale-Hollywood International Airport in order to address existing and anticipated future airfield capacity and passenger delay issues. The draft Environmental Impact Statement presents 8 alternatives to address the project and a "to build" alternative. The BCBCC preferred alternative includes the enlargement of Runway 9R/27L to 8,000 feet by 150 feet, and the construction of a new parallel taxiway located along the north side of Runway 9R/27L. The project is located at the Fort Lauderdale-Hollywood International Airport in Broward County, Florida.

THREATENED AND ENDANGERED SPECIES

West Indian Manatee

The project occurs within the geographic range of the endangered West Indian manatee (*Trichechus manatus*). To protect manatees, the FAA has agreed to follow the Service's *Standard Manatee Construction Conditions* during implementation of the project. The FAA has determined the project "may affect, but is not likely to adversely affect" the manatee. The Service concurs with this determination.



Virginia Lane

Wood stork

Page 2

The project site is located within the core foraging area (CFA) (within 18.6 miles) of a breeding colony of the endangered wood stork (*Mycteria americana*) (located approximately 14 miles northeast of the project site). The Service believes the loss of wetlands within a CFA may reduce foraging opportunities for wood storks. To minimize adverse effects to the wood stork, the Service's *Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area* (Service 2002) recommends the applicant replace wetlands lost due to the action. The compensation plan should include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the project. Moreover, wetlands offered as compensation should be of the same hydroperiod, and located within the CFA of the affected wood stork colony. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside the CFA would be acceptable to the Service, provided the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can be found in the Service's November 9, 2007, Eastern Indigo Snake and Wood Stork Key (Service Federal Activity Code Number 41420-2007-FA-1494) provided to the U.S. Army Corps of Engineers to guide their effect determinations for these two species. The Methodology is also described in the Service's August 28, 2007, Biological Opinion for the Terafina (G.L. Homes) development project (Service Federal Activity Code Number 41420-2007-FA-0653) located at <http://www.fws.gov/filedownloads/ftp/%5Fverobeach/BIOLOGICAL%5FOPINIONS/TERAFINA/>.

The FAA has proposed to provide wetland mitigation to offset the loss of wood stork foraging habitat resulting from the project. The mitigation will consist of adequate credits purchased from the West Lake Park Mitigation Project. The number of credits purchased will be based on the Service's wood stork Methodology. The FAA has determined the project "may affect, but is not likely to adversely affect" the wood stork. The Service concurs with this determination.

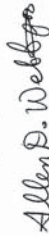
This letter fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

Virginia Lane

Page 3

Thank you for allowing us to provide these comments and for your cooperation and effort in protecting federally listed species. If you have any questions regarding this project, please contact John Wrublik at 772-562-3909, extension 282.

Sincerely yours,



Paul Souza
Field Supervisor
South Florida Ecological Services Office

cc:
EPA, West Palm Beach, Florida (Richard Harvey)
FWC, Tallahassee Florida (Mary Ann Poole) electronic only

LITERATURE CITED

U.S. Fish and Wildlife Service. 2002. Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.



U.S. Department
of Transportation
Federal Aviation
Administration

ORLANDO AIRPORTS DISTRICT OFFICE
5950 Hazeltine National Dr., Suite 400
Orlando, Florida 32822-5024
Phone: (407) 812-6331

February 5, 2008

Ms. Jocelyn Karaszia
National Marine Fisheries Service
400 North Congress Avenue, Suite 120
West Palm Beach, Florida 33401


**Re: Fort Lauderdale-Hollywood International Airport (FLL)
Draft Environmental Impact Statement (Draft EIS)
Essential Fish Habitat (EFH) Assessment Additional Information**

Dear Ms. Karaszia:

Please find enclosed the additional information you requested in your letter dated May 17, 2007 and FAA's response to National Marine Fisheries Services' EFH Conservation Recommendation. The FAA has determined the Proposed Action would not result in significant adverse impacts to EFH or significant cumulative impacts to wetlands and EFH based on the proposed mitigation for the Proposed Action and mitigation that would be required for other projects in the area around FLL.

We appreciate your evaluation of this information and request your determination that the consultation process satisfies the Federal agency consultation requirements of Section 305. If you have any questions regarding the attached document or require additional information, please call me at (407) 812-6331 extension #129.

Sincerely,



Virginia Lane, A.I.C.P.
Environmental Specialist

Enclosure

Cc: Miles M. Croom, NMFS



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
4400 PGA Boulevard, Suite 500
Palm Beach Gardens, FL 33410

REPLY TO
ATTENTION OF

0 6 MAR 2008

Palm Beach Gardens Regulatory Section
Fort Lauderdale-Hollywood
International Airport Draft EIS
SAJ-1995-4561

Virginia Lane
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822-5024

Dear Ms. Lane:

The US Army Corps of Engineers (USACE) received the draft Environmental Impact Statement (EIS), dated March 21, 2007, for the development and extension of runway 9R/27L and other associated airport projects at the Fort Lauderdale-Hollywood International Airport (FLL). The draft EIS, prepared by the Federal Aviation Administration (FAA), describes the environmental impacts associated with the airport projects proposed by the Broward County Board of County Commissioners (Broward County), which is the owner, operator, and Airport Sponsor of FLL. The USACE reviewed this draft EIS and responded by email on July 17, 2007, with our comments, a copy of which is attached. On January 29, 2008, the USACE received a copy of the Conceptual Mitigation plan associated with the FLL expansion project.

According to the Draft Conceptual Wetland Mitigation Plan (plan), the plan is for "potentially unavoidable impacts to jurisdictional wetlands due to the construction of the Proposed Action, Alternative B1c", the Airport Sponsor's preferred alternative. We note that the proposed mitigation plan refers only to conceptual mitigation for the Airport Sponsor's preferred alternative without reference to the other potential alternatives. In the July 17, 2007, response letter to the Draft EIS, the USACE advised that the alternatives described would result in the need for a Department of the Army permit under section 404 of the Clean Water Act. The 404(b)(1) Guidelines are the environmental standards for Section 404 permit issuance under the CWA and these guidelines require that the project permitted be the Least Environmentally Damaging Practicable Alternative (LEDPA) that meets the project's purpose and need. A permit cannot be issued, therefore, in circumstances where a less

environmentally damaging practicable alternative for the proposed discharge exists (except as provided for under Section 404(b)(2)). As there are three alternatives identified in the Draft EIS which meet the stated project purpose, the USACE recommended that FAA choose as its preferred alternative the one that is also the LEDPA. Alternative C1, was identified by the USACE as an alternative that potentially satisfied both the project purpose and the 404(b)(1) guidelines. In this alternative, there were 15.4 acres of impacts to low quality exotic impacted wetlands (11.54 acres), which do not all appear to fall within federal jurisdiction, or tree farms (3.72 acres), and with no impacts to mangroves.

Appropriate and practicable compensatory mitigation as identified in the conceptual mitigation plan is required for unavoidable adverse impacts to aquatic resources which remain after all appropriate and practicable minimization has been required. The Airport Sponsor's preferred alternative has not yet been identified as having taken all appropriate and practicable steps to avoid and minimize impacts to aquatic resources including wetland nor has it been determined to be the least environmentally damaging practicable alternative. As such, USACE recommendations are based on a review of the mitigation plan as though it were applicable to any alternative. These recommendations are not specific to any one alternative, are not meant to imply that avoidance and minimization has been demonstrated, are not meant to imply approval of any alternative, and can be applied to any of the alternatives included in the draft EIS:

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and justifying the appropriateness of the out of kind mitigation would clarify the document.

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- The proposed conceptual mitigation plan has been undertaken in the same geographic area (i.e., in close physical proximity and, to the extent possible, the same watershed) as the impact. In determining compensatory mitigation, the functional values lost by the resource to be impacted have been considered.

The Agency Consensus Form with the following Consensus Points is attached:

- Received and Reviewed Draft EIS Findings and Documentation
- Review of Conceptual Mitigation

Sincerely,



Tori K. White
Chief, Palm Beach Gardens
Permits Section

Enclosures

Copies Furnished:

**Memorandum of Agreement for Interagency Stewardship and Streamlining
Fort Lauderdale-Hollywood International Airport
Environmental Impact Statement and Permitting**

Agency Consensus Form

- Fort Lauderdale-Hollywood International Airport Runway 9R/27L Extension Project EIS
Consensus Points:

- **Received and Reviewed Draft EIS Findings and Documentation**
- **Review of Conceptual Mitigation**

Please check one:

- My signature indicates that

John White USACE 6 Mar 08
Name/Agency/Date

has achieved Consensus with the FAA on the above Consensus Point.

- My signature indicates that

Name/Agency/Date

has no statutory authority with regard to this Consensus Point.

- My signature indicates that

Name/Agency/Date

has not achieved Consensus with the FAA on the above Consensus Point for the following reasons:

Comments (please attach additional pages as necessary):

Oberlin, Leah A SAJ

From: Oberlin, Leah A SAJ
Sent: Tuesday, July 17, 2007 9:00 AM
To: Virginia.Lane@faa.gov
Subject: Ft. Lauderdale Airport Expansion DSEIS

Ms. Lane,

The US Army Corps of Engineers (USACE) reviewed the draft Environmental Impact Statement (EIS), dated March 21, 2007, for the development and extension of runway 9R/27L and other associated airport projects at the Fort Lauderdale-Hollywood International Airport (FLL). The draft EIS, prepared by the Federal Aviation Administration (FAA), describes the environmental impacts associated with the airport projects proposed by the Broward County Board of County Commissioners (Broward County), which is the owner and operator of FLL.

According to the draft EIS, the existing airfield lacks sufficient capacity to accommodate the forecasted demand for its use under acceptable operating conditions. In order to address this need, Broward County has proposed: expansion and elevation of Runway 9R/27L; construction of an outer dual parallel taxiway that would be separated from the proposed north side parallel taxiway by 276 feet; construction of connecting taxiways from the proposed full-length parallel taxiway to existing taxiways; and construction of an Instrument Landing System (ILS) for landings on Runway 9R/27L. Runway 9R/27L would have a Category I ILS, which includes a Medium Intensity Approach Light System (MALS/R) with runway alignment indicator lights, a localizer, and a glideslope. The proposed work will also include decommissioning of Runway 13/31 and redevelopment of a terminal gate.

The draft EIS presents an analysis of several on-site and off-site site alternatives, in addition to the no-action alternative. The FAA does not present a preferred alternative in the draft EIS, while Broward County's preferred alternative is presented. Broward County's preferred alternative (Alternative B1c) would impact approximately 15.41 acres of wetlands including 3.05 acres of estuarine emergent vegetation (mangroves), which are designated as EFR. Other alternatives presented (such as Alternative D1) could adversely affect as much as 21.87 acres of wetlands.

The airport expansion activities are located in waters of the United States adjacent to the Dania cut-off canal and Atlantic Intracoastal Waterway (AIWW) in Broward County, Florida. Since 2001, this project has been reviewed in different versions in both EISs and Supplemental EISs with varying amounts of impacts proposed. The USACE has provided comments in the past regarding the need to avoid alternatives that were not the least environmentally damaging alternative that was still capable of satisfying the need for the project. In 2005, the FAA chose to restart the environmental analysis given Broward County's decision to pursue additional airside and landside planning studies in 2003 and 2004. As a result of these studies, a revised project was developed. In preparation of the present (fourth) draft EIS, the FAA has relied on the recent planning and technical studies completed by Broward County.

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The draft EIS describes 11 off-site alternatives, 18 on-site alternatives, and the no action alternative. The FAA determined that the 11 off-site alternatives were not reasonable and therefore eliminated these alternatives from further evaluation. The FAA

determined that six of the on-site alternatives could meet the purpose established for the project. Of the six alternatives that the applicant determined would meet the project purpose and need, the impacts to EFN vary from 0.13 to 3.03 acres. Broward County's preferred alternative would directly impact 3.09 acres of mangroves.

An important issue for this project that I did not see addressed in the SEIS was the discussion of federal jurisdiction, which we discussed at the August 10, 2006 site visit. While not a formal jurisdictional determination, my notes from that day indicate the following:

W-8 appeared to be jurisdictional
W-17 a, b, and c appear to be jurisdictional W-25a & b (in which tidal exchange was observed) W-N3a and b did appear jurisdictional, but were of poor quality exotic impacted or part of a tree farm.
Based on the recent Rapanos ruling, a formal jurisdictional determination might alter this determination, but would not affect jurisdiction for the tidally influenced mangrove area which are also considered special aquatic sites.

We acknowledge and appreciate the substantial impact minimization that has occurred since the initial draft EIS review during 2001, which identified over 17 acres of wetlands could be impacted by the project. However, FAA's attention is drawn to the fact that the alternatives described will result in the need for a Department of the Army permit under section 404 of the Clean Water Act. The 404(b)(1) Guidelines are the environmental standards for Section 404 permit issuance under the CWA and these guidelines require that the project permitted be the Least Environmentally Damaging Practicable Alternative (LEDA) that meets the project's purpose and need. A permit cannot be issued, therefore, in circumstances where a less environmentally damaging practicable alternative for the proposed discharge exists (except as provided for under Section 404(b)(2)). As there are three alternatives identified which meet the stated need, the USACE would recommend that FAA choose as its preferred alternative the one that is also the LEDPA. It should be noted that alternative C1, results in 15.4 acres of impacts that are almost entirely to very low quality exotic impacted wetlands (11.54 acres), which are only partially jurisdictional, or tree farms (3.72 acres), with no impacts to mangroves.

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Avoidance.4 Section 230.10(a) allows permit issuance for only the least environmentally damaging practicable alternative. 5 The thrust of this section on alternatives is avoidance of impacts. Section 230.10(a) requires that no discharge shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact to the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences. In addition, Section 230.10(a)(3) sets forth rebuttable presumptions that 1) alternatives for non-water dependent activities that do not involve special aquatic sites 6 are available and 2) alternatives that do not involve special aquatic sites have less adverse impact on the aquatic environment. Compensatory mitigation may not be used as a method to reduce environmental impacts in the evaluation of the least environmentally damaging practicable alternatives for the purposes of requirements under Section 230.10(a).

Minimization. Section 230.10(d) states that appropriate and practicable steps to minimize the adverse impacts will be required through project modifications and permit conditions. Subpart H of the Guidelines describes several (but not all) means of minimizing impacts of an activity.

Thank you very much for this opportunity to comment.

Leah Oberlin
Environmental Engineer
Palm Beach Gardens Regulatory Office
South Permits Branch
4400 PGA Blvd, Suite 500
Palm Beach Gardens, FL 33410
Phone: 561-472-3506 Fax: 561-626-6971

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DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
4400 PGA Boulevard, Suite 500
Palm Beach Gardens, FL 33410

REPLY TO
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0 6 MAR 2008

Palm Beach Gardens Regulatory Section
Fort Lauderdale-Hollywood
International Airport Draft EIS
SAJ-1995-4561

Virginia Lane
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822-5024

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Sincerely,



Tori K. White
Chief, Palm Beach Gardens
Permits Section

Enclosures

Copies Furnished:

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Fort Lauderdale-Hollywood International Airport
Environmental Impact Statement and Permitting**

Agency Consensus Form

- Fort Lauderdale-Hollywood International Airport Runway 9R/27L Extension Project EIS
Consensus Points:

- Received and Reviewed Draft EIS Findings and Documentation
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- My signature indicates that

John White USACE 6 Mar 08
Name/Agency/Date

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Oberlin, Leah A SAJ

From: Oberlin, Leah A SAJ
Sent: Tuesday, July 17, 2007 9:00 AM
To: Virginia.Lane@faa.gov
Subject: Ft. Lauderdale Airport Expansion DSEIS

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Thank you very much for this opportunity to comment.

Leah Oberlin
Environmental Engineer
Palm Beach Gardens Regulatory Office
South Permits Branch
4400 PGA Blvd, Suite 500
Palm Beach Gardens, FL 33410
Phone: 561-472-3506 Fax: 561-626-6971

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, FL 33701
727.824.5312, FAX 824-5309
<http://seero.nmfs.noaa.gov>

MAR 24 2008

F/SER31:MCB

Ms. Virginia Lane
Orlando Airports District Office
Federal Aviation Administration
Department of Transportation
5950 Hazeltine National Drive, Suite 400
Orlando, FL 32822

Dear Ms. Lane:

This responds to your letter dated February 5, 2008, requesting National Marine Fisheries Service (NMFS) concurrence with your determinations pursuant to section 7 of the Endangered Species Act (ESA) for the Department of Transportation's (DOT) proposed expansion of Runway 9R/27L at Fort Lauderdale-Hollywood International Airport. You determined the project may affect, but is not likely to adversely affect, smalltooth sawfish and requested our concurrence. NMFS' determinations regarding the effects of the proposed action are based on the description of the action in this informal consultation. You are reminded that any changes to the proposed action may negate the findings of the present consultation and may require reinitiation of consultation with NMFS.

The project is located at Fort Lauderdale-Hollywood International Airport at latitude 26.07113°N, longitude 80.16106°W, in Broward County, Florida. The applicant proposes to expand an existing runway by lengthening it from 5,276 to 8,000 feet and widening it from 100 to 150 feet. Additionally, several adjacent taxiways and an instrument landing system for Runway 9R/27L will be constructed. Approximately 3.85 acres of mangrove habitat would be impacted as a result from fill, erosion, sedimentation, and clearing of vegetation associated with the proposed expansion project using land-based equipment. The applicant has agreed to use turbidity controls and comply with NMFS' March 23, 2006, *Sea Turtle and Smalltooth Sawfish Construction Conditions*. A project of this size and scope is expected to take over a year to complete.

Smalltooth sawfish, a species protected by the ESA, can be found in or near the action area and may be affected by the project. There is no designated critical habitat in or near the project area.

This project may potentially affect smalltooth sawfish as a result of degradation and/or loss (e.g., temporary loss as a result of avoidance due to construction noise and/or extended loss due to clearing of vegetation) of mangrove habitat utilized by juvenile specimens for refuge, to the extent the species currently utilizes such habitat in the area. The relatively low-intensity construction noise associated with the proposed project (i.e., upland construction activity) may result in an avoidance reaction (i.e., disruption of normal behavioral patterns). This avoidance



reaction may prevent sawfish from utilizing potential refuge habitat within the project area. However, avoidance reaction due to noise is expected to be insignificant based on the proximity of the impacted habitat to the airport and other urban development (e.g., Interstate I-95), in that the project area is currently exposed to significant noise impacts, and additional construction noise will likely be insignificant when scaled against ambient aircraft noise. Additionally, the potential elimination of 3.85 acres of mangrove habitat will have insignificant effects on smalltooth sawfish due to the presence of abundant (>1,200 acres) mangrove habitat in the immediate vicinity of the project site. Field surveys conducted by the applicant indicate that the mangrove areas to be impacted are of much lower quality compared to other mangrove habitat in the nearby vicinity, due to lack of sufficient water levels, and presence of debris and exotic plant species. Based on the above, NMFS concludes that smalltooth sawfish are not likely to be adversely affected by the proposed action.

This concludes your consultation responsibilities under the ESA for species under NMFS' purview. Consultation must be reinitiated if a take occurs or new information reveals effects of the action not previously considered, or the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat in a manner or to an extent not previously considered, or if a new species is listed or critical habitat designated that may be affected by the identified action. We have enclosed additional information on other statutory requirements that may apply to this action, and on NMFS' Public Consultation Tracking System, which will allow you to track the status of ESA consultations. If you have any questions, please contact Michael Barnette at (727) 551-5794 or by e-mail at Michael.Barnette@noaa.gov.

Sincerely,

Roy E. Crabtree, Ph.D.
Regional Administrator

Enclosure

File: 1514-22.f.1.FL
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960



July 25, 2008

Ms. Virginia Lane
Federal Aviation Administration
Orlando Airports District Office
5950 Hazelme National Drive
Orlando, FL 32822-5024

SUBJ: EPA NEPA Comments on FAA's FEIS for the "Development and Expansion of Runway 9R/27L and Other Associated Airport Projects at Fort Lauderdale-Hollywood International Airport" (FLL); Broward County, FL; CEQ #20080244; ERP #FAA-E51052-FL

Dear Ms. Lane:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced FAA Final Environmental Impact Statement (FEIS) on the proposed expansion of FLL in accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. EPA has participated in FAA's scoping meeting and site visit on February 23, 2005, and provided follow-up scoping comments in a letter dated March 25, 2005. We have also provided NEPA comments on the Draft EIS (DEIS) in a letter dated May 17, 2007. EPA appreciates FAA's coordination with us during scoping and between the DEIS and FEIS.

The existing FLL footprint includes a 9,000-ft long by 150-ft wide primary "north" runway (9L/27R), a 5,276-ft long by 100-ft wide "south" runway (9R/27L), and an intersecting 6,930-ft long by 150-ft wide crosswind runway (13/31). Onsite expansion of these runways or construction of new ones presents several off-airport physical constraints adjacent to airport property. These include US 1 and the FEC Railroad (eastward); I-95, the CSX Railroad and Dania Cut-off Canal (westward); I-595 (northward); and residential areas (southward and westward).

FAA's Preferred Alternative

FAA's preferred alternative for the proposed FLL expansion is Alternative B1b, which is structurally the same as Broward County's (Sponsor) Proposed Project (B1c) identified in the DEIS, but without the operational mitigative measures that are currently in effect through Interlocal Agreements (flight tracks, etc.). B1b proposes to extend the south runway (9R/27L) eastward toward the Atlantic Ocean to a total of 8,000 ft in length (+2,724-ft extension) by 150 ft in width (+50-ft extension). This runway extension would require construction of a "runway/taxiway bridge" to span US 1 and the FEC Railroad. To provide adequate vertical clearance (34.74 ft minimum) over this

Additional Considerations for ESA Section 7 Consultations (Revised 01-18-2008)

Marine Mammal Protection Act (MMPA) Recommendations: The Endangered Species Act (ESA) section 7 process does not authorize incidental takes of listed or non-listed marine mammals. If such takes may occur an incidental take authorization under MMPA section 101 (a)(5) is necessary. Contact Ken Hollingshead of our NMFS Headquarters' Protected Resources staff at (301) 713-2323 for more information on MMPA permitting procedures.

Essential Fish Habitat (EFH) Recommendations: In addition to its protected species/critical habitat consultation requirements with NMFS' Protected Resources Division (PRD) pursuant to section 7 of the ESA, prior to proceeding with the proposed action the action agency must also consult with NMFS' Habitat Conservation Division (HCD) pursuant to the Magnuson-Stevens Fishery Conservation and Management Act's (MSA) requirements for essential fish habitat (EFH) consultation (16 U.S.C. 1855 (b)(2) and 50 CFR 600.905--930, subpart K). The action agency should also ensure that the applicant understands the ESA and EFH processes; that ESA and EFH consultations are separate, distinct, and guided by different statutes, goals, and time lines for responding to the action agency; and that the action agency will (and the applicant may) receive separate consultation correspondence on NMFS letterhead from HCD regarding their concerns and/or finalizing EFH consultation.

Public Consultation Tracking System (PCTS) Guidance: PCTS is an online query system allowing federal agencies and U.S. Army Corps of Engineers' (COE) permit applicants to track the status of NMFS consultations under ESA section 7 and under MSA sections 305(b)2 and 305(b)(4); Essential Fish Habitat. Access PCTS via: www.nmfs.noaa.gov/pcts. Federal agencies are required to enter an agency-specific username and password to query the Federal Agency Site. The Corps Permit Site allows COE permit applicants the ability to check on the current status of Clean Water Act section 404 permit actions for which NMFS has conducted an ESA section 7 consultation with the COE since the beginning of the 2001 fiscal year (no password needed).

For COE-permitted projects, click on "Enter Corps Permit Site." From the "Choose Agency Subdivision (Required)" list, pick the appropriate COE district. At "Enter Agency Permit Number" type in the COE district identifier, hyphen, year, hyphen, number. The COE is in the processing of converting its permit application database to PCTS-compatible "ORM." An example permit number is: SAJ-2005-000001234-IPS-1. For the Jacksonville District, which has already converted to ORM, permit application numbers should be entered as SAJ (hyphen), followed by 4-digit year (hyphen), followed by permit application numeric identifier with no preceding zeros. E.g., SAJ-2005-123, SAJ-2005-1234, SAJ-2005-12345.

For inquiries regarding applications processed by Corps districts that have not yet made the conversion to ORM (e.g., Mobile District), enter the 9-digit numeric identifier, or convert the existing COE-assigned application number to 9 numeric digits by deleting all letters, hyphens, and commas; converting the year to 4-digit format (e.g., -04 to 2004); and adding additional zeros in front of the numeric identifier to make a total of 9 numeric digits. E.g., AL05-982-F converts to 200500982; MIS05-04401-A converts to 200504401. PCTS questions should be directed to Eric Hawk at Eric.Hawk@noaa.gov. Requests for username and password should be directed to PCTS.Usersupport@noaa.gov.