

FINAL STATE ENVIRONMENTAL IMPACT REPORT

PROJECT DEVELOPMENT AND ENVIRONMENT STUDY WESTSHORE REGIONAL MULTIMODAL CENTER WPI Segment No: 415348-1

Hillsborough County, Florida

Prepared for:



Florida Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612

September 2014

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Florida Department of Transportation
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Tampa, Florida 33612

Prepared by:

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**Florida Department of Transportation
STATE ENVIRONMENTAL IMPACT REPORT**

1. GENERAL INFORMATION:

Project Name: Westshore Regional Multimodal Center
Project Development and Environment Study

Project Limits: Westshore Business District
Tampa, Florida

WPI Segment Number: 415348-1

ETDM Project Number: N/A

2. PROJECT DESCRIPTION:

INTRODUCTION

The Florida Department of Transportation (FDOT), District Seven, conducted a Project Development and Environment (PD&E) study to determine the configuration, benefits, costs, and impacts of developing and operating a Westshore Regional Multimodal Center (WRMC) within the Westshore Business District area of Tampa, Florida.

The term “multimodal” facility is generally applied to a facility that serves multiple transit operators and/or modes, such as combined bus and rail stations. For purposes of this study, the term “multimodal” means not only multiple transit modes and operators, but also a high degree of connectivity and interchange between modes.

A well-designed multimodal facility will facilitate transfers and create a more “seamless” transit network. Transfers are optimized by minimizing distances between boarding and alighting points and by providing clearly marked routes for transfers and information. Although it is difficult to predict exactly how much intermodal transfers will increase by co-locating transit functions, it is anticipated that transfers and ridership will increase if the system is easy to use.

A multimodal transportation facility, particularly one offering regional and intercity services, can become a major gateway to the Westshore Business District area. In addition, it creates the first impression of the surrounding community to arriving passengers. Historically, major transportation centers have been signature civic buildings and public spaces that celebrate arrival, the city, and mobility.

The WRMC will be a central hub for public and private local and regional transportation services, including: rail, buses, taxis, hotel shuttles, bicyclists and pedestrians. Plans for the multimodal center may include a park-and-ride facility, bus layover zone, auto drop-off and pick-up facilities, operations control center, operator lounges, police substation, convenience store (as a part of the WRMC joint development effort), public restrooms, and a customer service center that could provide information about local and regional public and private transportation services and to purchase transit passes.

PURPOSE

The purpose of the study was to provide documented environmental and engineering analyses to assist FDOT in reaching a decision on the location and conceptual design of the proposed WRMC and associated necessary improvements in order to accommodate future multimodal services in the Tampa Bay region. It is envisioned that the WRMC will provide the opportunity for seamless connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as premium and intercity bus service and future rail systems. As a result, the center will enhance existing and planned transportation systems in the region. Specifically, the WRMC is intended to facilitate better transportation linkages between Hillsborough and Pinellas counties along with the surrounding areas, thereby maximizing the potential effectiveness of transportation systems in the Tampa Bay region. The WRMC may include retail space in and around the facility. This PD&E study also satisfied the requirements of FDOT and follows the process outlined in the FDOT *Project Development and Environment Manual, Part 1 Chapter 10: Non-Federal Projects*.

This PD&E study documented the need for the improvements and presented the procedures utilized to develop and evaluate the various WRMC site alternatives. Information relating to the engineering, environmental, and social characteristics essential for development of WRMC site alternatives and analytical decisions was collected. Design criteria were established and preliminary alternatives were developed for the four potential sites evaluated in previous planning and feasibility efforts. The comparison of the WRMC site alternatives was based on a variety of parameters utilizing a matrix format. This process identified the Recommended Alternative that minimizes the socio-cultural, economic, natural, and physical impacts while providing the necessary future transportation improvements. The study also solicited input from the community and users of the facility. The design year for the analysis is 2035.

EXISTING AND PROPOSED IMPROVEMENTS

The “*Westshore Multimodal Study and Strategic Transportation Plan*”, sponsored by the Hillsborough County Metropolitan Planning Organization (HCMPO), FDOT, and Tampa Bay Area Regional Transit Authority (TBARTA), was finalized in February 2012. The initial purpose of the study was to identify a multimodal site(s) within the core Westshore District area that would provide connectivity for all existing and future planned modes of transportation in the Tampa Bay region and to improve the quality of the intermodal passenger connection in the Tampa Bay region

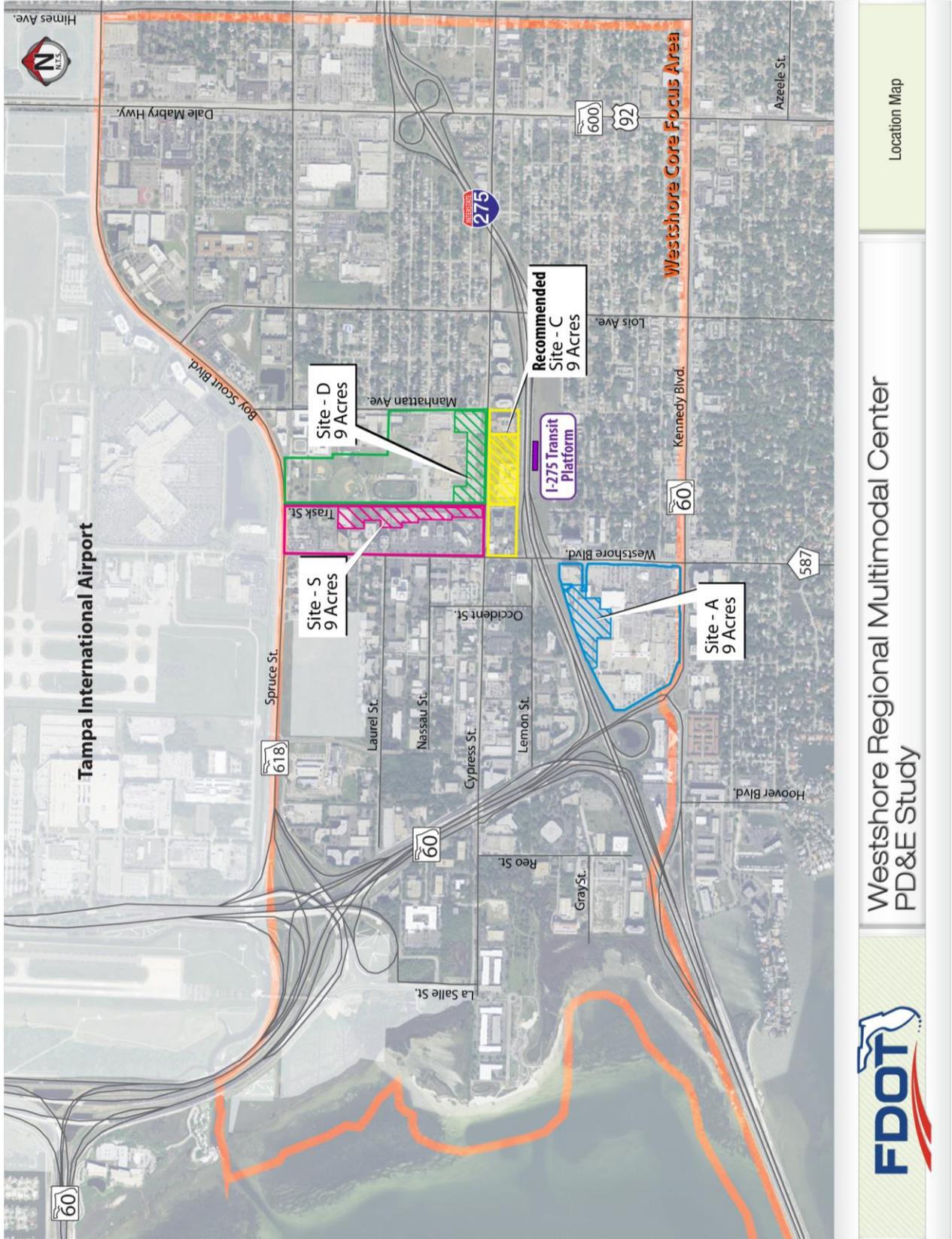
so that regional mobility and accessibility by means other than personal motor vehicles are significantly increased. The WRMC would facilitate improved connections between Hillsborough and Pinellas Counties maximizing the effectiveness of transit in both counties, and would enhance the existing and planned transportation system in the entire Tampa Bay region. The site evaluation and screening process involved a quantitative analysis, as well as a qualitative assessment of each of ten candidate sites. Based on the study evaluation process and community coordination, four sites (A, C, D and S) were identified as viable locations for the future WRMC (see **Figure 1**).

For the purposes of this PD&E study, Site C is the Recommended Site. The existing site is the strip of parcels north of I-275 between Trask Street and Manhattan Avenue where Charley's Restaurant and the Double Tree Hotel are currently located. The WRMC Site C proposed improvements are the redevelopment of this site for the multimodal center.

RECOMMENDATION

Site C is the recommended site for the location of the WRMC. Block 5 – Impact Evaluation and supporting attachments document the environmental effects of Site C.

Figure 1: Project Location Map



Westshore Regional Multimodal Center
PD&E Study



Location Map

3. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)

Karl Boggs
District Designee

6/25/14
Date

A Public Hearing was held on 7/17/14
Date

4. APPROVAL OF FINAL DOCUMENT (AFTER PUBLIC HEARING)

[Signature]

10/03/14
Date

FDOT District Seven Secretary or Designee

5. IMPACT EVALUATION

Topical Categories	S i g n	M i n	N o n e	N o i n v	REMARKS
A. SOCIAL IMPACTS					
1. Land Use Changes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-1
2. Community Cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-2
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A-3
4. Community Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-4
5. Title VI Considerations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-5
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment A-6
7. Bicycles and Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-7
8. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment A-8
B. CULTURAL IMPACTS					
1. Historic Sites/Districts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment B-1
2. Archaeological Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Recreation Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C. NATURAL ENVIRONMENT					
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C-1
2. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C-3
4. Outstanding Fla. Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Barrier Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment C-8
9. Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. PHYSICAL IMPACTS					
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D-1
2. Air	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Attachment D-2
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D-3
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Attachment D-4
5. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

E. PERMITS REQUIRED

The US Army Corps of Engineers (USACE) and Southwest Florida Water Management District (SWFWMD) regulate wetlands and surface waters within the project area. Other agencies, including US Fish and Wildlife Service (USFWS), the US Environmental Protection Agency (EPA), and the Florida Fish and Wildlife Conservation Commission (FWC), review and comment on the wetland permit applications. In addition, the Florida Department of Environmental Protection (FDEP), through a delegation from the EPA, regulates stormwater discharges from the construction sites. It is currently anticipated that the following permits will be required for this project:

PERMITS	ISSUING AGENCY
Section 404 Dredge/Fill Permit	USACE
Environmental Resource Permit (ERP)	SWFWMD
National Pollutant Discharge Elimination System (NPDES) Permit	FDEP

6. COMMITMENTS AND RECOMMENDATIONS

Commitments

FDOT has made the following commitments:

- Formal wetland and surface water boundaries will be recorded during field ground-truthing efforts for the future design of WRMC Site C. Measures to minimize and avoid these impacts to the greatest extent practicable will be implemented both in the design and the construction phases of the project.
- No mitigation requirements are anticipated for impacts to wetland and surface waters based on current regulations. However, if the USACE requires mitigation for functions associated with the wet ditch currently provided in Site C, mitigation may be provided through the in-kind replacement/re-creation of the existing ditch, the purchase of mitigation bank credits (if available at the time of permitting) or through the FDOT Mitigation Program in accordance with Chapter 373.4137 F.S.
- Further reviews will be completed during project design and construction phases to provide updated observations and verification of the potential for project involvement with listed/protected species and their habitat. The FDOT will coordinate with the USFWS and FWC as appropriate.
- The distance between guest rooms at the Sheraton Suites Hotel and WRMC Site C is less than the conservative screening distances for a transit center. Therefore, further evaluation of potential noise impacts at the Sheraton Suites Hotel will be completed once a more detailed site plan for the WRMC Site C is developed in the design phase. If needed, the noise analysis for the guest rooms at the Sheraton Suites Hotel will be refined using the General Noise Assessment procedure documented in *Transit Noise and Vibration Impact Assessment* (May 2006).

Recommendations

Site C was selected as the Recommended Alternative. Details are provided in Section 2 of this document.

ATTACHMENT A SOCIAL IMPACTS

A-1. Land Use Changes

Existing Land Use

The project is within the City of Tampa in Hillsborough County. The project area encompasses the Westshore Business District and neighborhoods. Also, the Westshore Mall is located south of I-275 and the International Plaza and the Tampa International Airport (TIA) are located north of Spruce Street/Boy Scout Boulevard. This analysis is documented in the EETC.

Existing Land Use

A review of the City of Tampa Existing Land Use Map, in addition to recent field surveys, indicates that the existing land use in the project area consists of mostly light commercial, residential (single family and multi-family), educational, and light industrial.

Future Land Use

A review of the City of Tampa Adopted 2025 Future Land Use Map reveals that the area will consist of mostly regional mixed use, public/semi public, residential, and municipal airport compatibility.

Changes in Land Use Patterns

The land use impacts associated with the proposed WRMC Site C are none. The site is consistent with future land use, with an increase in Transit Oriented Development (TOD). TOD is a mixed-use residential and commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop), surrounded by relatively high-density development with progressively lower-density development spreading outward from the center. TODs generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for walking pedestrians.

A-2. Community Cohesion

The proposed project involves the redevelopment of a commercial parcel and constructing a multimodal transportation facility that does adversely affect existing neighborhoods or cause splitting or isolation of any neighborhoods. The project is not anticipated to adversely impact elderly persons, handicapped individuals, non-drivers and transit-dependent individuals, or minorities. Therefore, this project is being developed without regard to race, color, national origin, age, sex, religion, disability or family status. It is anticipated that impacts to community cohesiveness resulting from the project improvements will be none.

A-3. Relocation Potential

WRMC Site C will require right-of-way (ROW) acquisition and will result in two business relocations:

- Charley's Steakhouse, 4444 West Cypress Street
- Double Tree Hotel, 4500 West Cypress Street

FDOT will carry out a ROW and Relocation Program in accordance with *Florida Statute (F.S.) 339.09* and the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (Public Law 91-646, as amended by Public Law 100-17) in order to minimize the unavoidable effects of ROW acquisition and displacement of people and businesses pursuant to *F.S. 339.09*. Therefore, the relocation impacts will be minimal.

A-4. Community Services

Community services typically serve the needs of the surrounding area and provide a focal point for adjacent neighborhoods and communities. Community services include churches, cemeteries, schools, parks, recreational facilities, and public buildings and facilities. There are no cultural centers, parks, recreational facilities, fire stations, or medical facilities in the vicinity of WRMC Site C. This analysis is documented in the EETC.

Churches and Schools

There is one church and one school in the vicinity:

- Jefferson High School, 4401 West Cypress Street
- Greater Friendship Missionary Baptist Church, 4301 West Cypress Street

The WRMC Site C will have no impact to these community services and facilities. Therefore, the community service impacts will be none.

A-5. Title VI Considerations

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of federal actions on ethnic and cultural minority populations and low income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). An adverse effect on minority and/or low-income populations occurs when: (1) the adverse effect occurs primarily to a minority and/or low-income population; or, (2) the adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations. An evaluation of environmental, public health and interrelated social and economic effects of proposed projects on minority and/or low-income populations is required. All proposed projects should include

measures to avoid, minimize, and/or mitigate disproportionately high and adverse impacts and provide off-setting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by these activities.

The 17 Environmental Justice criteria identified in Executive Order 12898 are: (1) air pollution; (2) noise; (3) water pollution; (4) soil contamination; (5) destruction of manmade resources; (6) destruction of natural resources; (7) diminution of aesthetic values; (8) detriment to community cohesion; (9) diminution of economic viability; (10) detriment to facilities access - public and private; (11) detriment to services access - public and private; (12) vibration; (13) diminution of employment opportunities; (14) displacement; (15) traffic congestion and impairment to mobility; (16) exclusion, isolation, or separation; and, (17) diminution of US Department of Transportation (USDOT) benefits.

In addition to compliance with Executive Order 12898, any proposed federal project must comply with the provisions of Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968. Title VI and related nondiscrimination regulations provide that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing.

In August 2000, the President of the United States issued Executive Order 13166 (Improving Access to Service for Persons with Limited English Proficiency), to clarify Title VI of the Civil Rights Act of 1964. Its purpose was to ensure accessibility to programs and services to eligible persons who are not proficient in the English language.

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968, and in accordance with Executive Order 12898 (Environmental Justice).

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data for the area in the vicinity of and surrounding WRMC Site C. The SDR uses the Census 2012 American Community Survey (ACS) data and reflects the approximation of the population based on the blockgroups encompassing WRMC Site C and the study area in the vicinity of and surrounding the site. The SDR identified 1,928 households with a population of 3,821 people. The median family income is \$53,524, but there are several households in the past 12 months that were below poverty level (13.17%) and/or received public assistance income (1.92%). The median age is 41 with persons 65 and over comprising 15.47% of the population. The minority population makes up 34.15% of the total population comprised mainly of a black or African American population with 977 people (25.57%) and an Asian population of 304 people (7.96%). There are 631 (16.51%) of Hispanic or Latino ethnicity. There are 154 people (5.52%)

between the ages of 16 and 64 that have a disability. There are 33 people (0.90%) that speak English “not at all” and 140 people (3.84%) “not well”.

Written translation obligations under “safe harbor” are not expected for this project since the eligible Limited English Proficiency (LEP) language group does not meet the threshold (constitute 5% or 1,000 persons or more in a project area speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.2.4). Refinement of the LEP population totals and requirements will be further evaluated in the design phase as part of public involvement efforts.

A proactive public involvement approach was implemented for the project to ensure that opportunity was given to all residents and businesses along the corridor to provide input into this project.

Many aspects of this project will be enhancements to the standard of living and will improve mobility for all residents throughout the study area and users of the WRMC Site C, minority or otherwise. There will be no residential relocations nor isolation or splitting of neighborhoods as a result of the project. Therefore, FDOT does not anticipate that the proposed project will result in any disproportionate adverse impacts to any distinct minority, ethnic, elderly or handicapped groups, and/or low-income households. Title VI information was made available at the Public Hearing.

A-6. Controversy Potential

FDOT conducted a comprehensive Public Involvement Program with this project. The program is in compliance with the FDOT *Project Development and Environment Manual*, Section 339.155, F.S.; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA); and 23 CFR 771.

Through the Advance Notification (AN) process the FDOT informed numerous federal, state, and local agencies of the project and its scope. The AN Package was transmitted to the Florida State Clearinghouse (FSC), Department of Environmental Protection/Office of Intergovernmental Programs, on June 25, 2014. In addition, the FDOT distributed the AN package simultaneously to other local, state and federal agencies for review and comment. Based on the information contained in the AN and the comments provided by reviewing agencies, the state had no objections to the proposed project.

Responses from state agencies included the following:

The Southwest Florida Water Management District advised that, depending upon the amount of new impervious surface required to construct the project and resulting wetland or surface water

impacts, the proposed WRMC may qualify for an exemption or require a new Individual Environmental Resource Permit.

The Florida Department of Economic Opportunity (DEO) reported the WRMC PD&E Study is consistent with Part II of Chapter 163, *Florida Statutes*, and the DEO did not identify any inconsistencies with the City of Tampa's Comprehensive Plan.

The Florida Department of State (DOS) reviewed the Cultural Resource Assessment Survey (CRAS) provided by FDOT District 7 for the proposed project and concurred with the CRAS finding that the project will have no effect on archaeological sites or historic resources that are listed, or eligible for listing, in the *National Register of Historic Places*.

FDOT held a Public Hearing on July 17, 2014, from 5:00 p.m. to 7:00 p.m. at the Hilton Tampa Airport Westshore, 2225 North Lois Avenue, Tampa, Florida. A total of 124 people registered as attending the hearing. Four people spoke for the record during the formal portion of the hearing. The Department received 17 completed comments forms at the hearing and in the 11-day comment period following. Employees of Charley's Steakhouse and Double Tree Hotel offered the majority of the oral and written comments. The two businesses are proposed to be relocated as a result of the project. As a result of the coordination with the public and agencies to date, there is expected to be a minimum amount of controversy associated with the proposed project.

A-7. Bicycles and Pedestrians

Constructing and operating the WRMC Site C will not result in any change to existing accommodations for bicyclists and pedestrians, therefore the level of impact will be none. This analysis is documented in the EETC.

A-8. Utilities and Railroads

There are utilities in the vicinity however they are not expected to be impacted and there is no involvement railroads, therefore the level of impact will be none. This analysis is documented in the EETC.

ATTACHMENT B CULTURAL IMPACTS

B-1. Historic Sites / Districts

In accordance with Chapter 267 F.S. and FDOT procedures, the study team conducted a *Cultural Resource Assessment Survey (CRAS) Technical Memorandum* to locate and identify any historic resources, including sites and/or districts, occurring within the project area of potential effect (APE) and to assess their significance in terms of their potential eligibility for listing in the *National Register of Historic Places (NRHP)*. The project APE for this historical resources survey was defined as the land within Site C and extended to properties immediately adjacent to Site C to take into account potential indirect effects such as visual and access. Work included background research and a historical/architectural field survey. The preliminary background research indicated that no previously recorded historic resources are located within or near the project APE and the Hillsborough County Property Appraiser's website identified only two buildings constructed in 1969 or earlier.

As a result of the field survey, two historic resources (8HI12222 and 8HI12223) were newly identified, recorded, and evaluated. These are typical commercial buildings constructed in the 1960s and do not appear to meet the criteria for listing in the NRHP due to their commonality of style and lack of significant historical associations.

The *CRAS Technical Memorandum* (June 2014) was sent to the State Historic Preservation Officer (SHPO) for approval on June 20, 2014. SHPO concurrence with the finding that this project will have no effect on historic resources that are listed or potentially eligible for listing in the NRHP was provided on June 26, 2014 (**Appendix A**).

**ATTACHMENT C
NATURAL ENVIRONMENT**

C-1. Wetlands

Pursuant to Presidential Executive Order 11990 entitled “Protection of Wetlands,” the United States DOT has developed a policy, (DOT Order 5660.1A), Preservation of the Nation’s Wetlands, dated August 24, 1978, which requires all federally funded highway projects to protect wetlands to the fullest extent possible. In accordance with this policy, as well as Part 2, Chapter 18 Wetlands of the FDOT PD&E Manual, the study area was evaluated for any wetlands that have potential involvement with the proposed improvements. Future assessments will document potential impacts of the proposed WRMC Site C and efforts to avoid, minimize, or mitigate those impacts to the greatest extent practicable. This analysis is documented in the EETC.

Formal wetland delineation and functional analyses have not been conducted to date. Wetland area estimates were developed using preliminary reviews and Geographic Information Systems (GIS) technology for the potential footprint of each alternative being considered. Wetland and surface water boundaries will be recorded during field ground-truthing efforts for the future design of WRMC Site C. Habitat type descriptions will be field-verified where applicable during the project design phase using the *Florida Land Use, Cover and Forms Classification System (FLUCFCS) Handbook* (FDOT, January 1999) and the USFWS’ *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et. al. 1979). Preliminary surface water habitat types and estimated acreages are provided in **Table 1** below.

Table 1: Wetland and Surface Water Communities in the Study Area

SITE	FLUCFCS CODE	FLUCFCS Description	USFWS Code	Acreage in Study Area
C	510	Streams and Waterways	PEM	0.26
			TOTAL	0.26

No natural wetlands (600-series FLUCFCS codes) are evident within WRMC Site C.

Based on the proposed impact footprint shown for WRMC Site C, minor impacts to surface waters are unavoidable. Measures to minimize and avoid these impacts to the greatest extent practicable will be implemented both in the design and the construction phases of the project. Facilities to treat, convey, or attenuate surface waters will be designed at a later phase of the project. Impacts due to the construction of stormwater treatment facilities were not reviewed during this study. However, these are not expected to be of significant size.

Mitigation

No mitigation requirements are anticipated for impacts to surface waters based on current regulations. However, if the USACE requires mitigation for functions associated with the wet ditch currently provided in Site C, mitigation may be provided through the in-kind replacement/re-creation of the existing ditch, the purchase of mitigation bank credits (if available at the time of permitting) or through the FDOT Mitigation Program in accordance with Chapter 373.4137 F.S.

Therefore, effects to wetlands are expected to be minimal.

C-3. Water Quality

A Water Quality Impact Evaluation (WQIE) has been prepared for this study (**Appendix B**). Effects to water quality are expected to be minimal.

C-8. Wildlife and Habitat

This project was evaluated for potential impacts to wildlife and habitat resources, including protected species in accordance with 50 CFR Part 402 of the Endangered Species Act of 1973, as amended; 50 CFR 17 (federal animal list); 379.2291 F.S., Endangered and Threatened Species Act; Chapter 68A-27.003 F.A.C. (Endangered and threatened species list); 68A-27.005 F.A.C. (Species of Special Concern list), and Chapter 27 of the FDOT *Project Development and Environment Manual*, Wildlife and Habitat Impacts. This analysis is documented in the EETC.

Agency and GIS database searches, preliminary field reviews and a preliminary review of aerial photography were conducted to identify known and potential occurrences of state and federally protected wildlife species, suitable habitat and designated critical habitat occurring or potentially occurring within WRMC Site C. There is no designated critical habitat for any species within or adjacent to WRMC Site C.

Potential Protected Plant Species

Based on the history and extent of urban development (especially grading, paving and sodding activities) within WRMC Site C, the possibility of any state or federally-listed plant species occurring on-site is extremely low. Adverse impacts to listed/protected plant species are not expected.

Potential Protected Wildlife Species

Based on the history and extent of urban development (especially grading, paving and sodding activities), the possibility of any state or federally-listed wildlife species occurring within WRMC Site C is low. However, it is possible that the surface water features present within WRMC Site C (wet conveyance ditch) could occasionally serve as foraging habitat for the federally-endangered wood stork and state-listed wading bird Species of Special Concern (SSC) including the white ibis (*Eudocimus albus*), roseate spoonbill (*Platalea ajaja*), little blue heron

(*Egretta caerulea*), snowy egret (*Egretta thula*), and tricolored heron (*Egretta tricolor*). It is not known whether there are any downstream and upstream structures/obstacles that may preclude the ability of SSC-listed alligators (*Alligator mississippiensis*) to access the portion of wet ditch within WRMC Site C. WRMC Site C is not within 660 ft of any known bald eagle (*Haliaeetus leucocephalus*) nest and impacts to active osprey (*Pandion haliaeteus*) nests are not expected. Although the state-threatened gopher tortoise (*Gopherus polyphemus*) can live in isolated pockets within urban areas, they have not been observed or previously documented within or immediately adjacent to WRMC Site C and their occurrence is highly unlikely.

The surface water habitat within Site C is not locally unique or significant to federal or state-listed/protected species.

The FDOT submitted a letter presenting the FDOT's effects determinations for federally-listed species involvement with WRMC Site C to the U.S. Fish and Wildlife Service (USFWS) on June 23, 2014. In this letter, the FDOT proposed a “*may affect, not likely to adversely affect*” determination for the wood stork and “*no effect*” determinations for all other state and federally-listed species occurring or potentially occurring within Hillsborough County. There will be no impacts to USFWS-designated critical habitat for any species, as none exists in the vicinity of Site C. The USFWS provided their finding dated August 12, 2014 that the proposed project is not likely to adversely affect resources protected by the Endangered Species Act (**Appendix C**). The Florida Fish and Wildlife Conservation Commission (FWC) was also copied on this letter, however did not provide additional response/ comments regarding state listed species. The FDOT will coordinate with the USFWS and FWC as appropriate during the design and permitting phase of the project.

Further reviews will be completed during project design and construction phases to provide updated observations and verification of the potential for project involvement with listed/protected species and their habitat. Therefore, impacts to wildlife and habitat are expected to be minimal.

ATTACHMENT D PHYSICAL ENVIRONMENT

D-1. Noise

The noise assessment procedures documented in *Transit Noise and Vibration Impact Assessment* (US Department of Transportation, Office of Planning and Environment, Federal Transit Administration, Washington, DC, May 2006) were applied to the proposed recommended site, WRMC Site C (see **Figure 1**). The procedures identify land uses to be considered in a noise assessment, establish noise metrics to be used and provide a Noise Screening Procedure for evaluating potential noise impacts associated with a proposed transit facility. Detailed information on the noise analysis performed is documented in the *Noise Analysis Screening Technical Memorandum* (June 2014).

Noise Assessment Results

Noise sensitive land uses in closest proximity to WRMC Site C include guest rooms at the Wyndham Hotel to the west (Land Use Category 2), the swimming pool and guest rooms at the Marriot Hotel to the northwest (Land Use Categories 2 and 3), Jefferson High School to the north (Land Use Category 3), the Carver City/Lincoln Gardens residential community to the northeast (Land Use Category 2) and guests rooms at the Sheraton Suites Hotel to the east (Land Use Category 2). Interstate 275, which is not noise sensitive, borders WRMC Site C to the south.

Conclusion

Applying analysis procedures documented in *Transit Noise and Vibration Impact Assessment* (May 2006), noise sensitive sites are located to the west, northwest, north, northeast and east of the WRMC Site C. For noise sensitive land uses located west, northwest, north and northeast of the WRMC Site C, the distance between any noise sensitive site and nearest boundary of the recommended site is greater than the conservative screening distances for a transit center. Therefore, no further analysis of noise that would be generated during operation of the WRMC Site C is needed for noise sensitive sites located to the west, northwest, north or northeast.

The distance between guest rooms at the Sheraton Suites Hotel and WRMC Site C is less than the conservative screening distances for a transit center. Therefore, a commitment is made to further evaluate potential noise impacts at the Sheraton Suites Hotel once a more detailed site plan for the WRMC Site C is developed in the design phase. If needed, the noise analysis for the guest rooms at the Sheraton Suites Hotel will be refined using the General Noise Assessment procedure documented in *Transit Noise and Vibration Impact Assessment* (May 2006). For this reason, the noise effects are expected to be minimal.

D-2. Air

The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants: ozone, nitrogen dioxide, particulate matter, sulfur dioxide, carbon monoxide and lead. All of Florida, including Hillsborough County, is designated as in attainment of the NAAQS for ozone, nitrogen dioxide, particulate matter and carbon monoxide. The EPA publication, Green Book, identifies a portion of Hillsborough County as nonattainment for lead and sulfur dioxide. This analysis is documented in the EETC.

The lead nonattainment area is associated with a specific facility operated by EnviroFocus Technologies. The facility is located at 1901 N 66th Street in Tampa, Florida with the nonattainment area bounded by a 0.93 mile radius centered on the facility. The WRMC Site C is located more than 8.5 miles west of the facility well outside the designated nonattainment area. WRMC Site C will not affect nor be affected by the designated nonattainment area.

The sulfur dioxide nonattainment area is generally centered on the Mosaic industrial facility in Riverview, Florida. The nonattainment area extends about 8.0 miles from the southwest edge to the northeast edge and about 5.6 miles from the southeast edge to the northwest edge. The WRMC Site C is located more than 9.5 miles northwest of the industrial facility well outside the designated nonattainment area. WRMC Site C will not affect nor be affected by the designated nonattainment area.

The Transportation Conformity Rule (Code of Federal Regulations, Title 40, Part 93, Subpart A) may apply to projects in areas designated as nonattainment for ozone, nitrogen dioxide or particulate matter. The WRMC Site C is located in an area that is designated as in attainment of the NAAQS for ozone, nitrogen dioxide or particulate matter. Therefore, the Transportation Conformity Rule does not apply to this project, and the project effects to air quality are none.

D-3. Construction

Construction activities for this proposed project will have minimal, temporary, yet unavoidable, air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from construction activities. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with FDOT's *Standard Specifications for Road and Bridge Construction* and through the use of Best Management Practices (BMPs).

Short term construction related wetland impacts will be minimized by adherence to FDOT's *Standard Specifications for Road and Bridge Construction*. These specifications include measures known as BMPs, which include the use of siltation barriers, dewatering structures, and containment devices that will be implemented for controlling turbid water discharges outside of construction limits.

Maintenance of Traffic (MOT) and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of construction-related activities so that motorists, residents, and business persons can make accommodations. All provisions of FDOT's *Standard Specifications for Road and Bridge Construction* will be followed.

Construction of the project may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking will be controlled by Section 120 of FDOT's *Standard Specifications for Road and Bridge Construction*. The removal of structures and debris will be in accordance with state regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads and in areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in FDOT's *Standard Specifications for Road and Bridge Construction*, could consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

For the residents living in the project area, some of the materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial, long term problem. Therefore, construction impacts are expected to be minimal.

D-4. Contamination

A contamination screening was performed using the ETDM screening tool in accordance with the FDOT *Project Development and Environment Manual*, Part 2, Chapter 22 to determine potential contamination concerns from properties or operations located within and the vicinity of the WRMC Site C. This analysis is documented in the EETC.

The initial step in the contamination evaluation was the review of a database provided by Environmental Data Management (EDM). The contamination evaluation included the following tasks:

- A search of files available from the FDEP.

- A review of historical aerial photographs of the project area was conducted via on-line and other sources of aerial photographs.
- Determining the contamination potential for each property within the project limits.

The final step in the evaluation process was to determine the site rating. Sites were ranked in accordance with Part 2, Chapter 22 of the FDOT *Project Development and Environment Manual*. There is one potential contamination (Storage Tank Contamination Monitoring) site affected with WRMC Site C. The site is the Double Tree Hotel Tampa Airport (4500 West Cypress Street). The Double Tree Hotel has two active emergency generator above ground storage tanks that are inspected on a regular basis. Based on the review of available data within the Florida Department of Environmental Protection's OCCULUS website, the site does not appear to have had a petroleum discharge and this site receives a preliminary evaluation of "Low." The status of this site, as well as any new sites/discharge events will be reviewed during the project design phase. The Department will oversee contamination remediation as applicable during project design and right-of-way acquisition. Therefore, the project effect on contamination will be minimal.

APPENDIX A
SHPO CONCURRENCE



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive Tampa, FL 33612-6456
Phone (813) 975-6000 1-800-226-7220

ANANTH PRASAD, P.E.
SECRETARY

June 20, 2014

Mr. Robert F. Bendus
State Historic Preservation Officer
Florida Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32399-0250

Attention: Transportation Compliance Review Program

RE: WPI Segment No.: 415348-1
Westshore Regional Multimodal Center
Hillsborough County

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2014 JUN 23 A 8:25

Dear Mr. Bendus:

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study to determine the configuration, benefits, costs, and impacts of developing and operating a Westshore Regional Multimodal Center (WRMC) within the Westshore Business District area of Tampa, Florida. This is a state funded study that will result in a State Environmental Impact Report (SEIR). The WRMC will be a central hub for public and private local and regional transportation services, including: rail, buses, taxis, hotel shuttles, bicyclists and pedestrians. Plans for the multimodal center may include a park-and-ride facility, bus layover zone, auto drop-off and pick-up facilities, operations control center, operator lounges, police substation, convenience store (as a part of the WRMC joint development effort), public restrooms, and a customer service center that could provide information about local and regional public and private transportation services and to purchase transit passes. Based on the PD&E Study, Site C has been identified as the Recommended Site. Site C would be a part of a redevelopment of the strip of parcels north of I-275 between Trask Street and Manhattan Avenue and would utilize the parcel where Charley's Restaurant is currently located.

Enclosed for your review is a Cultural Resource Assessment Survey (CRAS) Technical Memorandum (June 2014) for the proposed Recommended Site C. Also enclosed are two original Florida Master Site File (FMSF) forms (8HI12222 and 8HI12223), one Survey Log Sheet, and a CD containing pdf files of the CRAS, FMSF forms, Survey Log Sheet and jpg files of the FMSF photos. The Area of Potential Effect (APE) for archaeological resources has been defined as the land within Site C. The APE for historic resources extends to include

Mr. Robert Bendus
WPI Segment No.: 415348-1
Westshore Regional Multimodal Center
June 20, 2014
Page 2 of 2

properties immediately adjacent to Site C to take into account potential indirect effects such as visual and access.

Based on background research and due to the extensive disturbance associated with the development history of Site C, no archaeological subsurface testing was conducted at Site C. Based on background research and historic resources field survey, two historic structures (8HI12222 and 8HI12223) were identified and recorded. These are typical commercial buildings constructed in the 1960s and do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP).

This information is being provided in accordance with the provisions contained in the revised Chapter 267, Florida Statutes. Provided you approve the recommendations and findings in this letter, please provide concurrence that the proposed project will have no effect on archaeological sites or historic resources that are listed or eligible for listing in the NRHP. If you have any questions, please contact me at (813) 975-6456 or todd.bogner@dot.state.fl.us.

Sincerely,



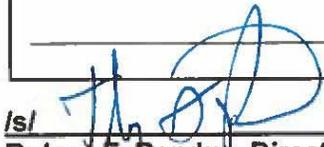
Todd Bogner
Cultural Resources Coordinator

TB/rss
Enclosure

cc: Robin Rhinesmith, FDOT; Kimberly Warren, Atkins; Rebecca Spain Schwarz, Atkins

The Florida Division of Historical Resources Director/State Historic Preservation Officer finds the attached Cultural Resource Assessment Survey Technical Memorandum complete and sufficient and concurs does not concur with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2014-2488.

Comments:



Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

6/26/14

Date

APPENDIX B
WATER QUALITY IMPACT EVALUATION

WQIE CHECKLIST

Project Name: Westshore Regional Multimodal Center

County: Hillsborough

Financial Project Number: N/A

Federal Aid Project No: N/A

Short project description: The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to determine the configuration, benefits, costs, and impacts of developing and operating a Westshore Regional Multimodal Center (WRMC) within the Westshore Business District area of Tampa, Florida.

PART 1: DETERMINATION OF WQIE SCOPE

Does project increase impermeable surface area? Yes No

Does project alter the drainage system? Yes No

If the answer to both questions is no, complete the WQIE by checking Box A in Part 4.

Do environmental regulatory requirements apply? Yes No

If no, proceed to Part 4 and check Box B.

PART 2: PROJECT CHARACTERISTICS

20-year design ADT: 23,400 Expected speed limit: 40 mi/hr

Drainage area: 8 Acres 75 % Impervious 25 % Pervious

Land Use: 0 % Residential 81 % Commercial 0 % Recreational/Open Space
0 % Industrial 0 % Wetlands 19 % Other (Roadway)

Potential large sources of pollution (identify): N/A

Groundwater receptor (name of aquifer or N/A): N/A

Designated well head protection area: Yes No Name: _____

Sole source aquifer: Yes No Name: _____

Groundwater recharge mechanism: Infiltration of treated stormwater through stormwater management facilities. Geotechnical borings will be taken at stormwater management facilities. Stormwater management facilities will generally be above existing ground and will minimally impact the surficial aquifer. No impacts to the lower aquifers are anticipated.

(Notify District Drainage Engineer if karst conditions expected)

Surface water receptor (name or N/A): Tampa Bay

Classification: I II III IV V

WQIE CHECK LIST (Cont.)

Special designation (check all that apply):

- ONRW OFW Aquatic Preserve Wild & Scenic River
 Special Water SWIM Area Local Comp Plan MS4 Area
 Other (specify): _____

Conceptual storm water conveyances (check all that apply):

- Swales Curb and Gutter Scuppers Pipe French Drains
 Retention/Detention Ponds Other (specify): _____

PART 3: ENVIRONMENTAL REGULATORY REQUIREMENTS

Regulatory Agency (check all that apply)	Reference citation for regulatory criteria (attach copy of pertinent pages)	Most stringent criteria (check all that apply and describe below)
USEPA <input type="checkbox"/>		<input type="checkbox"/>
NPDES <input checked="" type="checkbox"/>	NPDES Construction	<input type="checkbox"/>
SWFWMD <input checked="" type="checkbox"/> (Specify)	ERP Permit	<input checked="" type="checkbox"/>
OTHER <input type="checkbox"/> (Specify)		<input type="checkbox"/>

Proceed to Part 4 and check Box C.

PART 4: WQIE DOCUMENTATION

- A. Water quality is not an issue.
- B. No regulatory requirements apply to water quality issues.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)
- C. Regulatory requirements apply to water quality issues. Water quality issues will be mitigated through compliance with the quantity design requirements placed by SWFWMD, an authorized regulatory agency.
(Document by checking the "none" box for water quality in Section 6.C.3 of the Environmental Determination Form or Section 5.C.3 of the SEIR.)

Evaluator Name (print): Shayne Paynter, PE

Office: Atkins NA – 4030 West Boy Scout Boulevard, Suite 700, Tampa, Florida 33607

Signature:  Date: 6/17/14

APPENDIX C
USFWS FINDING



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive, Tampa, FL 33612-6456
Phone (813) 975-6000 1-800-226-7220

ANANTH PRASAD, P.E.
SECRETARY

Jun



FWS Log No. 2014-I-0233

The Proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) This finding fulfills the requirements of the Act.

Ms. Jane Monaghan
U.S. Fish and Wildlife Service
North Florida Ecological Services Office
7915 Baymeadows Way, Suite 200
Jacksonville, Florida 32256-7517


for Jay B. Herrington
Field Supervisor

8/12/14
Date

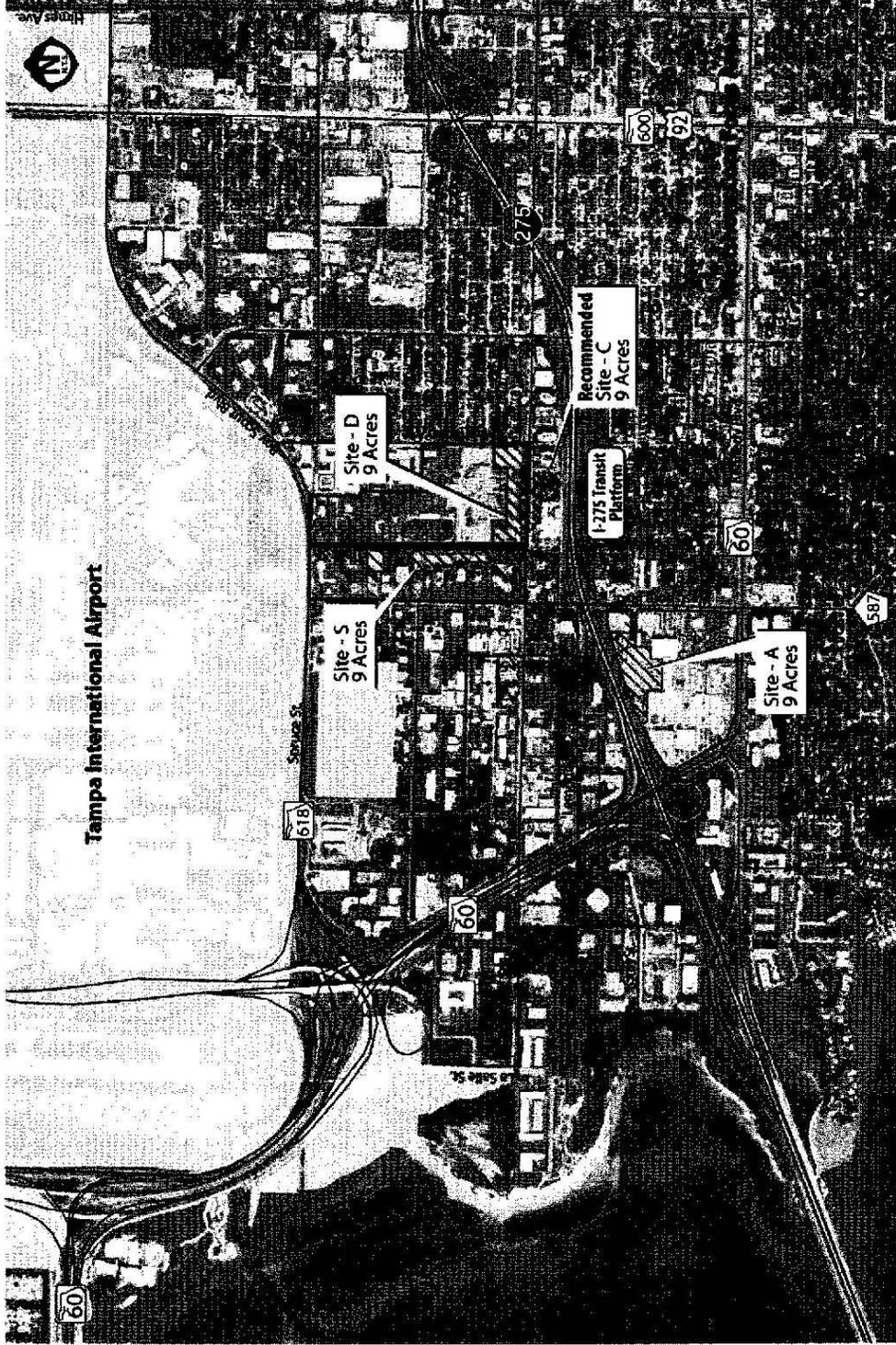
RE: **Endangered Species Act Section 7 Informal Listed Species Coordination**
Westshore Regional Multimodal Center
Hillsborough County, Florida
Work Program Item Segment No.: 415348-1-32-01
Federal Aid Project No.: N/A

Dear Ms. Monaghan:

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment study to determine the configuration, benefits, costs, and impacts of developing and operating a Westshore Regional Multimodal Center (WRMC) within the Westshore Business District area of Tampa, Florida (Figure 1). The purpose of the study is to provide documented environmental and engineering analyses to assist the FDOT in reaching a decision on the location and conceptual design of the necessary improvements for the WRMC in order to accommodate future multimodal services in the Tampa Bay region. It is envisioned that the WRMC will provide seamless connections between local and regional transportation systems including airports, seaports, highways, and transit services, such as premium and intercity bus service and future rail systems. As a result, the center will enhance existing and planned transportation systems in the region. Specifically, the WRMC is intended to facilitate better transportation linkages between Hillsborough and Pinellas counties, thereby maximizing the effectiveness of transportation systems in the Tampa Bay region.

A State Environmental Impact Report will be completed for the WRMC. However, for the purposes of this coordination, the FDOT is following protocol for potential federal permit requirements.

Figure 1. Site C Project Location Map



Westshore Regional Multimodal Center
PD&E Study

Location Map

The Recommended Alternative, Site C, has been identified and is shown as the yellow cross-hatched area in **Figure 1**. The WRMC at this location would be part of a redevelopment of the existing strip of parcels north of I-275 between Trask Street and Manhattan Avenue. The WRMC and the future I-275 transit platform could be connected by an elevated pedestrian walkway at a later time. The Site C alternative is located within Township 29 S, Range 18 E, Section 20.

The U.S. Fish and Wildlife Service (USFWS) North Florida Ecological Services website identifies seven federally-endangered species, five federally-threatened and one federal candidate species as occurring/potentially occurring within Hillsborough County. Based on a review of existing databases and on-site conditions, the FDOT has determined that suitable habitat exists for only one species, the federally-endangered wood stork (*Mycteria americana*). There is no designated critical habitat for any species in the vicinity of Site C.

Based on the history and extent of urban development (especially grading, paving and sodding activities), the possibility of any federally-listed wildlife species occurring within Site C is low. The Efficient Transportation Decision Making Environmental Screening Tool did not identify any natural wetlands within Site C. However, this site contains a wet ditch approximately 910 feet in total length, containing freshwater herbaceous vegetation. This ditch is relatively shallow, characterized by intermittent open and culverted sections (approximately 710 feet and 200 feet, respectively), and has an estimated average width of 16 feet. Although this ditch appears to have been constructed in disturbed, upland soils, it may have direct hydrologic connectivity to a tributary which outfalls into Tampa Bay near Cypress Point Park west of SR 589/Memorial Highway. The open portions of this wet ditch (approximately 0.26 acre) within Site C could serve as foraging habitat for the federally-endangered wood stork and other state-listed wading bird species. The Site C project area is within the USFWS 15-mile radii of four (4) wood stork Core Foraging Areas (615333, Sheldon Road, East Lake/Bellows Lake and Little Hillsborough River/Swamp).

Based on the wet ditch's connectivity to downstream waters, the U.S. Army Corps of Engineers may assert jurisdiction over this feature under the provisions of Section 404 of the federal Clean Water Act and permit impacts under a Nationwide Permit. Based on current regulations, mitigation requirements are not anticipated for impacts to surface waters. However, if the USACE requires mitigation for functions associated with the wet ditch currently provided in Site C, mitigation may be provided through the in-kind replacement of the existing ditch, the purchase of mitigation bank credits or the FDOT Mitigation Program in accordance with Chapter 373.4137 Florida Statutes.

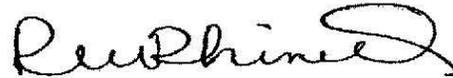
Ms. Jane Monaghan, USFWS
WPID# 415348-1
Westshore Regional Multimodal Center

Summary

The FDOT has reviewed the impacts expected from project construction and has determined that the project is not likely to result in adverse impacts to species listed under the Endangered Species Act. Based on the project's location within a heavily urbanized area, minimal nature of potential impacts, and the availability of options to offset project impacts, the FDOT has determined that the proposed project *may affect, but is not likely to adversely affect* the wood stork and will have *no effect* on other federally-listed species within Hillsborough County. There will be no impacts to designated critical habitat. Via the concurrence block at the end of this letter, the FDOT is seeking USFWS concurrence on these findings. The FDOT respectfully requests a response from the USFWS within 30 days.

If you have any questions or need additional information, please contact me at (813) 975-6496 or email me at robin.rhinesmith@dot.state.fl.us.

Sincerely,



Robin Rhinesmith
Environmental Administrator

RMR

cc: Scott Sanders, FWC
Kirk Bogen, FDOT

The United States Fish and Wildlife Service finds the attached project documentation complete and sufficient and _____ concurs/ _____ does not concur with the recommendations and findings provided herein.

USFWS Comments:

Jane Monaghan
(or Designee)
U.S. Fish and Wildlife Service
North Florida Ecological Services Office

Date