

**U.S. MARITIME ADMINISTRATION
RECORD OF CATEGORICAL EXCLUSION**

SUBJECT:

Port Everglades Intermodal Freight Connector Project

REFERENCE:

- (a) Department of Transportation Order DOT 5610.1C; September 18, 1979
- (b) Maritime Administrative Order (MAO) 600-1; July 23, 1985
- (c) Environmental Compliance Checklist
- (d) Transportation and Infrastructure Finance and Innovation Act (TIFIA) of 1998
- (e) TIFIA Letter of Interest June 29, 2016, updated June 6, 2017

Action:

The Broward County Port Everglades Department has applied for TIFIA credit assistance using the Agency's Letter of Interest (LOI) form. The Intermodal Freight Connector Project has been developed to ensure that Port Everglades is able to provide state-of-industry infrastructure and capacity necessary to fulfill its role as a nationally significant global gateway. The Port Everglades' Southport container complex allows for direct access to the Interstate system and the Port Everglades Navigation Improvement Project to deepen and widen the port's channel, which will help the port continue to accommodate post-Panamax cargo vessels, which call at the port today. These improvements are critically needed to transfer cargo intermodally from ship to shore for distribution throughout the United States by truck and rail. The planned project for renovation and upgrade at the port as outlined in the LOI has been updated to include two individual phases as identified below:

Southport Improvements Component – includes the redevelopment of a portion of an existing upland cargo container terminal yard that was built over an existing landfill. The landfill material will be excavated, sorted, and disposed and the area will be revitalized into an approximately 19 acre cargo container terminal yard.

In addition, the turning notch component includes dredging and construction of approximately 3,250 linear feet of new bulkhead, along with the construction of approximately 1,600 linear feet of new environmentally friendly bulkhead, and a toe-wall – *a low retaining wall* – for existing Berth 30. The project will also add approximately 1,420 linear feet of wharf to the west along Berth 30.

Crane Rail Infrastructure Component – This includes upgrades to the landside infrastructure necessary for the existing ship-to-shore container cranes. The key elements are:

- 1,500' of new crane rail girders at Berth 30 Extension for upgraded cranes with 100' gauge.

- Crane tie-downs and Berth 30 extension
- New electrical cable trench and vaults at Berth 30 extension for existing cranes
- 13.2 kV, 12,600 kVA of electrical supply
- Electrical cabling network and power duct (new and rerouted)

Analysis:

The projects are located in an existing industrial area at an established port facility. The original Categorical Exclusion, signed on January 3, 2017, included the purchase of three gantry cranes and the related crane rail components. This has been removed from the TIFIA loan application.

With regard to the old landfill in which the project proponent plans to excavate, the Florida Department of Environmental Protection (FL DEP) has guidance regarding disturbing old closed landfills or waste disposal areas in which the owner is required to consult with the FL DEP before disturbing an old landfill. No permits are required, although monitoring may be required by the FL DEP.

The Army Corp of Engineers (ACOE) issued an Environmental Assessment (EA) and Statement of Findings on September 9, 2016 in conjunction with the permit request for the Port Everglades project. This included the in-water work, dredging, and the construction of the new elements to the port facility. It also includes the mitigation measures of impacted mangroves, which has already been completed outside of the scope of this project.

The ACOE EA indicated that in 2015, an Environmental Impact Statement (EIS) was completed for the much larger channel dredging project. Initially, the turning notch component was intended to be included in the EIS, but the EA recognizes the independent utility of the turning notch project and was analyzed separately. Specifically, the EA concludes that the purpose of the turning notch expansion is to increase the number of New Panamax vessels that berth at the Port, which could happen without the federal project being completed.

The proposed use is for the same purpose and includes redevelopment of the existing facility in order to improve operations. Because of prior ground disturbing activities, the proposed project is not expected to have significant environmental impacts. The areas of new construction including in water work has been fully evaluated by the ACOE in the attached EA. All construction activities will be conducted in accordance with applicable Federal, state and local environmental regulations and permit conditions. No additional investigations are necessary at this time.

Conclusion:

Based upon our review, the proposed actions are not expected to have a significant effect on the human and natural environment, individually or cumulatively, under normal conditions, and are categorically excluded from further documentation requirements under the National Environmental Policy Act (NEPA) and the Maritime Administrative Order 600-1 Categorical Exclusion. The applicable MARAD Categorical Exclusions are:

Categorical Exclusion No. 4: Reconstruction, modification, modernization, replacement, repair, and maintenance (including emergency replacement, repair, or maintenance) of equipment, facilities, or structures which do not change substantially the existing character of the equipment/facility/structure.

Categorical Exclusion No. 7: Project or program actions for which applicable environmental documentation has been prepared previously and environmental circumstances have not subsequently changed.

Environmental Reviewer:



Kristine Gilson
Environmental Protection Specialist
Office of Environment

10-4-18

Date

Approval:



Michael C. Carter
Acting Associate Administrator for Environment and Compliance

10/4/18

Date



U.S. Department of Transportation
Maritime Administration

CONCURRENCE RECORD

ORIGINATING OFFICE		SUBJECT			
MAR-410		NEPA Categorical Exclusion			
SEQUENCE	CODE NO.	ORGANIZATIONAL UNIT	INITIALS		DATE
			WITHIN OFFICE	OFFICE HEAD	
	100	MARITIME ADMINISTRATOR			
	110	DEPUTY MARITIME ADMINISTRATOR			
	130	OFFICE OF CIVIL RIGHTS			
	220	OFFICE OF CHIEF COUNSEL			
	221	DIVISION OF LITIGATION AND GENERAL LAW			
	222	DIVISION OF MARITIME PROGRAMS			
	223	DIVISION OF LEGISLATION AND REGULATIONS			
	230	ASSISTANT ADMINISTRATOR			
	231	OFFICE OF INTERNATIONAL ACTIVITIES			
	232	OFFICE OF POLICY AND PLANS			
	240	OFFICE OF CONGRESSIONAL AND PUBLIC AFFAIRS			
	250	OFFICE OF CHIEF FINANCIAL OFFICER			
	300	ASSOCIATE ADMINISTRATOR FOR ADMINISTRATION			
	340	OFFICE OF CHIEF INFORMATION OFFICER			
	360	OFFICE OF HUMAN RESOURCES			
	380	OFFICE OF ACQUISITION			
	390	OFFICE OF MANAGEMENT AND ADMINISTRATIVE SERVICES			
2	400	ASSOCIATE ADMINISTRATOR FOR ENVIRONMENT AND COMPLIANCE			
1	410	OFFICE OF ENVIRONMENT	<i>MLC</i>		<i>10/4/18</i>
	420	OFFICE OF SECURITY	<i>10-4-18</i>		
	430	OFFICE OF SAFETY			
	500	ASSOCIATE ADMINISTRATOR FOR INTERMODAL SYSTEM DEVELOPMENT			
	510	OFFICE OF INFRASTRUCTURE DEVELOPMENT AND CONGESTION MITIGATION			
	520	OFFICE OF MARINE HIGHWAYS AND PASSENGER SERVICES			
	530	OFFICE OF DEEPWATER PORTS AND OFFSHORE ACTIVITIES			
	540	OFFICE OF SHIPPER AND CARRIER OUTREACH			
	550	OFFICE OF GATEWAYS			
	600	ASSOCIATE ADMINISTRATOR FOR NATIONAL SECURITY			
	610	OFFICE OF SHIP OPERATIONS			
	620	OFFICE OF EMERGENCY PREPAREDNESS			
	630	OFFICE OF SEALIFT SUPPORT			
	640	OFFICE OF SHIP DISPOSAL			
	700	ASSOCIATE ADMINISTRATOR FOR BUSINESS AND WORKFORCE DEVELOPMENT			
	710	OFFICE OF FINANCIAL APPROVALS AND MARINE INSURANCE			
	720	OFFICE OF SHIPYARDS AND MARINE FINANCE			
	730	OFFICE OF CARGO PREFERENCE AND DOMESTIC TRADE			
	740	OFFICE OF MARITIME WORKFORCE DEVELOPMENT			
	5100	U.S. MERCHANT MARINE ACADEMY			

SUMMARY

Revised Port Everglades Intermodal Freight Connector project Categorical Exclusion