



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IV
Alabama, Florida, Georgia,
Kentucky, Mississippi,
North Carolina, Puerto
Rico, South Carolina,
Tennessee, Virgin Islands

230 Peachtree St., N.W.,
Suite 800
Atlanta, GA 30303
404-865-5600
404-865-5605 (fax)

July 22, 2008

Secretary Noranne Downs
Florida Department of Transportation
District 5 Orlando Urban Office (OUO)
133 South Semoran Boulevard
Orlando, Florida 32807

Re: Addendum to the Finding of No Significant Impact (FONSI)
Central Florida Commuter Rail Transit Project

Dear Secretary Downs:

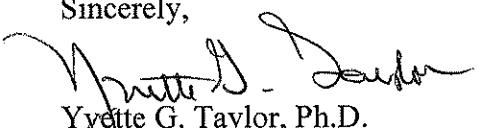
The Federal Transit Administration (FTA) has completed its review of the Supplemental Environmental Assessment (SEA) and related supporting documentation for the referenced project. The SEA was performed subsequent to the Finding of No Significant Impact (FONSI) issued on April 27, 2007 due to several design project scope changes to the Full Build Alternative as evaluated in the original EA, and FTA was made aware of public concern about the relationship between the FTA-assisted action and other, separate activities being planned by CSX Transportation, Inc. (CSXT) on the roughly parallel S-Line. FTA and FDOT have reviewed these project design changes and new information in the SEA approved on May 8, 2008.

FTA, as joint lead agency with FDOT, has participated in preparing the SEA, has independently evaluated the SEA, and has determined that it adequately and accurately assesses the environmental issues and impacts of the design changes to the proposed project. Such documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required for the proposed design changes.

Enclosed is a copy of the Addendum to the FONSI for your information. Further, a notice of the availability of the FONSI should be sent by the Florida Department of Transportation to the affected units of Federal, State and local government. Notice should also be sent to the State Intergovernmental Review contact.

Thank you for your cooperation in meeting the requirements of the National Environmental Policy Act. If you have any questions, please contact Jamie Pfister of my staff at (404) 865-5632.

Sincerely,


Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure

U.S.DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

ADDENDUM TO THE FINDING OF NO SIGNIFICANT IMPACT

Project: Central Florida Commuter Rail Transit Project
Applicant: Florida Department of Transportation
Project Location: Volusia, Seminole, Orange, and Osceola Counties, Florida

INTRODUCTION

The Federal Transit Administration (FTA) determined on April 27, 2007, that the Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Project serving metropolitan Orlando in Volusia, Seminole, Orange, and Osceola Counties, Florida, and sponsored by the Florida Department of Transportation (FDOT) will not have any significant impact on the environment. Subsequent to that Finding of No Significant Impact (FONSI), FDOT made several design changes to the proposed project, and FTA was made aware of public concern about the relationship between the FTA-assisted action and other, separate activities being planned by CSX Transportation, Inc. (CSXT) on the roughly parallel S-Line. FTA and FDOT have reviewed these project design changes and new information in the Supplemental Environmental Assessment (SEA) approved on May 8, 2008. With the exception of the proposed design changes cited herein, the original FONSI approved on April 27, 2007, remains in effect. FTA, as joint lead agency with FDOT, has participated in preparing the SEA has independently evaluated the SEA, and has determined that it adequately and accurately assesses the environmental issues and impacts of the design changes to the proposed project. Such documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement is not required for the proposed design changes.

PROPOSED PROJECT

Project Description

The FDOT and the FTA have performed an EA and SEA of the Central Florida Commuter Rail Transit Project. The project study limits extend from north to south, along the existing CSX Transportation A-Line rail corridor beginning at the DeLand Amtrak station in Volusia County to Poinciana Industrial Park in Osceola County. This 61-mile corridor is the same as the Central Florida Commuter Rail Transit North/South Corridor Project EA approved on December 15, 2006 and resultant FONSI issued on April 27, 2007.

Supplemental Environmental Evaluation

The SEA was performed subsequent to the initial Finding of No Significant Impact (FONSI) dated April 27, 2007, due to several design project scope changes to the Full

Build Alternative as evaluated in the original EA. In addition, the SEA includes a general evaluation of noise and vibration impacts and grade crossing delay impacts associated with CSXT's plan of moving rail freight from the A-Line to the S-Line, which extends from Jacksonville through Ocala to Lakeland and to the portion of the A-Line from Lakeland to Auburndale. The general assessment considered the impacts of shifting four additional trains (two coal trains and two intermodal freight trains) from the A-Line to the S-Line.

FDOT and FTA recognize that the CFCRT project on the A-Line, and the movement of freight to the S-Line, are two independent projects and are not contingent upon each other. However, it was determined that a general analysis of the impacts of moving freight to the S-Line was necessary in part because of the inaccurate statements made to the public in the past. This analysis was completed to provide the public with "information useful in restoring, maintaining and enhancing the quality of the environment" in the spirit of Section 102(2)(G) of the National Environmental Policy Act (42 U.S.C. § 4332(G)). No mitigation of impacts caused by this additional freight traffic are included herein, as the proposal to move rail freight from the A-Line to the S-Line has been made by private entities, and as such, is outside the control and discretion of the FTA.

The changes to the project after the original FONSI was issued have not altered the limits of the Full Build Alternative alignment evaluated in the SEA. However, the number of stations was changed from 16 to 17 stations. The revisions include a new station at Fort Florida Road (which had been considered originally in the planning Alternatives Analysis); minor changes to the configuration of the park-and-ride lot at the Longwood Station and a new station in the City of Maitland. The station and park-and-ride lot located at the DeBary/Saxon Boulevard Extension has been dropped from the Full Build Alternative. The CFCRT Vehicle Storage and Maintenance Facility (VSMF) will be constructed within the limits of the Rand Yard as evaluated in the original EA.

This FONSI recognizes that certain measures will be implemented to mitigate environmental and community impacts for the Full Build Alternative as presented in the original EA and the SEA. These measures are summarized in Attachment A, Table 1 and Table 2. Attachment A is a reiteration of commitments made in the environmental record and is intended for monitoring purposes only. It shall not be interpreted as changing any of the pertinent impact evaluations and commitments presented in the original EA and FONSI, nor as subjecting the original EA and FONSI to renewed opportunity for claims seeking judicial review.

Metropolitan Transportation Planning Requirements

The CFCRT project is included in the metropolitan transportation plan approved by METROPLAN Orlando and the Volusia County MPO, the Central Florida region's metropolitan planning organizations. It is also included in the State Transportation Improvement Program (STIP) for the State of Florida.

AGENCY COORDINATION AND PUBLIC OPPORTUNITY TO COMMENT

Design changes to the CFCRT project precipitated a Supplemental EA and additional public and agency outreach was completed. The CFCRT Supplemental EA was approved by FTA on May 8, 2008. A notice of availability was published in the Florida Administrative Weekly on May 16, 2008 and in the local newspapers on May 22, 2008. The Supplemental EA was made available for public review from May 22, 2008 through June 23, 2008.

Comments to the May 8, 2008 Supplemental Environmental Assessment

Public hearings were held in Orange and Seminole Counties on June 12, 2008. A total of 111 residents, property owners, and/or other interested parties attended the public hearings. These meetings were held to provide information to stakeholders about the project changes as well as to listen to and document their concerns and suggestions about how the supplemental environmental evaluation was conducted. In general, the comments received through the public hearing process were favorable, though some expressed concern about the impacts associated with CSXT's decision to relocate some rail freight from the A-Line to the S-Line and potential impacts to downtown Lakeland's historic resources, among other issues.

A total of 20 people provided statements during the public comment portion of the public hearings. Nineteen people spoke in support of the CFCRT Project, though seven including the City of Lakeland, expressed concern about CSXT's additional impact on downtown Lakeland and the need for FDOT to further study the impacts of rail freight relocation. One person expressed concern about potential CSXT job losses. Comments received in support of the project focused on: how the commuter rail would assist in reducing traffic; provide an alternative mode of travel especially with the high cost of fuel; serve as an extension to other major employment centers such as the Orlando International Airport, the Burnham Institute, VA Hospital, and Innovation Way; and is just the starting point for future expansion.

Following the public hearings, 22 written comment forms were filled out and submitted via mail. Approximately 18 were in favor of the commuter rail; two expressed concern about the impacts of CSXT's rail freight relocation on the City of Lakeland; one was concerned about job security with CSXT; and one was concerned about the impacts that CSXT's rail freight relocation might have on historic downtown Lakeland.

An additional 91 comments or questions were submitted electronically or via the project website (<http://www.cfrail.com>). Approximately 36 of those comments were in favor and 6 were against the CFCRT Project. Four comments were opposed to CSXT's plan to relocate rail freight from the A-Line to the S-Line and/or questioned the methodology used in the Supplemental EA S-Line General Analysis of noise, vibration and grade-crossing impacts; one was opposed to Lynx budget cuts; 29 requested more information about bus feeder programs, right of way acquisition, hearing dates, land-use and project status; 14 requested more information about jobs, schedules and reprint permission; and one submitted no written comment but expressed favorable support for the Public

Hearing facilities and information presented. The public hearing transcripts, comment forms, and comments received through the project website are included in the *Comments and Coordination Report* (June 2008) prepared for the Supplemental EA. The *Comments and Coordination Report* can be viewed at FDOT's office located at 133 South Semoran Boulevard in Orlando, Florida.

In addition to these public hearings, a separate public information workshop was held on the S-Line general environmental analysis on Wednesday, June 4, 2008 in Ocala. The site was selected for its central location along the 200-mile S-Line corridor study area, to afford all interested residents an opportunity to review information, ask questions and provide comment. The purpose of the public information workshop was to discuss the potential impacts associated with the movement of rail freight traffic from the A-Line to the S-Line.

Notifications were made to the general public through legal advertisements. The Public Hearing notifications also included information pertaining to the public information workshop and were published in the same newspapers as was done for the CFCRT public hearings. The project website (<http://www.cfrail.com>) was updated to include a scrolling banner notification on the website's home page about the public information workshop on the S-Line. The Supplemental EA and supporting technical documentation was uploaded to the website for public inspection.

A total of 28 people signed attendance sheets at the public information workshop in Ocala. The format was informal and consisted of an open house setting where FDOT and study team members were available to answer questions. Detailed presentation boards and printed materials were made available for public review during the workshop. The boards included maps of the A-Line and the S-Line, a map of the additional freight traffic through the Lakeland area and large-scale noise contour maps.

Seven written comment forms were completed. Two comments were supportive of the CFCRT Project; two included requests for additional information about the project and the methodology used for the S-Line analysis; two requested a formal presentation of information available at the workshop and additional information on the project website (<http://www.cfrail.com>); and one contained no comments, but responded favorably to the workshop facilities, project staff and display materials. The comment period was held open through June 23, 2008. A summarized synopsis of the comments and responses received as part of the public comment period are included in Attachment B.

In addition to the public hearings, the community participation effort included public information workshops, technical advisory committee meetings, presentations with residents and local agencies, design team meetings with local governments, local government briefings, as well as meetings with adjacent property owners and special interest groups (refer to Chapter 7 of the Supplemental EA).

Continuing Coordination

During final design, FTA and FDOT will continue to coordinate and consult with the Federal Railroad Administration, Amtrak, CSXT and other corridor stakeholders to ensure that CFCRT interlocking configuration and facilities and infrastructure construction meet all federal, state and local regulatory requirements.

The FDOT will continue to coordinate the design of the proposed improvements (e.g. stations) with the Florida State Historic Preservation Officer (SHPO) so that potential adverse visual and aesthetic effects can be avoided and the historic integrity of nearby historic properties and districts is maintained.

MEASURES TO MINIMIZE HARM

FDOT will implement all measures to minimize harm that are described in the May 2008 SEA and this FONSI. The FTA will require that in any grant documents for the CFCRT, that the project shall be built as described in the SEA and the Project Description above, and that all commitments shall be carried out in accordance with the original EA and FONSI and the SEA and FONSI addendum as described in Attachment A. The FTA finds that with the implementation of the commitments and measures to minimize harm, as described in Attachment A: Mitigation Monitoring Plan Table 1 and Table 2, the FDOT will have taken all reasonable and prudent means to avoid or minimize the potential for adverse impacts to occur as a result of the changes to the originally described project. The May 2008 CFCRT SEA is incorporated by reference into this FONSI and its environmental considerations are summarized in Attachment A. This FONSI assumes that the fully described commitments and measures to minimize harm in the May 2008 SEA, as supplemented and outlined in Attachment A, will be implemented.

DETERMINATION AND FINDINGS

Land Use and Zoning

The current land use for the proposed Longwood Station as described in the original EA has not changed. The City of Longwood has requested some minor changes to the previously approved park-and-ride lot configuration in order to enhance the potential for transit oriented development (TOD). The current land use at the added Maitland Station is comprised of a mixture of commercial and vacant land uses. The City of Maitland is pursuing the development of a TOD plan for the station area and is coordinating with the current property owners to accommodate and encourage the station. A new at-grade pedestrian crossing is planned from an adjacent neighborhood across the railroad tracks directly to the east of the proposed station. The added Fort Florida Road Station is largely undeveloped with some nearby light commercial uses. This area has potential for TOD.

Public Safety and Security and Community Services

The addition of the stations at Maitland and Fort Florida Road do not change the original EA finding that the Full Build Alternative will improve safety and security. Florida

Power and Light (FPL) has indicated that a Dam Safety Plan is necessary at the Fort Florida Road Station. Requirements for construction beyond 420 feet of the adjacent canal will be coordinated with FPL representatives. FDOT is coordinating with FPL on a Dam Safety Plan that will be implemented prior to construction activities.

Displacements and Relocation

A total of 7.6 acres of right-of-way is required for the Fort Florida Road Station affecting one parcel. One small office will need to be relocated. The revised location of the Longwood Station park-and-ride lot requires a total of 5.5 acres. This is approximately 1.2 acres additional right-of-way than was documented in the original EA. One residence and one City of Longwood property will need to be relocated. Since the DeBary/Saxon Boulevard Extension Station has been removed, there is a net reduction of 3.1 acres overall needed for park-and-ride right-of-way associated with this project.

The FDOT will carry out a Right-of-Way Acquisition and Relocation Program in accordance with Florida Statute 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). The brochures which describe in detail FDOT's Relocation Assistance Program and Right-of-Way Acquisition Program are: *Your Relocation: Residential, Your Relocation: Businesses, Farms and Nonprofit Organizations, and The Real Estate Acquisition Process*. All of these brochures were distributed at the public hearings for the proposed design changes and have been made available upon request to any interested persons. FDOT will seek to reduce the required right-of-way through the final design process.

Archaeological and Historic Resources

As a part of the SEA, additional historical and architectural field surveys were conducted between October and December 2007 within the area of potential effects for the three new and/or modified stations. The resulting *Cultural Resource Assessment Survey Report* (December 10, 2007) was reviewed by the Florida SHPO. In a letter dated June 20, 2008, the SHPO concurred that the proposed project design changes identified in the SEA would have no effect on any significant historic structures or districts, including those properties listed, determined eligible or considered potentially eligible for listing in the National Register of Historic Places. Therefore, FTA and FDOT, in compliance with Section 106 of the National Historic Preservation Act of 1966 and in consultation with the SHPO, have determined that the proposed action will have no effect on historic properties. Refer to Appendix C of the SEA for the SHPO letter.

The extent of Americans with Disabilities Act (ADA) compliance at existing facilities varies depending on location. As designs are developed to comply with the U.S. Department of Transportation's Americans with Disabilities Act Accessibility Guidelines (November 29, 2006), any platform or accessibility modifications at historic sites will include coordination with the SHPO.

Recreation and Parkland Resources

Proposed station construction will not directly impact any identified park or recreation area. Temporary construction activities may affect access to and the use of adjacent parks and recreational resources. Construction impacts that would temporarily affect park and recreational experiences include physical separation of parks and recreational resources from users (e.g. fencing of a street right-of-way); increased dust and truck traffic and restricted or altered uses. FDOT contractors will develop and implement a traffic management plan during construction to assure access to residences, businesses, community facilities and services, and local roads are maintained.

Noise and Vibration

A detailed noise and vibration assessment was performed along the A-Line project corridor for the original EA. A similar assessment was completed for the proposed project design changes as documented in the SEA. Fort Florida Road and Longwood Stations do not have any noise receptors within the potential noise-impact range. At the Maitland Station, five receptors are modeled to experience moderate noise impacts, and one receptor is expected to experience severe noise impacts. Consistent with the mitigation measures in the original EA, noise mitigation at the Maitland Station will be accomplished by re-designing the DMU on-board warning horn. The full measure of commuter rail noise mitigation measures for the A-Line can be found in Attachment A, Table 1, Summary of Environmental Impacts and Mitigation Measures

FTA vibration criteria are related to ground-borne vibration levels expressed in VdB that are expected to result in human annoyance. These criteria were used to assess annoyance due to ground-borne vibration from the DMU operations. Consistent with the Full Build Alternative analyzed in the original EA, the proposed project design changes analyzed in the SEA will not result in adverse vibration impacts along the corridor. Therefore, no mitigation measures are required.

Temporary noise impacts related to the proposed design changes will occur from construction activities. However, such impacts will be attenuated by the mitigation measures described in Chapter 3, Section 3.3.4 of the original EA and outlined in Attachment A.

Ecosystems

Based upon the changes in the SEA, an Addendum is being prepared to the Endangered Species Biological Assessment (ESBA) of January 2006. A review of the ESBA found that the area around the Fort Florida Road station contains Upland Scrub, Pine and Hardwood forest. The Longwood Station contains an area identified as Live Oak Woodland habitat. The areas surrounding Maitland and Longwood Stations do not contain any protected species. No significant adverse impacts are anticipated to the regional populations of the federally or state-listed species protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) as a result of the proposed project design changes. The Addendum to the ESBA will be added to the project file.

Wetlands

In accordance with Executive Order 11990 (Protection of Wetlands) and USDOT Order 5660.1A, the proposed project design changes were evaluated for any wetlands that have potential involvement with the proposed improvements.

The Fort Florida Road Station has a 1.5 acre impact on wetlands. The Longwood Station has 0.8 acres of wetland impacts. There is no change from the approved EA as a result of the addition of the Maitland Station. In the locations where new parking lots will be required, efforts would be made to avoid direct impacts to any extant wetland resources. Wetland impacts will be mitigated pursuant to Section 373.4137 F.S. to satisfy all mitigation requirements of Part IV Chapter 373, F.S. and 33 U.S.C. sec. 1344. Under Section 373.4137, F.S., mitigation of FDOT wetland impacts will be implemented by the St. Johns River Water Management District (SJRWMD), the South Florida Water Management District (SFWMD), and the U.S. Army Corp of Engineers (USACE) where the impacts occur.

Contamination

A Contamination Screening Evaluation Report (CSER) addendum prepared for the SEA found that the proposed Fort Florida Road and Maitland Station sites will have High and Medium contamination risks respectively. The original approved EA listed Longwood Station as a Medium risk. The City of Longwood Public Works site has been added to this station and was evaluated in the SEA. The contamination risk at the Longwood Station has subsequently been raised from Medium to High. These locations, depending on the level of risk, will be further evaluated as described below.

For locations identified as having Medium or High contamination risks, a further review of public records will be performed and preliminary soils screening evaluation will take place to detect the presence of contaminants in soil or groundwater prior to acquisition of property or initiation of construction activities. Depending upon the nature and extent of contamination as determined by these contamination assessment activities, risk analysis for impacts to the general public will be performed, cost estimates for remediation would be developed and a communication plan with applicable regulatory agencies will be devised. Specific recommendations for the proposed project design changes have been developed and can be found in Chapter 3, Section 3.3.8 of the SEA and are described in Attachment

Air Quality

The project is primarily located within the Orlando metropolitan area. As documented in the original EA, Orlando is in attainment of all the transportation-related National Ambient Air Quality Standards (NAAQS). Therefore, the air quality conformity requirements of 40 CFR Part 93 do not apply to this project. All estimated carbon monoxide (CO) concentrations are less than applicable standards, and the proposed project design changes have only a minor net affect on the transportation system compared to the system as defined in the approved EA. Therefore, no mitigation measures are required as a result of the proposed project design changes.

Station Area Parking

Parking requirements for the Fort Florida Road and Maitland Stations were determined using a combination of locally estimated demand and outputs from the regional travel demand model. On-site parking facilities sufficient to accommodate parking demand will be provided at these stations. The Fort Florida Station replaces the previously proposed DeBary/Saxon Boulevard Station and will include a parking supply of approximately 275 spaces to meet projected demand. The provision for the proposed 250 park-and-ride spaces at the Maitland Station will be accommodated through a joint-use development agreement between the City of Maitland and local developers. The parking being proposed by the City consists of two parking garages with 125 spaces each for use by commuter rail patrons. The reconfigured parking at Longwood Station will improve access, egress and circulation. As a result, the number of spaces will decrease by approximately 5% (354 spaces) from what was originally proposed in the EA (375 spaces). The proposed project design changes will not reduce parking for any businesses or residences continuing to operate adjacent to the project.

FDOT bears the ultimate responsibility for all parking mitigation. In lieu of a shared parking agreement with the City of Maitland or any other shared-parking agreement, FDOT is committed to providing adequate park-and-ride provisions as described in the SEA. Individual station parking requirements and parking supply summary can be found in Attachment A, Table 2, Station Parking Supply and Impact Summary.

Maintenance of Traffic

Traffic operations were evaluated for study intersections and roadways for the proposed project design changes. The project will shift a small amount of traffic away from existing roadways to origin stations. The level of project-related traffic is low compared with traffic on adjacent roadways. Supplemental traffic analysis of the proposed Fort Florida Road and Maitland Stations demonstrated that traffic volumes along the adjacent roadways are below threshold traffic volumes and do not require further analysis. There is no change from the original EA for the Longwood Station. In addition, no stations will divert traffic to sensitive areas such as residential neighborhoods, historic districts or hospital zones or interfere with truck or marine traffic. It is determined that there would be no adverse impacts on the adjacent roadway system or adjacent ecologically sensitive areas due to the proposed project design changes.

Construction Impacts

The addition of the two stations would not change the impacts associated with construction. Temporary, noise and vibration impacts are expected from heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise and vibration control measures will include those contained in FDOT's "*Standard Specifications for Road and Bridge Construction,*" in addition to those recommended in the Construction Noise and Vibration Mitigation section of the SEA. Adherence to local construction noise and/or construction vibration ordinances by the contractor will be required where applicable. Construction impact mitigation and remediation will proceed as outlined in Attachment A.

SECTION 4(f) FINDING

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. § 303, declares a national policy that a special effort should be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges and historic sites. The Secretary of Transportation may not approve transportation projects that use land from publicly owned parks, recreation areas, wildlife and waterfowl refuges or any significant historic site unless a determination is made that there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm (23 CFR 771.135).

FTA has determined that the proposed project design changes to the CFCRT project will not use any resources protected by Section 4(f) of the DOT Act of 1966.

GENERALIZED S-LINE ENVIRONMENTAL ASSESSMENT

In close coordination with FTA, FDOT has conducted a general analysis both of grade crossing delay impacts and noise and vibration impacts associated with CSXT's plan to move rail freight traffic from the A-Line to the S-Line, which extends from Jacksonville through Ocala to Lakeland and portions of the A-Line from Lakeland to Auburndale.

Background

FDOT and FTA recognize that the CFCRT project on the A-Line, and the movement of rail freight to the S-Line are two independent projects. The CFCRT Project does not cause the need for the movement of freight traffic from the A-Line to the S-Line. Further CSXT's shifting of freight to the S-Line does not cause the implementation of the CFCRT. The two independent projects serve distinctly different purposes and they are not contingent upon each other.

Despite the fact that these two projects are separate, FTA and FDOT decided to include in the SEA a general analysis of the impacts of moving rail freight from the A-Line to the S-Line, in part due to the inaccurate statements made to the public in the past. This analysis was completed to provide the public with "information useful in restoring, maintaining and enhancing the quality of the environment" in the spirit of Section 102(2)(G) of the National Environmental Policy Act (42 U.S.C. § 4332(G)).

The information is especially important because FDOT will not be performing its own environmental analysis on the relocation of rail freight since such analysis is not required by the environmental review laws of the State of Florida. Further, the analysis contains no proposals for mitigation, as the proposal to move rail freight from the A-Line to the S-Line has been made by private entities with assistance from the State of Florida, and as such, is outside the control and discretion of FTA.

S-Line Grade Crossing Analysis

As a part of the SEA, a general traffic assessment was performed on the S-Line grade crossings to determine the effect of rail freight relocation on traffic levels of service (LOS) along the S-Line. Of the 224 rail crossings identified along the S-Line, 20 at-

grade crossings were selected for screening and assessment because they were either arterial or collector roadways. The *S-Line Grade Crossings: General Assessment of Potential Transportation and Safety Impacts of CSXT Freight Relocation Technical Report* (May 2008) concluded that the CSXT freight relocation would have no impact at these grade crossings, and traffic flow in both the 2010 AM and PM peak traffic period would remain at the highest level of service.

Noise and Vibration

As a part of the SEA, FDOT and FTA completed a generalized noise and vibration assessment of the S-line assuming the movement of four freight trains per day from the A-line to the S-Line. Using FTA's guidance, *Transit Noise and Vibration Impact Assessment* (May 2006), the *S-Line Noise and Vibration Technical Report* (May 2008) concluded that, despite the additional rail freight operations on the S-Line, there would be no increase in vibration levels along the line, and vibration levels would be similar to those already experienced on adjacent properties.

Using the same FTA guidance, the results of the noise assessment indicate that, in general, the increase in rail freight operations along the S-Line would result in a moderate impact of noise exposure to several communities along the S-Line. The noise analysis projects an increase of 0.8 to 1.4 dBA in the day/night average (L_{DN}) noise exposure level over twenty-four hours at a distance of 50 feet from the track. Existing, measured 24-hour L_{DN} noise levels along the corridor average in the low 70's dBA, with a measured L_{DN} range of 63-82 dBA. It should be recognized that many of these affected receptors are currently exposed to noise from existing freight operations along the corridor. The additional four freight trains would have no impact to moderate impact on cumulative community noise exposure.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) AND 49 U.S.C. 5324(b):

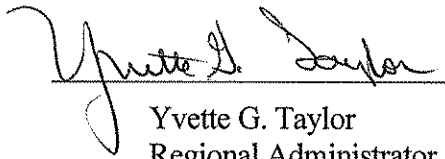
The Environmental Assessment (December 15, 2006) and the Supplemental Environmental Assessment (May 8, 2008) constitute the environmental record of the proposed project and present the alternatives to the proposed project that have been considered and the environmental impacts of the alternatives, including any adverse environmental effects and irreversible and irretrievable impacts. Although the EA and SEA were made available to the public before the public hearings, the Addendum to the FONSI was made after consideration of all comments received as a result of public availability and the public hearings. FTA finds that, with the mitigation presented in the EA and the SEA, and summarized herein, no significant environmental or community impact will result from the Project.

The FTA also finds, in accordance with Federal Transit Law, 49 USC Section 5324(b), that an adequate opportunity to present views was given to all parties with a significant economic, social, or environmental interest; that the preservation and the enhancement of the environment, and the interest of the community in which the project is located were considered; and that, with the mitigation presented in the EA and the SEA, and summarized herein, no significant adverse environmental effect is likely to result from the Project.

Notice of Limitation on Claims

On November 2, 2007, FTA published a Notice of Limitations on Claims in the Federal Register that started the 180-day period pursuant to 23 U.S.C. 139(l) for challenges to the original EA and FONSI issued for the project (the EA was approved on December 15, 2006 and the FONSI was approved on April 27, 2007). The period for initiating litigation on the original EA has expired. Thus, any challenges to the original EA and FONSI made after April 29, 2008 are barred.

FTA intends to publish a new notice in the Federal Register to start the 180-day period for claims against the limited project changes described herein and in the SEA. That notice will limit the filing of any claim challenging the specific portions of the CFCRT Project undergoing NEPA review in the SEA and in this Addendum to the FONSI for 180 days after its publication in the Federal Register.

Approved:  Date: 7-22-08
Yvette G. Taylor
Regional Administrator
Federal Transit Administration, Region IV