



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

REGION IV
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Kentucky, Mississippi,
North Carolina, Puerto
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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:

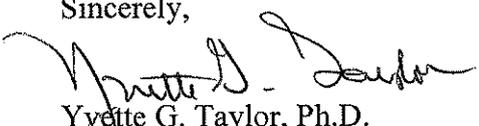
The Federal Transit Administration (FTA) has completed its review of the Supplemental Environmental Assessment (SEA) and related supporting documentation for the referenced project. The SEA was performed subsequent to the Finding of No Significant Impact (FONSI) issued on April 27, 2007 due to several 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):

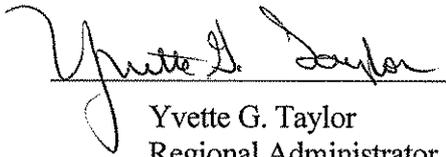
The Environmental Assessment (December 15, 2006) and the Supplemental Environmental Assessment (May 8, 2008) constitute the environmental record of the proposed project and present the alternatives to the proposed project that have been considered and the environmental impacts of the alternatives, including 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

ATTACHMENT A
MITIGATION MONITORING PLAN

The purpose of this attachment is to facilitate, during final design and construction of the project, the implementation by FDOT of all mitigation commitments in the original EA and FONSI, and in the SEA and this Addendum to the FONSI, in accordance with FTA law [49 U.S.C. 5324(b)] and regulation [23 CFR part 771.109(b)]. The mitigation table below is also intended to serve as a mechanism for monitoring the implementation of the mitigation measures by FTA and FDOT.

The mitigation measures and other project features that reduce adverse impacts, to which FTA and FDOT committed in the original EA and FONSI, and the SEA and FONSI addendum, which four documents serve as the environmental record for the project, are summarized in Table 1 and Table 2 below. However, the EA and the SEA provide the full description of all mitigation measures that are included in the project. The FDOT will establish a program for monitoring the implementation of the mitigation measures as part of its Project Management Plan (PMP), the approval of which by FTA is a prerequisite to entry into final design.

The FDOT is prohibited from eliminating or altering any of the mitigation commitments identified in the environmental record for the project without express written approval by FTA. In addition, any change to the project that may involve new or changed environmental or community impacts not considered in the environmental record must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771.130). The FDOT will immediately notify FTA of any change to the project that differs in any way from the environmental record. If a change is needed, the FTA will determine the appropriate level of environmental review (i.e., a written re-evaluation, another supplemental EA of the change, or a supplemental environmental impact statement), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination, or, if appropriate, another addendum to the FONSI.

This Attachment 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.

Attachment A

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
Land Use		
LU-1	The stations at Lake Mary, Longwood and Altamonte Springs have mixed zoning which needs to be rezoned to be compatible for use as a CFCRT station.	Local governments, as required by the Florida Department of Community Affairs, amend their respective comprehensive plans to include provisions for commuter rail development and to encourage transit oriented development around station sites.
LU-2	The Meadow Woods and Osceola Parkway Stations will require amendments to existing Planned Unit Development (PUD) zoning. The PUD zoning allows permitted uses and development standards to be defined for each particular development.	Local governments, as required by the Florida Department of Community Affairs, amend their respective comprehensive plans to include provisions for commuter rail development and to encourage transit oriented development around station sites.
LU-3	Extensive coordination with the City of Maitland, private property owners and developers to provide pedestrian crossings and public access; transit access and bus drop-off facilities and structured parking.	Local governments, as required by the Florida Department of Community Affairs, amend their respective comprehensive plans to include provisions for commuter rail development and to encourage transit oriented development around station sites.
Displacements and Relocations		
DR-1	19 businesses 10 single-family residences	FDOT will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and relocation resources will be available for all acquisitions and relocations without discrimination.
DR-2	122.7 acres of partial acquisitions from approximately 94 properties.	
Railroads		

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
RR-1	Ability of CFCRT to operate and maintain a peak hour service schedule.	FDOT will provide up to 42 miles of new double-track and a new railway signal system along the existing CSXT right-of-way from DeLand to Poinciana Boulevard. There will be no double-track through Maitland and at the St. John's River Bridge. The proposed operating plan will maintain the ability of CSXT and other freight rail operators to provide service to commercial and industrial users, and will accommodate existing Amtrak long-distance intercity passenger service.
Public Safety and Security and Community Services		
PS-1	The formulation of a Dam Safety Plan is necessary at Fort Florida Station.	FDOT will coordinate with Florida Power and Light to formulate the implementation of a plan prior to construction.
Noise		

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
N-1	<p>The number of predicted wayside noise impacts along the project corridor is 168 moderate impacts and 55 severe impacts due to the use of the DMU warning horns at the grade crossings. The addition of the DMU warning horns will increase the total noise levels at the grade crossings by approximately 2-3 dBA.</p>	<ul style="list-style-type: none"> • DMU warning horns will be re-designed with a sheet metal shroud and foam rubber insulation to reduce the sideline noise while still maintaining the FRA’s minimum noise requirement of 96 dBA L_{max} measured at a distance of 100 feet from the centerline of the horn. • During the start-up period of commuter rail operations, FTA, with the assistance of FDOT, will prepare a detailed noise assessment. If the detailed noise analysis determines that the presence of the CFCRT project has no impact on project noise levels, the FTA and FDOT will be satisfied that all noise mitigation measures have been successful. • If noise monitoring during the start-up period reveals that the selected mitigation does not adequately control noise, FDOT is committed to adopting additional measures to reduce noise. Sound insulation will be installed as required at any remaining impacted noise receptors to mitigate to the “moderate” range all potential noise impacts of the CFCRT project. Specific locations and applications of these mitigation measures will be identified and evaluated as the project design progresses.
N-2	<p>Uncalibrated audible on-board warning devices can produce noise impacts.</p>	<p>Prior to project start-up, all on-board horns will be calibrated to sound at minimum FRA noise requirements.</p>
Maintenance of Traffic		
MT-1	<p>A total of four study intersection crossings (CR 427/Longwood Lake Mary, Reagan Blvd./Altamonte Drive, Poinciana Blvd./US 17-92 and Sligh Blvd./Columbia Street) located adjacent to stations may experience increased vehicle delay as a result of additional gate down times.</p>	<p>Measures may include re-striping, adding or modifying left turn lanes and signaling intersections.</p>

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
MT-2	A total of three at-grade crossings (Lake Mary Station, Altamonte Springs Station, and Poinciana Industrial Park Station) located adjacent to stations may experience increased vehicle delay as a result of additional gate down times.	Optimize train signals by implementing a new Constant Warning Time signal system to reduce gate down time.
Contamination		
C-1	There is a High risk of soil and/or groundwater contamination at the following station locations: Fort Florida Road, Sanford/SR 46, Lake Mary, Longwood, Altamonte Springs, Meadow Woods and Kissimmee Amtrak Station.	Further soil and groundwater investigations including preliminary soils screening, auger borings and Organic Vapor Analyzer screenings as well as soil and groundwater sampling and testing will be completed and appropriate mitigation devised.
C-2	There is a Medium risk of soil and/or groundwater contamination at the following station locations: DeLand Amtrak, Church Street, Maitland, Orlando Amtrak/ORMC, and Sand Lake Road Station.	Further soil and groundwater investigations including preliminary soils screening, auger borings and Organic Vapor Analyzer screenings as well as soil and groundwater sampling and testing will be completed and appropriate mitigation devised.
C-3	Rand Yard Maintenance Facility	In addition to the investigations cited above, investigations will take place in areas of probable buried hazardous materials cited in the original EA. Asphalt, railroad ties and other HazMat discovered during surveys will be disposed of properly.
Pedestrian and Bicycle Facilities/Access		
PB-1	Pedestrian and bicycle facilities/access.	Bicycle racks will be provided on CFCRT trains to accommodate bicycle commuters. Similar bicycle accommodations are provided on existing LYNX bus routes within the CFCRT corridor. Bicycle racks will also be provided at each station. Maitland Station will provide access to the bikeway that connects Maitland Community park and the existing Maitland City Hall and include a pedestrian pathway across the tracks to the adjoining residential area.
Historical, Archaeological, and Paleontological Resources		

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
HAP-1	DeLand Amtrak, Orlando Amtrak/ORMC and Church Street stations.	<ul style="list-style-type: none"> • FDOT will provide design plans of the proposed DeLand Amtrak, Orlando Amtrak/ORMC and Church Street stations at the 30, 60, and 90 percent stages of completion for SHPO review and comment. The FDOT will coordinate with the SHPO office so that potential visual and aesthetic effects to these properties (8VO2653, 8OR139, 8OR422 and 8OR25) can be avoided or minimized. • FDOT will provide a sensitive design treatment for the three proposed stations and will ensure that the design, materials and locations of station platforms and canopies are architecturally and aesthetically compatible with the design of nearby historic resources. • FDOT will consult with SHPO office to determine appropriate landscaping treatments designed to reduce the potential visual effects of parking lots and ancillary features at the proposed stations. • Make every reasonable effort to minimize physical alterations to the historic properties. Where required, alterations will be made in accordance with the <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> (36 CFR Part 68). • Should there be any changes to previously reviewed and agreed upon design plans, FDOT will contact SHPO and provide the opportunity for review and comment.
HAP-2	DeLand Amtrak Station	FDOT will make every reasonable effort to maintain the rural character of the DeLand Amtrak Station through the use of environmentally compatible elements, such as vegetative screening, in the design of parking lots and sidewalks

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
HAP-3	Historic properties in the vicinity of several CFCRT station sites, including the Florida Hospital, LYNX Central Station, Orlando Amtrak/ORMC, and Kissimmee Amtrak stations.	The SHPO has suggested that careful station design including use of compatible elements and materials would minimize any potential visual impacts. Should there be any changes to previously reviewed and agreed upon design plans, FDOT will contact SHPO and provide the opportunity for review and comment. The SHPO will have a period of 30 days upon receipt of acceptable plans to complete their review.
HAP-4	Interface with the Americans with Disabilities Act (ADA) compliance at existing facilities varies depending on location.	As designs are developed to comply with the 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.
Construction Impacts		
C-1	Short term increases in noise and vibration levels due to heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments.	Noise control measures will include those contained in FDOT’s “Standard Specifications for Road and Bridge Construction”. Adherence to the local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.
C-2	Impacts on surface waters resources during construction activities.	A Stormwater Pollution Prevention Plan, including an Erosion and Sedimentation Control Plan will be prepared and implemented during construction. The plan will specify measures to be implemented to minimize sedimentation impacts to surface waters and municipal drainage systems that are ultimately tributary to surface waters. The plan will be legally binding through the NPDES construction stormwater General Permit to be obtained for the project.

Table 1 Summary of Potential Environmental Impacts and Mitigation Measures

Mitigation No.	Environmental Impact	Mitigation Approach
C-3	Short term potential for fugitive dust impacts.	Contractors will initiate “good housekeeping practices” such as water sprays during demolition; wetting, paving, landscaping or chemically treating exposed earth areas; covering dust-producing materials during transport; limiting dust-producing construction activities during high-wind conditions and providing street sweeping and washes for trucks leaving the site.
C-4	Potential for encountering unknown hazardous materials such as contaminated soils or groundwater during construction activities.	Contaminated soil typically will be stockpiled in designated areas along the alignment, then transported from the stockpile area for further treatment or disposal. Contaminated groundwater removed as a result of dewatering may be stored in tanks on the construction site, discharged to a local storm drain or sewer in compliance with discharge permit requirements or transported from the site for treatment or disposal.
C-5	Temporary impacts to traffic, pedestrians, and bicyclists could include construction delays, re-routing, and temporary lane closures.	FDOT contractors will develop and implement site-specific traffic management plans during construction to assure access to residences, businesses, community facilities and services, and local roads are maintained.

Table 2 Station Parking Supply and Impact Summary			
Station Location	Opening Day Parking Supply	Full Build Parking Supply (Maximum)	Type
DeLand	90	180	Surface Parking
Ft Florida Road	140	275	Surface Parking
Sanford	150	300	Surface Parking
Lake Mary	325	650	Surface Parking
Longwood	180	354	Surface Parking
Altamonte Springs	325	650	Surface Parking
Maitland	125	250	Shared parking garage
Sand Lake Road	325	650	Surface Parking
Meadow Woods	195	390	Surface Parking
Osceola Parkway	100	200	Surface Parking
Kissimmee	195	390	Surface Parking
Poinciana Industrial Park	125	250	Surface Parking
Total:	2275	4539	

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Name	Issues	Response
Central Florida Partnership	Supports CRT; good for economic development; number one priority	Thanks for your comments
Joan Matthews	Concerned about non-disclosure for double & triple-tracking; bus feeder systems	Referred to original EA re double-tracking; no triple-tracking; bus agreements posted on project website
Joan Matthews	Current land-use densities used in SEA for Maitland are incorrect; too much development planned	Both current and future land-use plans provided by city were analyzed in SEA; future development decisions made by Maitland
Joan Matthews	Concerned about cost; double-tracking; private property seizures; liability; ridership projections; development; noise; contamination	Corrected all misconceptions and misstatements of fact
Mike Darby	Supports CRT now	Thanks for your comments
Roger Neiswender	Supports CRT as part of regional mobility needs; regional cooperation; liability insurance	Thanks for your comments
Ann Wilson	Would like SHPO and National Historic Preservation Act standards applied to S-Line assessment	Explained FTA jurisdiction; forwarded SHPO letters clearing SEA
Jean Reed	Requests further study of future trains on S-Line	Explained FTA jurisdiction and FDOT District 1 workshop on potential future freight mitigation and passenger rail connections to Polk County
Jean Reed	Wanted public hearing in Polk County; wants further study of S-Line rail crossings and local road impacts in Polk County; concerned about additional environmental, noise and air issues	Explained FTA jurisdiction; FDOT's desire to centrally locate S-Line Assessment Workshop; and FDOT District 1 workshop scheduled July 10, 2008 for future freight mitigation and passenger rail service
City of Lakeland	Requested Public Hearing in Polk County; FDOT evaluate impact of future freight relocation on passenger rail service; siding lengths could accommodate longer trains in future and crossing analysis should be updated; wants long-term highway and rail traffic impact analysis; "conflicting" data on	Explained FDOT's desire to centrally locate S-Line Assessment Workshop; FDOT District 1 workshop scheduled July 10, 2008 for future freight mitigation and passenger rail service; FTA jurisdiction; Polk County TPO presentation Aug. 2008; siding lengths to ease freight congestion; train speed

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Name	Issues	Response
	traffic reports should be rectified.	analysis modeling; “conflicting” data on traffic reports does not affect Level of Service
Keith Fisher	Supports CRT; wants Lakeland issues addressed; give trial lawyers “a bone” to resolve liability issues	Explained FTA jurisdiction and limits of S-Line analysis; working with lawmakers on liability insurance
Sarah McClendon	Begs FTA to support CRT	Thanks for your comments
Patricia Southward	Implores CRT to proceed	Thanks for your comments
Carnot Evans	Lives in Sen. Dockery’s district; misrepresentation of facts “shameful”; supports CRT	Thanks for your comments
Lynn Eberly	Supports CRT for seniors and others; deplores misinformation; supports CRT for growth management, transportation alternative	Thanks for your comments
Joanie Schirm	Supports CRT as the spine of future regional transit systems; Florida should lead; requests Lakeland solutions	Thanks for your comments
Anabel Schwartz	Complimentary about project team staff and information	Thanks for your comments
Jenifer Peters	Supports financial and environmental benefits of CRT	Thanks for your comments
Deidre Macnab	Supports CRT for mobility, growth management reasons	Thanks for your comments
Steve Keyes	On behalf of thousands of silent supporters, supports CRT due to gas prices and road congestion	Thanks for your comments
Michael Wacht	Urgently supports CRT; plans to ride Day 1; supports expansion to tourist areas	Thanks for your comments
Charles Williams	Supports CRT; Central Florida too far behind other communities	Thanks for your comments
Harry Nosanchuk	Looking for rail options between Miami and Winter Park for granddaughter	Referred to Amtrak
Jennifer Spear	Requesting permission to use www.cfrail.com images on blog	Corrected misinformation on blog; granted permission to utilize web images
Dantae Clowers	Seeking job information	Provided third-party O&M contract schedule award information
Kathy Thomas	Very strong support for CRT to combat pollution; gas costs; mobility alternative; jobs and economic development	Thanks for your comments

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Name	Issues	Response
Marco Franco	Supports intermodal options for Central Florida	Thanks for your comments
Ronald Harris	Supports CRT; Lakeland must absorb add. Trains to get future CRT; supports CRT for disabled son; mobility options	Thanks for your comments
Jim Tymon	Requested information on future CRT public meetings	Provided information
Kim Allen	Requested information on CRT hearings	Provided information in phone call
Eric Newton	Supports CRT for transportation alternatives	Thanks for your comments
Emma Starling	Requesting information on Public Hearings	Provided information
R.G. Dermott	Requested information on Public Hearings	Provided information
Robert Yohe	Unequivocal support for CRT; incensed by legislative inaction and trial lawyer lobby.	Thanks for your comments
Roger Pafford	Supports CRT and future extensions to Apopka	Thanks for your comments
Erich Strong	Supports CRT for now, but would rather see elevated mag lev and other technology not dependent on fossil fuels	Corrected some misconceptions regarding planning; trains; station locations; traffic analyses; bus feeder agreements; travel times; future connectivity possibilities; station designs; average fare; thanks for your comments
Fred Costello	Supports CRT; supports liability insurance provisions; does not want Lakeland to “hold up” the project	Thanks for our comments
Steve Teske	Wants bill numbers for liability legislation	Provided requested information
Emma Starling	Wants to receive newsletter	Included on e-mail list
Diane Slaybaugh	Requesting information on Public Hearings	Provided information requested
Robert Hills	Requesting information on RFPs for CRT	Provided information requested
Luz M. Guerra	Request job information	Provided third-party O&M contract schedule award information
Lydia Giancotti	Wanted to know how longer speakers could speak at Public Hearing	Provided requested information, as well as additional information on how to provide public comment
Jacqueline Britt	Seeking information on O&M contract	Provided information requested

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Name	Issues	Response
Neel Shivcharran	Requesting project update in light of Legislative inaction	Provided information requested; working with lawmakers to resolve issues
Kristin Lieberman	Move forward, move forward, move forward. Supports CRT	Thanks for your comments
William Carpenter	Strong advocate for CRT; less traffic and congestion; increased safety; less sprawl; cut down on DUIs and hit and run drivers; spine of future connections; need improved bus service	Thanks for your comments
Dewayne Bush	Seeking job opportunities	Provided third-party O&M contract schedule award information
Linda Karatzas	Supports CRT for mobility options	Thanks for your comments
Melissa Rooney	Seeking more information on future connections	CRT is intended to be the spine of future connections; directed to "Other Initiatives" site on www.cfrail.com and Metroplan Orlando website
Kat Quast	Supports CRT and high speed rail	Thanks for your comments; encouraged citizen input
Claudette Briggles	Supports CRT and would like a list of contacts in Tallahassee	Provided state legislative website information; thanks for your comments
Malcolm McLouth	Supports connecting rail service to Port Canaveral and rail connections between FEC and OUC for economic development reasons	Thanks for your comments
Louis Bramblett	Supports CRT for the traveling health of Central Florida	Thanks for your comments
Mary Zebrowski	Supports CRT because of the price of gas and global warming	Thanks for your comments
Laura Soroka	Against route cuts proposed by Lynx, regional bus provider	Thanks for your comments
Robin Liddell	Supports CRT now	Thanks for your comments
Steven Rich	CRT is a waste of money; not enough density; too much hassle	Thanks for your comments
Lester Rudolph	Too much money being spent to put trains on an existing track; does NOT support CRT	Thanks for your comments
Diane Slaybaugh	Looking for information on Public Hearings	Provided requested information
Debi Merriott	Wants to know if N/S LRT is operational	Provided information requested
Justin Alfaro	Who will own and operate CRT?	FDOT for first seven years; then

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Name	Issues	Response
		operations revert to Central Florida Commuter Rail Commission
Thomas Futrell	CRT is a great idea and wants to help	Thanks for your comments; provided legislative contacts and liability update
Jacqueline Britt	Wants information on O&M contract	Provided information requested
Lydia Giancotti	Seeking agenda for Maitland hearings	Provided information requested
George McClure	Seeking information on Winter Park station designs; WP station footprint; WP track relocation; canopy designs; fare collection	Referred to City of Winter Park for station questions; DOT will remove center platform; canopies can be retained if city desires; FDOT working on ticketing technology
James Harris	Requesting information on project status and hearings	Provided hearing schedule and updated status of project
James Harris	Disagrees with misinformation about eventual connections to CRT and placement of stations	Thanks for your comments
Thomas Futrell	CRT is a great plan and fun alternative means of transportation	Thanks for your comments
Jeff Davies	Decrying “incompetence” of FDOT for not resolving liability insurance issues beforehand	Explained liability issues; timing of contract with CSXT concluded Nov. 30, 2007; that’s why issue was before lawmakers in 2008 session
Michael McCarthy	Looking for information on Public Hearings to bring his Boy Scout troop	Provided requested information
Tom Palmer	Asked how FDOT felt about Sen. Dockery’s proposal to invite Amtrak to submit a proposal on CRT	FDOT welcomes all interested parties, including Amtrak, to bid on O&M contract
George Bollinger	Supports CRT; supports increased Amtrak service; questioned why Lakeland Ledger and Tampa Tribune are so negative	Thanks for comments; explained FDOT’s jurisdiction over rerouting of freight trains; directed to FDOT Tallahassee inquiries about Amtrak service
Valeria Valenti	Seeking information about CRT in Volusia	Explained station locations at Ft. Florida Road and DeLand
Shaun Campbell	Supports CRT and future expansion; decries “stupid” politicians	Thanks for your comments
James Harris	Supports CRT and “Thank God” for U.S. Rep. John Mica	Thanks for your comments

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Name	Issues	Response
Duane Cornwall	Seeking information on DBM short-listed firms	Provided information requested
Robert DeForest	Seeking information about future expansions to CRT route and role of CFCR Commission board members	Directed to Metroplan Orlando website and www.cfrail.com "Other Initiatives" web page and www.cfrail.com "Governing Board" page
Roland and Francesca Hillier	Asking whether Brian's Ski World will be relocated for CRT	That location is not on the acquisition list
Ruth Hamberg	Requesting information on whether a landscape architect has been hired for the project	Landscape architects are currently working under contract to project architects HHCP
Rickey Green	Seeking job for hiring operations personnel	Provided third-party O&M contract schedule award information
Ron Gowdy	Seeking information on DBM contract	Schedule currently under review based on legislative action
Deanna Hutchinson	How long will it take to get from DeBary to Church Street	About 49 minutes. More information on www.cfrail.com website
James Warner	Wants DeLand station opened earlier	DeLand scheduled for Phase II because of financial constraints
Sue Nelson	Seeking information on DBM short-listed contractors	Provided information requested
Sue Nelson	Wants to know if the Sanford site is the only Public Hearing site, or will there be one in Ocala, too. Wants agenda, too.	Public Hearings in Sanford and Maitland; workshop in Ocala. Provided agenda information
Sue Nelson	Seeking information on who prepared General S-Line Grade Crossing Analysis	Analysis was a collaborative effort; offered to coordinate efforts to provide accurate, understandable answers
Sue Nelson	Explained that her mother had requested a time-limit on speaking at the Public Hearing and FDOT had not responded	All speakers at Public Hearings were informed before the Public speaking part of the presentation that speakers would be limited to two minutes and all comments would be reviewed and weighted equally.
Sue Nelson	Can't find ridership numbers on the www.cfrail.com website	Referred to the iterative process of developing ridership numbers; referred to EA; provided opening day ridership numbers
Sue Nelson	When trains are rerouted to S-Line, will Jacksonville to Tampa traffic go through Lakeland?	Routing of trains is a CSXT responsibility, but based on information CSXT provided to FDOT, the answer is no.
Sue Nelson	If a freight train spilled toxic	That issue is not a part of

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Name	Issues	Response
	chemicals, would Lakeland Regional Medical Center be evacuated	FDOT's study scope for the S-Line analysis
Sue Nelson (e-mail)	S-Line analysis is inaccurate as it relates to Polk County at-grade crossings; speeds of trains were inaccurate; train lengths were inaccurate based on the size of sidings; resubmit all data at crossing gate down times (e-mail)	TPO data for grade-crossings was more sensitive to the proximity of grade crossings; speeds of trains were calculated in the models; S-Line analysis did not address potential of future long-term freight traffic
Sue Nelson (e-mail)	FDOT D-5 Sec. Downs lied about CSXT's strategic plan to reroute freight in the state; FDOT should mitigate for freight relocation; no one is identifying or mitigating adverse impacts of freight redeployment on Lakeland (e-mail)	FDOT's scope of work on the S-Line recognizes that no mitigation will be provided since the deployment of freight is not regulated by the state and is outside the jurisdiction of FTA
Cheryl Stone	Supports CRT on behalf of the disabled for transportation options. Make sure platforms are ADA compliant and then some.	Thanks for your comments
Lisa Parks	Supports CRT; concerned about freight traffic in Lakeland; wants additional study of passenger rail to Lakeland and freight mitigation in Lakeland; wants state and federal historic review of CFCRT and its impact on Lakeland	Thanks for your comments; (In follow-up letter) provided SHPO statements of no impact for SEA; referred to additional workshops and studies underway with regard to freight mitigation and passenger rail service in Lakeland
Sue Nelson (public comment)	S-Line analysis is inaccurate as it relates to Polk County at-grade crossings; speeds of trains were inaccurate; train lengths were inaccurate based on the size of sidings; resubmit all data at crossing gate down times. FDOT D-5 Sec. Downs lied about CSXT's strategic plan to reroute freight in the state; FDOT should mitigate for freight relocation; no one is identifying or mitigating adverse impacts of freight redeployment on Lakeland	(responded in e-mail) TPO data for grade-crossings was more sensitive to the proximity of grade crossings; speeds of trains were calculated in the models; S-Line analysis did not address potential of future long-term freight traffic. FDOT's scope of work on the S-Line recognizes that no mitigation will be provided since the deployment of freight is not regulated by the state and is outside the jurisdiction of FTA
Jim Studiale	City of Lakeland supports CRT; concerned about freight redeployment impacts on Lakeland; speed assumptions for	(e-mail response to letter submitted as a follow-up) Explained FDOT's desire to centrally locate S-Line

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Name	Issues	Response
	trains in study too high;	Assessment Workshop; FDOT District 1 workshop scheduled July 10, 2008 for future freight mitigation and passenger rail service; FTA jurisdiction; Polk County TPO presentation Aug. 2008; siding lengths to ease freight congestion; train speed analysis modeling; “conflicting” data on traffic reports does not affect Level of Service
Charles Barmby	City of Lakeland believes assessment should examine long-term rail traffic forecasts and long-range highway forecasts; Public Hearing should be held in Polk County	(e-mail response to letter sent as a follow-up) Explained FDOT’s desire to centrally locate S-Line Assessment Workshop; FDOT District 1 workshop scheduled July 10, 2008 for future freight mitigation and passenger rail service; FTA jurisdiction; Polk County TPO presentation Aug. 2008; siding lengths to ease freight congestion; train speed analysis modeling; “conflicting” data on traffic reports does not affect Level of Service
Julie Townsend	Concerned about “impacts on your neighbors to the west”. How would you like to receive Lakeland’s trains? What would that do to CRT’s cost-effectiveness? Central Florida is dumping its freight trains on Lakeland. We were never consulted	Thanks for your comments
Louis Fazio	Supports CRT on behalf of the disabled; rising gas prices. Wants additional bus connections; would like Lakeland issues resolved	Thanks for your comments
Karen Flood	Supports CRT on behalf of economic development opportunities; future connections; economic competition; gas prices	Thanks for your comments
Brian Sackett	Longwood Mayor supports CRT; excited about TOD possibilities	Thanks for your comments
David Bottomley	Supports CRT with contingency that Polk County concerns are addressed; supports future	Thanks for your comments

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Name	Issues	Response
	expansion of CRT; enhanced mobility for the disabled	
Joan Matthews	Supports mass transit; believes double-tracking provisions weren't adequately aired; supports discussions with Lakeland; inaccurate land-use and zoning issues	(provided in response to e-mailed concerns) Referred to original EA re double-tracking; no triple-tracking; bus agreements posted on project website; Both current and future land-use plans provided by city were analyzed in SEA; future development decisions made by Maitland
Elizabeth Peele	As member of Maitland Transportation Advisory Board, supports CRT as a transportation alternative; economic development potential in Maitland; intermodal connectivity should be enhanced	Thanks for your comments
Ray Gilley	Excited about CRT because of economic development potential in CF region; gas prices; economic diversity; competitiveness; sustainable living environment; and efficient movement of people, goods and services	Thanks for your comments
John Maingot	Longwood Commissioner says CRT is critical to the region's future economic health; Longwood prepared to make major TOD investments; citizens 100 percent behind CRT; it will reduce pollution; enhance mobility; urged citizen action	Thanks for your comments
Velma Williams	Sanford City Commissioner says CRT long overdue; will relieve congestion; facilitate economic development; provide alternatives to high gas prices; leverage federal dollars for mass transit	Thanks for your comments
Jerry McCollum	Speaking on behalf of Seminole County, one of five local funding partners support SEA; enhances mobility; improves air quality and is consistent with regional and local plans	Thanks for your comments
Harold Barley	CRT is region's number one	Thanks for your comments

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Name	Issues	Response
	transportation priority; extremely supportive; decisive moment in the evolution of region's transportation system; concerned about gas prices; attractive alternative to I-4; supports future connections	
Joanne Cornellis	Supports CRT now and expanded, 24-hour bus service; would like trains painted blue	Thanks for your comments
James Harris	CRT is fantastic; disappointed that the schedule is delayed	Thanks for your comments
Steve Collins	CSXT signal maintainer in Lake Mary concerned about the potential of losing his job; supports CRT but wants to ensure safety of corridor	Thanks for your comments
Stuart Rogel (written comments)	Tampa Bay Partnership supports CRT; applauded Central Florida for their vision and tireless efforts; support strong indemnification policy	
Brent A. Lacy (written comments)	Need CRT immediately; can't afford to lose federal funding again;	
Rosalee Fortune (written comments)	Supports CRT as long overdue; need better transportation system	
Marva B. Sloan (written comments)	CRT a very good step. Just do it	
Cody Seidler (written comments)	Supports CRT; worried about affording to get to work; first great step for future connectivity	
Sharon Lamantia (written comments)	CRT is a critical initiative and will have positive impacts on our community; can't let go of this opportunity as we did 10 years ago	
Gerard J. Pendergast (written comments)	Strongly supports CRT; provides future connectivity; vital for economic competitiveness	
Diane Slaybaugh (written comments)	Wants a Workshop in Polk County; concerned about freight relocation impacts in Lakeland; does not believe that freight relocation and CRT are not related projects	Explained FDOT's desire to provide a central location for S-Line Workshop; detailed future workshops and S-Line discussions, presentation in Polk County; explained that FDOT was not required to mitigate impacts as future deployment of

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Central Florida Commuter Rail Transit
Comments and Coordination Report Synopsis

Name	Issues	Response
		freight will be determined by CSXT, outside the purview of the FTA
Bruce Stephenson (written comments)	CRT is essential to national security; limiting global warming; promoting pedestrian oriented TOD	
Forest Michael (written comments)	Pro CRT in Central Florida; OK to increase capacity on the S-Line	
Charles Wallace (written comments)	City of Maitland representative supports CRT; station located ideally for TOD; city adopted TOD amendment; efforts have been made to provide additional busing; adequate time in off-hours to accommodate freight trains if they were not relocated	
Russ Gibson (written comments)	CRT absolutely critical for alternate transportation; relief congested roads; economic development; quality of life; environmental improvements; mass transit; cost-effectiveness; multi-modal connections and TOD	
Joanne Cornelius (written comments – known to project team)	Supports CRT and 24-hour bus service	
Art Woodruff (written comments)	Need to get CRT done	
Kristi Aday (written comments)	Support CRT!	
Linda Kuhn (written comments)	Very much in favor of CRT	
Kenneth P. Bordner (written comments)	CSXT signal worker concerned about the potential loss of jobs for CSXT workers	
Jerry McCollum (written comments)	Seminole County supports changes to the EA contained in the SEA	
Tracy Turk (written comments)	CRT very much needed and long overdue for economic development reasons; transportation alternatives; region's ability to grow; job development	
Sandra H. Gray (written comments)	Alternatives to car travel are imperative; very supportive of CRT; cannot continue with gridlock; appreciate hard work of project team and Rep. Mica	

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Name	Issues	Response
Lisa Parks (written comments)	Supports CRT; concerned about freight traffic in Lakeland; wants additional study of passenger rail to Lakeland and freight mitigation in Lakeland; wants state and federal historic review of CFCRT and its impact on Lakeland	Thanks for your comments; (In follow-up letter) provided SHPO statements of no impact for SEA; referred to additional workshops and studies underway with regard to freight mitigation and passenger rail service in Lakeland
Sue Nelson (written comments)	S-Line analysis is inaccurate as it relates to Polk County at-grade crossings; speeds of trains were inaccurate; train lengths were inaccurate based on the size of sidings; resubmit all data at crossing gate down times. FDOT D-5 Sec. Downs lied about CSXT's strategic plan to reroute freight in the state; FDOT should mitigate for freight relocation; no one is identifying or mitigating adverse impacts of freight redeployment on Lakeland	(e-mailed response as detailed above) TPO data for grade-crossings was more sensitive to the proximity of grade crossings; speeds of trains were calculated in the models; S-Line analysis did not address potential of future long-term freight traffic. FDOT's scope of work on the S-Line recognizes that no mitigation will be provided since the deployment of freight is not regulated by the state and is outside the jurisdiction of FTA.
Workshop		
No name	Requested more information on the project website, www.cfrail.com	
Ann Weeks	Requested more information on liability insurance; need to purchase the A-Line tracks instead of lease; how CRT fits with overall transportation goals; and explanation of fixed-guideway bonds	Provided factual information sheet on liability issues; compared lease vs. purchase of tracks to buying vs. renting a home; CRT identified as top transportation priority for Metroplan Orlando; and fixed guideway bonds will be issued by state to purchase the tracks in CF.
Ann Weeks	Questioned why funding for non-CCRT costs are included in financial documents; will state control switching;	Explained financial breakdown differences between CFCRT costs and state agreement with CSXT for S-Line improvements, grade-crossing separations, etc.; CFCRT can operate regardless of freight relocation; FDOT will assume all dispatch and maintenance responsibilities on A-Line corridor, which will revert to locals in year 8 of operations. Provided link to U.S. GAO report on liability

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Name	Issues	Response
		provisions nationwide
No name	Positive comments on the facility; displays and project team	
No name	Supports CRT for region's future; relocation of freight needs to happen to make CRT an effective service; Community concerns should be addressed to minimize impacts for the benefit of all	
No name	Was expecting more of a presentation and a question and answer period	
No name	Information very well presented; supportive of professional staff; supportive of CRT project	
Greg Slay	Marion County TPO questioned data used to screen some arterial and collectors; v/c ratios may not be a reflection of actual conditions; trains speeds are below 30 mph; study lacks any real detail	Provided detailed back-up information that looked at lower freight train speeds and more trains in peak periods; large traffic Technical Appendix that backs-up Grade Crossing General Assessment Report