

ADMINISTRATIVE ACTION
FINDING OF NO SIGNIFICANT IMPACT

U.S. Department Of Transportation (USDOT)

Federal Transit Administration (FTA)

and

Florida Department of Transportation (FDOT)

Financial Identification Number 412994-2-22-01

Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Project extending 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. The total project length extends 60.8 miles. The Full Build Alternative would include a total of sixteen stations located at: the DeLand Amtrak, Saxon Boulevard Extension (DeBary), Sanford, Lake Mary, Longwood, Altamonte Springs, Winter Park, Florida Hospital, LYNX Central Station, Church Street (in downtown Orlando), Orlando Amtrak/Orlando Regional Medical Center (ORMC), Sand Lake Road, Meadow Woods, Osceola Parkway, Kissimmee Amtrak, and Poinciana Industrial Park.

FINDING OF NO SIGNIFICANT IMPACT

Project Name: Central Florida Commuter Rail Transit (CFCRT) North/South Corridor Project

Project Location: Volusia, Seminole, Orange and Osceola Counties, Florida

Grantee: Florida Department of Transportation

The Federal Transit Administration (FTA) has determined that this project will not have any significant impact on the human environment. The Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (approved December 15, 2006) which has been independently evaluated by FTA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FTA takes full responsibility for the accuracy, scope, and contents of the attached Environmental Assessment.

Project Description

The Florida Department of Transportation (FDOT), in consultation with the Federal Transit Administration (FTA), has performed an Environmental Assessment (EA) of the Central Florida Commuter Rail Transit (CFCRT) North/South Corridor 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. The total project length extends 60.8 miles.

The CFCRT is being proposed as an alternative mode of transportation to improve the mobility of travelers along Interstate 4 (I-4) and other major roadways within the Orlando Metropolitan Region. The study corridor, which is the primary travel corridor in the region, is highly congested and experiences poor highway levels of service all during the day, especially in the morning mid-day and afternoon peak hours.

The regional transportation system has not kept pace with the area's growth and travel demands. The regional activity centers and the high intensity land uses in the project corridor are not well connected by the existing transportation network. In addition, the level of public transit services provided within the corridor is insufficient to meet the growing mobility needs of the corridor workforce, visitors, and transit-dependent population. The proposed CFCRT Project assists in addressing these issues.

The proposed action in the Full Build version of the CFCRT extends from DeLand (in west Volusia County) to Poinciana Industrial Park (in Osceola County). Commuter rail service would be operated with self propelled Diesel Multiple Units (DMU) vehicles which provide commuter rail capacity that combines necessary performance with greater operational flexibility than is generally possible with conventional diesel commuter rail equipment.

The Full Build Alternative would include a total of sixteen stations located at: the DeLand Amtrak, Saxon Boulevard Extension (DeBary), Sanford, Lake Mary, Longwood, Altamonte Springs, Winter Park, Florida Hospital, LYNX Central Station, Church Street (in downtown Orlando), Orlando Amtrak/Orlando Regional Medical Center (ORMC), Sand Lake Road, Meadow Woods, Osceola Parkway, Kissimmee Amtrak, and Poinciana Industrial Park.

To assess the maximum environmental impact, the Full Build Alternative proposes a service plan that would provide 15-minute bi-directional service during morning and evening peak periods and 60-minute service in the midday, Monday through Friday (approximately 260 days per year). This alternative operates 28 DMU vehicles combined in one, two, or three car consists to complete approximately 56 trips per day. The primary infrastructure requirements include a new signalization system, 42 miles of new second track, 16 platform stations, a Vehicle Storage and Maintenance Facility (VSMF), and two end-of-line midday layover facilities. The Full Build Alternative will be constructed in phases beginning with the Initial Operating Segment (IOS) in 2009, the Locally Preferred Alternative (LPA) in 2013 and the Full Build Alternative at some time in the future.

Determinations and Findings

Maintenance of Traffic

Traffic operations were evaluated for study intersections and roadways in the project corridor for year 2025 No Build and Build conditions. 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. There will be very little project-related traffic at the four destination stations in Orlando. The project will not adversely impact the major roadway movements at the station driveway locations.

The CFRT will not increase traffic delay for the vast majority of at-grade crossings throughout the study corridor. No study intersections will deteriorate to deficient conditions as a result of the proposed project. A total of four study intersections and three at-grade crossings located adjacent to stations may experience increased vehicle delay as a result of additional gate down times. The additional delay at these locations can be reduced by implementing mitigation measures that include additional turn lanes at intersections and signal optimization at grade crossings, and where possible, shifting platforms further away from the crossing.

The Full Build Alternative has no adverse impact on other existing and planned transit service. A limited number of existing bus routes will be slightly modified to serve the new stations. No new buses will be added. Fewer than four buses per hour will be added to the streets adjacent to the stations. Amtrak trains run in the off peak and will be scheduled between the CFCRT windows of operation. The Full Build Alternative would attract substantial new transit ridership and in so doing reduce regional vehicle miles traveled. By operating within an established active rail line within its own right-of-way, the commuter rail service will provide a highly reliable transit service free of the roadway congestion encountered by transit modes that share roadways with general traffic.

The Full Build Alternative has no significant impacts on other freight transportation modes operating within the project study area. The infrastructure improvements and operating plan of the Full Build Alternative has been fully coordinated with CSXT, which currently operates freight rail service in the corridor. A Memorandum of Understanding with CSXT addresses and confirms that there will be no adverse impact on freight rail transportation in the corridor.

Station Area Parking

Parking requirements for each of the CFCRT Full Build stations was determined using a combination of locally estimated demand and outputs from the regional demand model. Adequate on-site parking facilities will be provided at all CFCRT stations with the exception of five stations designated as “walk access” stations. These destination stations are those located near activity areas, where CFCRT riders typically access by non-auto modes such as bus, walk or bicycle. Vehicle trip generation and parking demand associated with these stations is low.

A total of 4,310 station area parking stalls will be supplied at eleven of the 16 stations, and the proposed project will provide a total of 4,410 system-wide spaces. The proposed project will not reduce parking for any businesses/residences that will continue to operate adjacent to the project. In summary, the CFCRT project’s impact on parking is not significant.

Right-of-Way and Relocation

A total of 130.2 acres of right-of-way on 98 separate parcels will be directly affected by the Full Build Alternative along the corridor, which includes parcels in both public and private ownership. The additional right-of-way needed is for the proposed CFCRT station park and ride lots/bus drop off areas, and involves the relocation of 12 single-family residences and 19 businesses and 1 business parking lot.

The FDOT will carry out a Right-of-Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The brochures which describe in detail the Department’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 hearing and made available upon request to any interested persons. The Department will seek to reduce the required right-of-way through the design process.

Section 106 Compliance

The SHPO concurred, on a preliminary basis, that the CRT Project would have “No Effect” on historic properties in the vicinity of several CRT station sites, including the Florida Hospital, LYNX Central Station, Orlando Amtrak/ORMC, and Kissimmee Amtrak stations. The SHPO suggested that careful station design including use of compatible elements and materials would minimize any potential visual impacts.

The extent of 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.

FDOT, in compliance with Section 106 of the National Historic Preservation Act of 1966 and in consultation with the State Historic Preservation Officer, has determined that the proposed action will have no adverse effect on the DeLand ACL Railroad Station (8VO2653), the Orlando ACL Railroad Station (8OR139), the Old Orlando Railroad Depot (8OR25), and the Downtown Orlando Historic District (8OR422). Refer to Appendix E for a copy of the letter received from SHPO dated March 9, 2007.

The following commitments have been made by FTA in coordination with FDOT to ensure that potential adverse effects are avoided or minimized:

1. 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 the above-mentioned historic properties (8VO2653, 8OR139, 8OR422 and 8OR25) can be avoided or minimized. The plans will show the exact location of platforms and other improvements, including proposed parking areas. The SHPO will have a period of 30 days upon receipt of acceptable plans to complete their review.
2. 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.
3. 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.
4. 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.
5. Make every reasonable effort to minimize physical alterations to the historic properties. Where required, alterations will be made in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68).
6. 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.

The proposed action will not require the use of any properties as defined by Section 4(f) of the U.S. Department of Transportation Act. FTA has determined that Section 4(f) does not apply.

Air Quality

The air quality analysis performed consisted of two main components: an emissions inventory (or mesoscale) analysis for the project study area, and a dispersion modeling (ambient concentrations or microscale) "hot spot" analysis to estimate ambient carbon monoxide (CO) concentrations at key roadway intersections in the study area. The Full Build Alternative does not result in exceedences of either the 1-hour or 8-hour National Ambient Air Quality Standard for carbon monoxide at any intersection analyzed within the study area. Therefore, this project will not have a significant impact on air quality for the Full Build Alternative.

This project is in an area where the State Implementation Plan (SIP) does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 does not apply to this project. This project is in conformance with the SIP because it will not cause violations of air quality standards and will not interfere with any transportation control measures.

Noise and Vibration

A detailed noise and vibration assessment was performed along the project corridor. This is an existing freight and passenger corridor with 126 active at-grade crossings, 10 through freight trains, 6 Amtrak trains, and up to 10 local switcher trains traveling and sounding their horns throughout the entire line 24 hours a day, 7 days a week. The CFCRT represents an increase in the existing type and volume of noise, and will result in trains and warning horns being heard more frequently along the corridor during the week. The total amount of community noise exposure is already at a high level and people already exposed to high levels of noises can be annoyed by even small increases in cumulative noise levels. Should some CSXT through freight trains be redirected off the line in the future the cumulative operational and train horn noise levels along the line for freight that were used in this analysis would be lower.

The number of predicted FTA noise impacts along the project corridor is 163 moderate impacts and 54 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. To reduce these noise impacts, the 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. Prior to project start-up, all on-board horns will be calibrated to sound at minimum FRA noise requirements. With this modification the sideline noise levels from the train horns were estimated to be reduced by up to 22 dBA while maintaining full level of on-axis output and would be consistent with FRA requirements. Applying this mitigation technique or similar redesign of the horn to reduce sideline noise of the DMU warning horns are modeled to eliminate all moderate impacts and severe impacts of the CFCRT. The recommended mitigation plan is modeled to eliminate all noise impacts along the project corridor through the use of custom modified train horns on the proposed DMU fleet.

During the start-up period of commuter rail operations, FTA, with the assistance of FDOT, will prepare a detailed noise assessment. This assessment will verify the predicted project noise levels in the EA and test the efficacy of its operational and horn noise analysis and mitigation measures to ensure that there will be minimal community noise impacts from the project. 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.

FTA 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 transit operations. The Full Build Alternative will not result in adverse vibration impacts along the corridor; therefore, no mitigation measures are required.

Temporary noise impacts will occur from construction activities; however, will be attenuated by the mitigation measures described in Chapter 3, Section 3.3.4 of the EA.

Hazardous Materials

There is substantial potential liability associated with acquisition of property that is contaminated. A Contamination Screening Evaluation Report (CSER) was prepared for the 16 station sites and the maintenance facility site that will be acquired for the construction of the CFCRT. The CSER data collection activities included a review of publicly available regulatory files, a review of available historical data sources and site reconnaissance of the project study area. Contamination risk potentials were assigned to each site.

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 impacts as determined by the Level II and/or Level III contamination assessment activities, risk analysis for impacts to the project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies will be devised. Specific recommendations for the proposed maintenance facility and each of the 10 medium or high ranked stations has been developed and can be found in Chapter 3, Section 3.3.10 of the EA.

Floodplains

The 100-year floodplain was analyzed along the entire rail corridor. The track crosses the 100-year floodplain in relatively few locations, none of which are within a regulatory floodway. In these locations, the area of the encroachment was estimated using geographical information system mapping. A total of 5.65 acres along the entire 60.8 mile corridor are considered as areas inundated by the 100-year flood.

Based upon the estimated impacts identified above, the following discussion is provided.

- Flood risks associated with the proposed action are minimal to none. The floodplain will be encroached upon in relatively few areas and in those areas compensatory storage will be provided at a 1:1 ratio.
- The impacts on the natural and beneficial values of the floodplain will be negligible because the floodplain encroachments are minimal and will be compensated for in facilities that mimic the natural floodplain behavior, such as the stormwater detention ponds on the station sites.
- Since the project is a modification to an existing active freight and passenger railroad line, it does not provide any additional incompatible development support (direct or indirect) than the existing line.
- The potential for significant interruption or termination of the communities' evacuation routes is minimal to none because the floodplain is affected in relatively few areas. Measures, such as 1:1 compensating storage, will be in place to ensure that the floodplain adjacent to such routes will be unaffected.
- In areas where the project is near floodplains, shifts in track alignment and steeper tie-in grading slopes will be used to minimize the area of the floodplain encroachment. Also compensating storage will be provided at a 1:1 ratio where impacts were unavoidable even with said measures.
- In areas adjacent to wetlands, track alignment and grade shifts will be implemented to avoid wetland and associated floodplain impacts. Floodplains that are impacted will receive 1:1 compensation as close as possible to the impacted areas. This will ensure that the floodplain behaves the same in the pre-development and post-development condition. At the station sites where the floodplain is impacted, the floodplain compensation will be provided in the stations' stormwater detention pond in order to preserve the natural and beneficial floodplain values in those areas

A more detailed analysis will be conducted during the preliminary design phase of the project. Mitigation will be required for impacts to the 100-year floodplain on a 1:1 ratio for compensatory storage. Typically, any encroachments proposed within a regulatory floodway, such as Shingle Creek, will require an analysis to show a no "net rise" in the base (100-year) flood elevation for the creek. In summary, any required mitigation measures for floodplain and floodway encroachment will result in no net impact for the Full-Build Alternative.

Pursuant to Executive Order 11988, "Floodplain Management", the proposed action was determined to be within the base floodplain associated with low areas. Impacts associated with the encroachment have been evaluated and determined to be minimal. Therefore, the proposed action does not constitute a significant encroachment.

Wetlands Finding

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

The Full-Build Alternative maximum (worst case) wetland and other surface water feature impacts are estimated at 23.56 acres. These impacts are proposed to highly disturbed wetland fringes within the existing railroad corridor and station locations. Of these impacts, 18.21 acres are directly associated with station locations. 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.s. 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. The water management districts will develop a regional wetland mitigation plan on an annual basis to be approved by the Florida State Legislature which addresses the estimated mitigation needs of FDOT. SJRWMD or SFWMD will then provide wetland mitigation for specific FDOT project impacts through a corresponding mitigation project within the overall approved regional mitigation plan in consultation with USACE. FDOT will provide funding to SJRWMD or SFWMD for implementation of such mitigation projects.

Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Water Quality

No significant degradation of water quality is anticipated. The proposed stormwater facilities design will include, at a minimum, the water quantity requirements for water quality impacts as required by the South Florida Water Management District and the St. Johns River Water Management District in Rules 40E-4, Florida Administrative Code (F.A.C.), and 40C-4, F.A.C.

Wildlife and Habitat

An Endangered Species Biological Assessment (ESBA) has been conducted in accordance with Section 7 of the Endangered Species Act of 1973 to assess potential effects on protected species and their habitats within the project corridor. In order to determine occurrence and potential occurrence of important natural features, habitats, and state and/or federally protected plant and animal species within the study area, preliminary data were collected and field investigations were conducted. The ESBA provides a detailed description of the methodology used to identify and quantify the type and acreage of each habitat and listed species within the corridor.

While the proposed project are estimated to, at worst, possibly affect, but not likely to adversely affect the species indicated for the study area, protection measures and guidelines as referenced in the ESBA will be followed for all design and construction phases of this project. Additional measures and permitting requirements are indicated for the Florida Scrub-Jay, Gopher Tortoise, Bald Eagle and Crested Caracara, Eastern Indigo Snake, the Florida Black Bear, and the Wood Stork.

Considering the mitigation measures proposed, 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, amended (16 U.S.C. 1531 et seq.). Refer to Appendix E for a copy of the letter received by USFWS dated February 21, 2007. This finding fulfills the requirements of the Act.

Farmlands

Through coordination with the Natural Resources Conservation Service (NRCS), it has been determined that the project study area, which passes through the urbanized areas of Deltona, Orlando, and Kissimmee, does not meet the definition of farmland as defined in 7 CFR 658. Therefore, the provisions of the Farmland Protection Policy Act of 1984 do not apply to this project.

Coastal Zone Consistency

The Florida Department of Environmental Protection, through the Florida State Clearinghouse, has determined that this project is consistent with the Florida Coastal Zone Management Plan (refer to Appendix E for a copy of the advance notification response letter dated March 30, 2005). In addition, the Volusia County Growth and Resource Management Department, indicates that the proposed project is consistent and in accordance with the state's Coastal Zone Management Program (refer to Appendix E for a copy of the advance notification response letter dated March 20, 2005).

Public Involvement

A thorough Public Involvement Program was conducted throughout the course of the project. The Central Florida Commuter Rail Transit North/South Corridor Environmental Assessment was approved by FTA on December 15, 2006. A notice of availability was published in the *Florida Administrative Weekly* and the local newspapers on December 22, 2006. The EA was made available for public review from December 22, 2006 through January 29, 2007.

A public hearing was held in each of the four counties on January 16 and January 18, 2007. A total of 526 residents, property owners, and/or other interested parties attended the public hearing. In general, the comments received through the public hearing process were favorable, though some expressed concern about cost, route location, and the potential relocation of private property owners, among other issues.

A total of 25 people provide statements during the public comment portion of the Public hearings. Eighteen people spoke in support for the commuter rail, four were against and three were noncommittal. Comments received in support of the project focused on how the commuter rail would assist in reducing traffic, it should be extended to other major employers like Disney and the Orlando International Airport, and it is just the starting point. The comments received against the project centered on noise and cost.

Following the public hearing, 50 written comment forms were filled-out and submitted via mail. Approximately 35 were in favor of the commuter rail, 10 against, and 5 were noncommittal. An additional 142 comments or questions were submitted via the website. Approximately 40 of these comments were in favor and 6 were against. The vast majority of the comments (58) were requests for additional information. A total of 21 were property owners requesting information on the potential for land sales or purchase.

In addition to the public hearing, the community participation effort included public information workshops, environmental advisory group meetings 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 6). This extensive community participation effort enabled the project team to understand a broad range of concerns and address them in the planning process.

Continuing Coordination

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

National Environmental Policy Act (NEPA)

The approved Environmental Assessment addresses all of the viable alternatives that were studied during project development. The environmental effects of all alternatives under consideration were evaluated when preparing the assessment. Although the document was made available to the public before the public hearing, the Finding of No Significant Impact was made after consideration of all comments received as a result of public availability and the public hearing.

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 no significant adverse environmental effect is likely to result from the Project.

Approved:



Alex McNeil

Director, Office of Planning and Program Development
Federal Transit Administration, Region IV

Date:

4/27/07

CENTRAL FLORIDA COMMUTER RAIL TRANSIT NORTH/SOUTH CORRIDOR PROJECT
ENVIRONMENTAL ASSESSMENT

Prepared by

U.S. DEPARTMENT OF TRANSPORTATION (US DOT)
FEDERAL TRANSIT ADMINISTRATION (FTA)

And

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

In cooperation with

VOLUSIA, SEMINOLE, ORANGE, AND OSCEOLA COUNTIES
METROPLAN ORLANDO (MPO) and VOLUSIA COUNTY MPO;
CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY/LYNX;

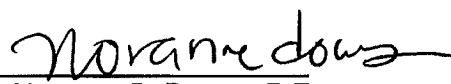
Pursuant to

National Environmental Policy Act of 1969, (42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303; and
In compliance with 23 CFR Part 771

Date: 12-15-06

For FTA: 
Yvette G. Taylor
Administrator, Region IV

Date: 12.15.06

For FDOT: 
Noranne B. Downs, P.E.
Secretary, FDOT District Five