

U.S.DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

November 7, 2008

Project: Miami-Dade Orange Line Phase 2: North Corridor Metrorail Extension
Applicant: Miami-Dade Transit
Project Location: Miami, Florida

The Federal Transit Administration (FTA) approved the Record of Decision (ROD) on April 26, 2007, for the Orange Line Phase 2: North Corridor Metrorail Extension Project serving metropolitan Miami-Dade County, Florida, and sponsored by Miami-Dade Transit (MDT).

The Federal Transit Administration (FTA) has completed its review of the proposed Orange Line Phase 2: North Corridor Metrorail Extension SEA and has found the proposed project to have no significant adverse impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Supplemental Environmental Assessment (SEA) and supplemental documentation for this project. These documents have been reviewed and evaluated by the FTA and determined to accurately discuss the project's purpose, need, environmental issues, impacts, and commitments and mitigation procedures.

PROPOSED PROJECT

Purpose and Need

The ROD contained commitments that would mitigate or minimize significant impact on the environment. Subsequent to approval of the ROD, MDT made several design changes to the proposed project to maintain cost effectiveness. FTA and MDT documented these project design changes and new information in the Supplemental Environmental Assessment (SEA). With the exception of the proposed design changes cited herein, the original ROD approved on April 26, 2007, remains in effect. FTA, as joint lead agency with MDT, participated in preparing and independently evaluating the SEA, and determined that it adequately and accurately assesses the environmental issues and impacts of the design changes to the proposed project.

Project Description

MDT and the FTA have performed an EIS and SEA on the Orange Line Phase 2: North Corridor Metrorail Extension Project. The project is a heavy rail transit extension of the existing Metrorail system that would run along NW 27th Avenue from NW 76th Street at the southern end (with a southbound track flyover extending to NW 67th Street) to NW 215th Street at the northern end. This 9.2-mile corridor is the same one reviewed in the EIS for the Miami North Corridor Project, approved on February 22, 2007 with the resultant ROD issued on April 26, 2007.

The proposed nine design changes, evaluated in the SEA, are minor and were recommended to improve the project's cost-effectiveness. They are listed below and described in further detail in Section 3.2 of the SEA:

- Design Change 1 Southbound Track Flyover: Reduces the length of the Southbound Track Flyover.
- Design Change 2 NW 82nd Street Station: Modifies the location of the station and the Park and Ride lot associated with the station.
- Design Change 3 North Central Branch Library: A potential relocation site has been identified for the library.
- Design Change 4 Future NW 103rd Street Station: Involves a change in the type of station platform and guideway and a minor alignment shift.
- Design Change 5 NW 119th Street Station (Miami Dade College [MDC]): Alters the location of the NW 119th Street Station, the location of the Park and Ride facility associated with the station, and the location of the metrorail alignment just north of the MDC campus.
- Design Change 6 Armory Site: The previously proposed relocation of the Armory will no longer be needed due to the station location modifications in Design Change 5.
- Design Change 7 Palmetto Expressway: Pertains to a slight alignment shift where the metrorail crosses over the Palmetto Expressway.
- Design Change 8 NW 199th Street Station (Dolphin Stadium): Pertains to the location of the Park and Ride facility.
- Design Change 9 NW 215th Street Station (Calder Race Course): Involves a decrease in elevation of the station and guideway, and the potential relocation of all or part of the Park and Ride facility.

The SEA was performed subsequent to the initial ROD dated April 26, 2007, due to several design project scope changes to the Final Environmental Impact Statement (FEIS) Preferred Alternative as evaluated in the original EIS. In addition, the SEA includes an update for the entire project corridor on the following issues: noise and vibration, contamination, water quality, and parking spaces.

The proposed post-ROD design changes do not alter the limits of the FEIS Preferred Alternative alignment evaluated in the SEA. As part of the ongoing development of the North Corridor Metrorail Extension project, MDT has identified nine proposed design changes to the FEIS

Preferred Alternative that would reduce the project's capital costs. Five of the proposed modifications are at stations, four of which involve Park and Ride facilities. Three modifications involve minor revisions to track alignments and two modifications involve relocations that were identified in the FEIS and ROD mitigation plan: the North Central Branch Library and the U.S. Army Reserve Armory.

This FONSI is contingent upon the implementation of the commitment measures to mitigate environmental and community impacts for the FEIS Preferred Alternative as presented in the original EIS and the SEA. These commitment measures are summarized in Attachment A which is a reiteration of commitments made in the ROD and is intended for monitoring purposes only. It should not be interpreted as changing any of the pertinent impact evaluations or commitments presented in the original EIS and ROD, nor as subjecting the original EIS and ROD to renewed opportunity for claims seeking judicial review. New commitments developed during the SEA are also included in Attachment A (Table A-1). Attachment B includes Table B-1 Summary of the North Corridor Park and Ride Spaces and Table B-2 Severely Impacted Noise Receivers with Soundwall. Attachment C includes Tables C-1, C-2 and C-3 which list the comments received during the public hearing comment period and corresponding responses.

Metropolitan Planning Requirements

The Orange Line Phase 2: North Corridor Metrorail Extension FEIS Preferred Alternative was adopted as the Locally Preferred Alternative (LPA) by the Miami-Dade Metropolitan Planning Organization (MPO) in March 2006. The project was also recommended for approval by the Miami-Dade County Board of County Commissioners, the agency that has the authority and responsibility under State law for the design and construction of the project.

The North Corridor Metrorail Extension is consistent with the local governments' transportation plans. It is included in The *People's Transportation Plan (PTP)*, the MPO's *2030 Long Range Transportation Plan (LRTP)*, and the MPO's *2005-2009 Transportation Improvement Program (TIP)*. This project is also consistent with Miami-Dade MPO's *Comprehensive Development Master Plan (CDMP)*.

Agency Coordination and Public Outreach

An Advance Notification was sent on March 20, 2008 by MDT. Section 5 of the SEA contains a summary of the comments received and responses provided.

Additional public and agency outreach was completed for the SEA, precipitated by the proposed design changes to the Orange Line Phase 2: North Corridor Metrorail Extension project. The following coordination meetings were held during the SEA process (refer to Section 5 of the SEA for more information about these meetings):

April 2, 2008	Lehman Center Metrorail Yard
April 3, 2008	Miami-Dade MPO Staff
April 3, 2008	Florida Department of Transportation (FDOT) District Six
April 17, 2008	Scoping Meeting with Local Agencies and Officials
May 8, 2008	Small Group Stakeholder Meeting
May 28, 2008	Miami-Dade MPO Transportation Planning TAC
May 30, 2008	Miami-Dade MPO Transportation Planning Council
June 30, 2008	Miami-Dade MPO Transportation Planning Council

Notifications for these meetings were sent by mail and/or by verbal and electronic communication, and were also available to the general public through the MDT web site at <http://www.miamidadegov/transit/>.

A notice for the public hearing held on September 3, 2008 was published in the Florida Administrative Weekly on August 22, 2008 and in the local newspapers on August 17, 20, 24, and 27, 2008. The Draft SEA was made available for public review from August 19, 2008 through September 22, 2008 at the following locations: North Dade Regional Public Library, 2455 NW 183rd Street, Miami, Florida 33056; Miami-Dade Main Library, 101 West Flagler Street, Miami, Florida 33103; and MDT, 701 NW 1st Court, Suite 1700, Miami, Florida 33136.

During final design, FTA and MDT will continue to coordinate and consult with the Federal Railroad Administration, Amtrak, South Florida Regional Transportation Authority (SFRTA) and other corridor stakeholders to ensure that the Orange Line Phase 2: North Corridor Metrorail Extension project interlocking configuration and facilities and infrastructure construction meet all federal, state, and local regulatory requirements. MDT will also continue to coordinate with the MDCSB and MDC.

As per commitment CM 1, MDT will continue to coordinate with North Central Branch Library for relocation of the library. One additional coordination commitment measure (TR 3) and one updated existing coordination commitment measure (CT 1) are identified between MDT and FDOT District Six and are included in Attachment A (Table A-1). The MDT will continue to coordinate the design of the proposed improvements (e.g. stations) with the local community as required by FEIS mitigation commitments (SE 12, CM 2, and VA 3).

Comments and Commitments

A public hearing was held at the North Dade Regional Public Library in Miami-Dade County on September 3, 2008, to give the public an opportunity to comment on the proposed design modifications. The hearing began as an informal open-house from 6:00 p.m. to 7:00 p.m., followed by a formal portion. A total of 63 residents, property owners, and/or other interested

parties attended the public hearing. Copies of the Draft SEA, as well as aerial maps displaying the proposed design modifications, were available for public review. The formal portion began at 7:00 p.m. with a PowerPoint presentation. A 15 minute intermission followed the formal presentation and then the time was turned over to the attendees for public comment. A total of four people provided statements during the public comment portion of the public hearing. Requests for information were received from 7 people.

A summary of the public hearing comments and requests for information, along with corresponding responses, is provided in Attachment C (Table C-1 and C-2) and in the SEA Section 5. Response letters are contained in Appendix F of the SEA.

The public comment period was held open through September 22, 2008. Following the public hearing, two letters were submitted to MDT via mail. One comment, from the lawyer for the Miami-Dade County School Board (MDCSB), stated that the MDCSB will not endorse the SEA/FONSI alignment to the Miami Dade MPO because of the temporary and permanent impacts to their property, located north of NW 122nd Street, associated with Design Change 5. The other comment was from FDOT District Six wanting to ensure that all roadway impact areas were addressed and that the project would not restrict the proposed future widening of the Palmetto Expressway. Seven comments were requests for copies of project materials. A summary of the comments and responses received as part of the public comment period are included in Attachment C, Table C-3. Response letters are included in Appendix F of the SEA.

There was only one negative public comment (from the MDCSB) which requested removal of the alignment from their property. MDT had determined that this is not feasible; therefore public comments received during the SEA process would not preclude the project from moving forward.

MDT will implement all measures to minimize harm that are described in the August 2008 SEA and this FONSI. The FTA will require that in any grant documents for the Orange Line Phase 2: North Corridor Metrorail Extension, the project shall be built as described in the SEA and the previously stated Project Description, and that all commitments shall be carried out in accordance with the original EIS and ROD, and the SEA and FONSI addendum as described in Attachment A (Table A-1). The FTA finds that with the implementation of the commitments and measures to minimize harm, as described in Attachment A (Table A-1): Mitigation Monitoring Plan, the MDT 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 August 2008 Orange Line Phase 2: North Corridor Metrorail Extension SEA is incorporated by reference into this FONSI and its environmental considerations are summarized in Attachment A (Table A-1). This FONSI assumes that the fully described commitments and measures to minimize harm in the August 2008 SEA, as supplemented and outlined in Attachment A, will be implemented.

The SEA contains and update of commitment NV 1 to perform a detailed Noise and Vibration Analyses and commitment CT 1 to perform Phase II contamination Analyses on all medium and high risk sites prior to final design. In addition, the parking space forecast model has changed since the FEIS, so the number of required spaces has decreased throughout the project. This portion of the FONSI provides the results of those three updates conducted since the FEIS.

DETERMINATIONS AND FINDINGS

Land Acquisition and Relocation

Relocations

At the time the SEA document was prepared, no ROW appraisals or parcel acquisitions were underway. However, the preliminary cost estimates and pre-appraisal tasks are currently being conducted by MDT staff, utilizing the methodologies necessary for compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (URA/RPA) that will be implemented when the relocation and acquisition processes begin prior to construction.

Residential Relocations

The proposed nine design changes will not impact any residences so the number of residences being relocated will be the same as previously identified in the FEIS and ROD, a total of 21 residences. Therefore there is no change for residential relocations.

Business and Institution Relocations

The proposed design changes will require four additional business relocations; however, one less institution relocation, the U.S. Army Armory, will be necessary. There was an increase from 91 businesses in the approved FEIS to 95 businesses in the SEA. None of the business relocations as considered vital to the community. Design Change 2 adds the Salvation Army as one new relocation; Design Change 3 will change the Family Dollar Store from a partial take to a business relocation; and Design Change 7 could change the Dade's Corner Plaza Car Wash and the My Tattoo Shop from partial takes to relocations. Design Change 6 removes one parcel, the Armory relocation.

MDT will carry out a Right-of-Way (ROW) 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 the Relocation Assistance Program and ROW Acquisition Program are: *Your Relocation: Residential*, *Your Relocation: Businesses, Farms and Nonprofit Organizations*, and *The Real Estate Acquisition Process*, will be made available upon request to any interested persons.

Land Use and Zoning

The approved FEIS has the potential to refine the patterns of development in the corridor because of the enhanced inter-county access that would result from a connection to the current and planned regional rail system. The planned rail stations have varying potential to attract redevelopment or joint development to the areas immediately surrounding the stations. The availability of rapid transit could encourage new residential, commercial, industrial, and institutional uses to the area in general. The Preferred Alternative, coupled with the county's policies for urban in-fill, "Eastward Ho!", and transit overlay zones, would have a certain and immediate impact on the current pattern of land use along the corridor. This would be particularly evident within a one-half mi. radius of each station.

Design Changes 1, 3, and 7 do not impact any stations or land uses. Design Changes 2, 4, 5, 6, 8, and 9 pertain to stations and/or associated Park and Ride facilities. The ROD addresses the potential visual impacts of the stations through Commitment SE 12. This commitment requires MDT to involve the community during the design phase of the stations and Park and Ride lots. A North Corridor Community Outreach Program has continued throughout the design. MDT provides information through meetings, newsletters, and a web site. During the SEA process, a meeting was held in the neighborhood to provide detailed information to area residents and CAC members. A summary of that meeting and the comments received is provided in Section 5 of the SEA.

Design Change 9 includes the redesign of the NW 215th Street Station to reduce the station height and eliminate the mezzanine level to reduce project costs. The height of the guideway approach to the station will also be reduced. Access will be provided from the ground level. Leased parking from the Calder Race Course is also being evaluated, but additional parking could be provided on ROW Parcel 286 on the west side of NW 27th Avenue, if necessary. Construction of pedestrian bridge crossing over NW 27th Avenue will continue to be evaluated during final design in order to assess the need for the structure dependent on the size and location of the chosen parking locations. None of these changes at the station location or the Park and Ride lot option locations are of a significant size or type such that the overall positive land use impacts identified in the FEIS would be negated.

Design Changes 2, 4, 5, 6, 8, and 9 improve potential for development, redevelopment, and transit oriented development; therefore, there is no change from the approved FEIS.

Community Disruption

The approved FEIS addresses emergency services, schools, libraries, barriers to social interaction, transit-related safety and security, and community resources, as well as construction related adverse impacts on community resources. The related mitigation commitments listed in Section 9.4 of the FEIS and ROD include: CM 1 (the relocation of the North Central Branch Library nearby); CM 2 (actions to maintain community interaction); CM 3 (processes for business relocations); and CM 4 (construction mitigation) will still apply.

Design Change 1 eliminates impacts to two institutions and the U.S. Post Office, thereby decreasing the impacts (-3) of the project to the surrounding area. Design Change 2 moves the Park and Ride facilities from the existing joint use parking at the Northside Shopping Center

across the street to the east side of NW 27th Avenue. It relocates the Salvation Army Store and replaces the vacant FP&L substation. The new Park and Ride site will be free standing, secure, and will provide a larger facility to area drivers. Design Change 2 does not change impacts to community services. Design Change 3 identifies a nearby parcel as the proposed library relocation site, the Family Dollar Store (ROW Parcel 108). ROW Parcel 108 was previously identified as a partial take for the guideway in the approved FEIS. Design Change 3 would relocate the library on the same side of NW 27th Avenue within two blocks of the current site. The proposed site is and may offer better access than currently exists. The design change would have a positive impact to the surrounding community by offering the opportunity for improvements to the local public library. Design Change 4 does not change any community services or result in either positive or negative impacts to community resources. Design Change 5 slightly modifies the NW 119th Street Station and alters the location of the Park and Ride location from that identified in the FEIS but does not change the impacts on community services.

Design Change 6 eliminates the Armory as a Park and Ride facility. The site will not be acquired by MDT. The Park and Ride lot is proposed to be moved from the east side to the west side of the NW 119th Street Station. The design change does not change impacts on community facilities. Design Change 7 changes the location of the guideway between 3 and 5 ft. It increases the number of business relocations with the relocation of the Dade Corner Plaza Car Wash and My tattoo Shop. It is anticipated that both can be relocated within the nearby neighborhood, Therefore, the impact to community services is not changed. Design Change 8 acquires one additional vacant parcel contiguous to other proposed Park and Ride facilities. It provides more flexibility in the final determination of parking locations at the NW 199th Street Station. The design change does not change impacts to community services. Design Change 9 proposes to lease or buy parking from the Calder Race Course in addition to, or instead of, acquiring vacant ROW Parcel 286. It provides more flexibility in the final determination of parking locations at the NW 215th Street Station. The design change does not change impacts to community services.

Visual/Aesthetics

The approved FEIS states that the stations, Park and Ride lots, and the guideway will have a visual impact within the corridor. Commitment VA 1 addresses Park and Ride landscaping and VA 2 refers to open and “tropical like” station designs. Commitment VA 3 continues the public involvement program which is underway to ensure the community is involved in the station and Park and Ride lot design. Commitment VA 7 states that MDT will incorporate construction controls into construction management plans.

There are no changes to visual and aesthetic issues as a result of the nine design changes. The design team has not finalized the landscaping or station designs. The MDT will adhere to Commitments VA 1, VA 2, VA 3, VA 4, and VA 5 during the final design and to VA 7 through the construction period.

Archeological and Historical Resources

The approved FEIS included two CRAS reports that were prepared for this project and coordinated with the Florida State Historic Preservation Officer (SHPO) in accordance with the provision of the National Historic Preservation Act of 1966, as amended, and Florida Statutes Chapter 267. The first one was prepared in 1997 and an update survey was prepared in 2004. Both CRAS reports included a field survey of historic structures and archaeological resources within the project's area of potential effect (APE). As a result, two historic resources were determined eligible for listing in the NRHP: Master Field (8DA6262) and the Opa-Locka Housing Development (8DA6348). The SHPO concurred in a letter dated April 1, 2004. A Section 106 Documentation and Determination of Effects were prepared for these two historic resources in 2004. Based on the criteria of adverse effect defined by 36 CFR Part 800, it was determined that the Preferred Alternative would have no adverse effect on historic properties. The SHPO concurred in a letter dated September 23, 2004. Commitment HS 1 addresses potential temporary construction impacts to the Master Field structures and Commitment AR 1 pertains to unanticipated archeological discoveries during construction. None of the nine design changes are located adjacent to the two previously identified NRHP-eligible historic resources. All of the design changes are located within the project's APE; therefore, no new fieldwork is required. The proposed design changes will not result in any changes in impacts to historic or archaeological resources. In a letter dated June 4, 2008, the SHPO concurred that this project will continue to have no adverse effect on significant historic properties. MDT will adhere to Commitments HS 1 and AR 1 during construction. Therefore, there is no change to historic or archaeological impacts for each of the nine design changes. FTA and MDT, 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 letters.

Traffic

Construction activities could temporarily impact traffic and emergency services accessibility. MDT will mitigate future construction impacts as stated in Commitments TR1 and TR 2. One of the reasons for Design Change 7 was to minimize Maintenance of Traffic (MOT) impacts which would result in an improvement at this location. None of the other eight design changes result in a change in construction impacts. Commitment TR 3 has been added to Attachment A (Table A-1) to ensure continued coordination with FDOT District Six on operational and access management issues and the Palmetto Expressway widening impacts.

Environmental Justice

The approved FEIS states that the project would have impacts on the minority and low-income population of the corridor. The environmental justice impact is defined in the ROD and Section 9-1 of the FEIS as a disproportionate impact to minorities which cause relocation due to ROW acquisition and, potentially, the secondary impact of induced development. Commitments SE 8, SE 9, SE 10, and SE 11 have been identified to decrease these impacts. In addition to Commitments SE 8, SE 9, SE 10, and SE 11, MDT will try to lessen the impacts of the entire project by providing space within the local MDT ROW Field Office for the Business Assistance Program staff to further assist the members of the local business community, including those who are not being relocated.

Overall, the nine design changes do not result in additional environmental justice impacts. Design Change 1 eliminates the partial property acquisitions of four parcels. Design Change 2 does increase business relocations by 1, but the environmental justice impacts are not changed. Design Change 3 relocates the library within two blocks of the current site thereby environmental justice impacts are not increased. The relocated library will be a larger, more modern structure with better access and will remain in the neighborhood. Design Change 4 changes the type of guideway and platform. Design Change 5 does not increase relocations. Design Change 6 eliminates the relocation of the Armory. Design Change 7 does increase business relocations by 2; however, neither of these relocations are considered vital businesses within the community and there are several vacant parcels in the vicinity, if relocation is desired. Design Changes 8 and 9 do not affect environmental justice.

Noise/Vibration

Commitment NV 1 states that during final design, MDT will conduct a detailed noise analysis along the entire length of the proposed guideway. Commitment NV 1 was met by MDT with the approval of the *Final Detailed Noise and Vibration Report*, July 2008. The report is contained within the SEA Appendix D and is summarized in this section. The properties identified as severely impact after soundwall mitigation, as stated in Commitment NV 2, are listed on Table 2 in Attachment B.

In addition to meeting Commitments NV 1 and 2, Design Change 1 shortens the southbound track flyover by more than five blocks; therefore, the Turf Motel, which was an impacted structure within the approved FEIS, is no longer impacted as it is now outside of the project limits.

The *Final Detailed Noise and Vibration Report*, July 2008 (provided in Appendix D of the SEA), reanalyzed the noise and vibration studies conducted during the FEIS and provide the necessary mitigation adjustments. The adjustments include modification of soundwall locations. The FEIS recommended soundwalls for the entire length of the corridor. It would not be practical to construct soundwalls for the areas where there is no particular noise-sensitive land use. The noise and vibration study report focuses investigation on the sensitive areas encompassing the new proposed alignment beginning at NW 72nd Street and terminating at NW 215th Street as a part of the project.

The proposed alignment follows NW 27th Avenue, except at the Miami-Dade College Area. Local traffic on at-grade streets is the dominant source of ambient noise. Other sources of noise include local business-related activities, such as car washes, automobile dealers, and industrial facilities. MDT personnel visited the project site from July 10 to July 18, 2007, to conduct noise monitoring. The monitoring sites include noise-sensitive locations, such as residences, schools, daycares, motels, and previous noise measurement sites in the FEIS. These noise measurement locations include the same locations as the FEIS and some additional locations. Short-term measurements were conducted at 34 measurement sites for a duration of 20 minutes each, and long-term measurements were conducted at eight locations for at least 20 hours. The monitored levels indicated that sensitive receptors immediately adjacent to NW 27th Avenue were experiencing L_{dn} ranging from 64 to 71 dBA; whereas, the second- or the third-row residences ranged from 56 to 62 dBA.

The proposed construction activities that would generate substantial noise can be largely grouped into three categories: (1) guideway construction, (2) track work, and (3) station/Park and Ride construction. Some of these activities might occur concurrently at different locations. In the absence of quantifiable construction noise impact criteria by Miami-Dade County and other municipalities through the Corridor, the FTA suggested that construction noise impact criteria would be taken into consideration to assess construction noise impacts due to the proposed construction activities. During guideway construction, station, and Park and Ride construction periods, localized temporary impacts are anticipated.

Operational noise assessment was conducted using the FTA guidelines spreadsheet with a modified vehicle pass-by level. Existing Metrorail field measured noise levels have been incorporated into FTA spreadsheet to provide more project-specific calculation results. According to the calculations, approximately 221 residential structures (186 single-family residential, 26 multi-family residential, and 9 mobile homes), one motel (27th Avenue Motel), two schools (Celebrity Daycare and Golden Glades Learning Center), and one convalescent home (Children's Rehab Network) would have "moderate impact" due to the proposed project. As for "severe impact", approximately 74 residential structures (64 single-family residential, 7 multi-family residential, and 3 mobile homes) and Miami-Dade College would be in this category (Figures 01 through 35 in Appendix B of the full *Final Detailed Noise and Vibration Report*, July 2008 [within Appendix D of the SEA] outline these severely and moderately impacted structures.)

MDT conducted pass-by noise measurements near the existing Metrorail alignment at SW 42nd Avenue and Ponce de Leon Boulevard. The results indicated that the soundwall along the existing alignment provides 6- to 9-decibel (dB) reductions that appear to coincide with the FEIS. Operation noise levels at most of the severely impacted residences would be reduced to "no impact" or "moderate impact" with the proposed mitigation. With the soundwalls, 17 single-family residences, one mobile home, and 10 multi-family units of Crystal Lake Apartments would still be considered as "severe impacts." These severely impacted receptors with the soundwall are listed on SEA Table 4-15.

Community Benefits and Socioeconomics

The FEIS states that the project would generate 22,200 person-years of employment during construction and \$84 million in direct and indirect wages as a result of increased operations. A significant benefit of the preferred alternative is that it could result in better job opportunities and improved access to higher paying jobs in the corridor. This would be achieved through improved transit services, increased business opportunities, and joint development in station areas. The project may have negative impacts, such as the potential increase in property values that could result in increased housing costs and business displacements.

Overall, the nine design changes do not impact the positive socioeconomic impacts of the project. Design Change 1 results in eliminating four parcels from partial acquisition, two of which are businesses: the Turf Motel and the U.S. Post Office. Both are viable businesses in good condition. It also eliminates the acquisition of two institutions: Jehovah's Witness Center and Miami-Dade County Youth Club, both of which serve the local community. Design Change 2 relocates the Park and Ride lot from the west to east side of NW 27th Avenue and does not change the socioeconomic impacts of the surrounding area. The change in location of the Park

and Ride lots results in the relocation of the Salvation Army Store, which is not considered a vital business to the surrounding area. Design Change 3 identifies a potential site for relocation of the North Central Branch Library. The new site is within two blocks, on the same side (west) of NW 27th Avenue. The location of the new library will result in a larger community facility with improved access and employment remaining within the neighborhood. The relocation of the library results in the relocation of the Family Dollar Store (ROW Parcel 108) but it is not considered a vital business to the surrounding area. Design Change 4 consists of a different type of guideway and platform when NW 103rd Street Station is built. The type of platform and guideway will not affect the socioeconomic conditions of the neighborhood. Design Change 5 improves the aesthetics of the guideway and provides a pedestrian plaza area on the MDC campus. These features help maintain the economic vitality of the college. This design changes also moves the Park and Ride lot from the south side to the north side of the station. The walking distance to the parking lot meets FTA's walking distance criteria. Design Change 6 is the elimination of the armory acquisition and relocation. This design change reduces ROW costs and leaves the site available for other redevelopment opportunities. Design Change 7 results in two additional business relocation, neither of which is considered vital to the community (a car wash and a tattoo parlor). Design Change 8 adds an additional parking option as part of the development of the Park and Ride facilities of the proposed NW 199th Street Station. The design change results in the acquisition of an additional vacant parcel of land. Design Change 9 will provide additional flexibility in providing parking and perhaps a decrease in ROW costs if leased parking from the Calder Race Course is obtained. This could result in decreasing or eliminating the amount of land acquired from ROW Parcel 286.

The approved FEIS addresses emergency services, schools, libraries, barriers to social interaction, transit-related safety and security, and community resources, as well as construction related adverse impacts on community resources. The related mitigation commitments listed in Section 9.4 of the FEIS and ROD include: CM 1 (the relocation of the North Central Branch Library nearby); CM 2 (actions to maintain community interaction); CM 3 (processes for business relocations); and CM 4 (construction mitigation) will still apply.

Design Change 1 eliminates impacts to two institutions and the U.S. Post Office, thereby decreasing the impacts (-3) of the project to the surrounding area. Design Change 2 moves the Park and Ride facilities from the existing joint use parking at the Northside Shopping Center across the street to the east side of NW 27th Avenue. It relocates the Salvation Army Store and replaces the vacant FP&L substation. The new Park and Ride site will be free standing, secure, and will provide a larger facility to area drivers. Design Change 2 does not change impacts to community services. Design Change 3 identifies a nearby parcel as the proposed library relocation site, the Family Dollar Store (ROW Parcel 108). ROW Parcel 108 was previously identified as a partial take for the guideway in the approved FEIS. Design Change 3 would relocate the library on the same side of NW 27th Avenue within two blocks of the current site. The proposed site is and may offer better access than currently exists. The design change would have a positive impact to the surrounding community by offering the opportunity for improvements to the local public library. Design Change 4 does not change any community services or result in either positive or negative impacts to community resources.

Design Change 5 slightly modifies the NW 119th Street Station and alters the location of the Park and Ride location from that identified in the FEIS but does not change the impacts on community services. Design Change 6 eliminates the Armory as a Park and Ride facility. The

site will not be acquired by MDT. The Park and Ride lot is proposed to be moved from the east side to the west side of the NW119th Street Station. The design change does not change impacts on community facilities. Design Change 7 changes the location of the guideway between 3 and 5 ft. It increases the number of business relocations with the relocation of the Dade Corner Plaza Car Wash and My tattoo Shop. It is anticipated that both can be relocated within the nearby neighborhood, Therefore, the impact to community services is not changed. Design Change 8 acquires one additional vacant parcel contiguous to other proposed Park and Ride facilities. It provides more flexibility in the final determination of parking locations at the NW 199th Street Station. The design change does not change impacts to community services. Design Change 9 proposes to lease or buy parking from the Calder Race Course in addition to, or instead of, acquiring vacant ROW Parcel 286. It provides more flexibility in the final determination of parking locations at the NW 215th Street Station. The design change does not change impacts to community services.

Bicycle and Pedestrian Circulation and Parking Impacts

A comparison of parking spaces at each station for a variety of travel demand and design scenarios is presented in Attachment B, Table 1 Summary of North Corridor Park and Ride Spaces. The number of forecasted transit trips at each station has changed from the data presented at the time of the approved FEIS due to a comparison to current travel demand information. The revised data is the product of several changes in the travel demand model, including a change in the horizon year from 2025 to 2030. These include changes in the horizon year population, employment, and related demographic forecast values; changes in the level and configuration of the future year transit services; and the resulting effect of these changes on transit trip assignments to the proposed project. In addition, the methodology for assessing parking requirements by station was refined after the FEIS, and was coordinated with the design development in terms of the parking supply that could physically be provided at each station.

These aspects were coordinated with FTA planning staff and documented in the North Corridor project files. A more detailed discussion of the preceding elements, including changes in transit trips and parking spaces for each project station location, since the FEIS, is provided in Appendix E of the SEA.

The design parking supply estimate is the result of coordination between the travel demand modeling process and the design process for the project. Parking space need estimates decreased, by 457 spaces, with the new data generated for the new 2030 horizon. The number also decreased between the approved FEIS of February 2007 and the project design of July 2008, by 411 spaces. The number of spaces indicated by the design is slightly higher than the number indicated as needed in the 2030 horizon year, by 56 spaces.

The opening day parking provision of 3,648 spaces nearly meets the 2030 horizon of 3,855 spaces. There is only a short fall of 207 parking spaces. However, the ultimate design plans accommodate 3,911 spaces.

On opening day, MDT will own approximately 58 percent (2120) of the parking spaces. This includes 513 shared or leased spaces at MDC. MDT will approach the Calder Race Course about purchasing the remaining 1,278 parking spaces. If they are not willing to sell, then MDT will initiate negotiations with the owners of Calder Race Course to lease the remaining 1,278

spaces. If a negotiated agreement is reached by opening day, all 3,648 spaces will be owned or leased by MDT. If a sale or lease is not successful, the parcel on the west side of NW 27th Avenue will be acquired.

Station Parking

During the final design, parking was modeled and new estimates were determined. The revised estimate for parking requirements in 2030 is 3,855. Section 4.12.1 of the SEA includes a discussion of the reasons for the parking changes. The changes due to final design and change in the parking model during the design phase have reduced overall parking spaces from 4,322 to 3,911; however, this is adequate to meet the revised 2030 forecast. Therefore, station parking impacts are measured in the number of additional required property needed as a result of the design change rather than the increase or decrease in parking spaces. Individual station parking requirements and parking supply summary can be found in Attachment B, Table 1 Summary of North Corridor Park and Ride Spaces.

MDT bears the ultimate responsibility for all parking mitigation. In lieu of any shared-parking agreement, MDT is committed to providing adequate Park and Ride provisions as described in the SEA.

Design Changes 1, 3, 4, 6, and 7 do not impact station parking. Design Change 2 results in 88 additional spaces available at this location as a result of the change from joint use to purchased parking. The design change results in the acquisition of two additional properties. There is an increase in impacts (+2) from the approved FEIS. Design Change 5 results in a decrease of parking impacts from the approved FEIS with 87 less spaces. The design change does not result in the acquisition of any additional property. Design Change 8 decreases the parking in the approved FEIS by 296 spaces but results in the acquisition of one additional property; therefore, there is an increase in impacts (+1) from the approved FEIS. Design Change 9 increases parking spaces by 8, and requires the acquisition or lease of one additional property so there is an increase in impacts (+1).

Railroads

The approved FEIS identifies two railroad crossings with the project area. Commitment RR 1 states MDT will meet vertical and horizontal clearances and RR 2 addresses construction and railroad operations.

The Design Change 1 impact area includes the crossing of the F.E.C railroad, but does not change the MDT agreement to meet the commitments and therefore does not change railroad impacts. None of the remaining design changes involve a railroad crossing.

Utilities

The approved FEIS addresses construction impacts to utilities through Commitment UT 1. Each of the design changes occurs prior to construction and does not change Commitment UT 1. Therefore, Design Changes 1 through 9 have no changes in utilities impacts.

Cumulative and Secondary Impacts

The ROD Commitments CS 1 and CS 2 address project-induced new development which could impact on community resources, air quality, water resources, contamination, and utilities. The commitments require that before Miami-Dade County approves new induced developments, the County must use regulatory powers and land use planning to ensure the impacts are mitigated. CS 2 requires that when MDT is a participant in new joint developments, MDT must ensure that impacts are mitigated.

No project-induced developments have occurred or are proposed within any of the nine design change impact areas. Therefore, none of the nine design changes change the cumulative and secondary impacts.

Public Parkland and Recreation Areas - Section 4(f)

As identified in the approved FEIS (Sections 3.6 and 4.8) and ROD, the project would not use, directly or through constructive use, any parklands, recreation facilities, wildlife refuge, or historic site.

None of the nine design changes are located within or adjacent to parklands, recreation facilities, wildlife refuges, or historic sites, except for Design Changes 8 and 9 which are located adjacent to two privately owned recreational facilities: the Dolphin Stadium and the Calder Race Course, respectively. The design changes do not alter the use of these two privately owned recreational facilities. Therefore, there is no change to parks and recreational facilities.

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).

None of the nine design changes involved the use of property from a public park and recreation land, wildlife and waterfowl refuge, or historic site. Therefore, FTA has determined that the proposed project design changes to the Orange Line Phase 2: North Corridor Metrorail Extension project will not use any resources protected by Section 4(f) of the DOT Act of 1966.

Contamination/Hazardous Materials

During the approved FEIS, MDT prepared Phase I Assessments for all parcels along NW 27th Avenue. All ROW parcels associated with the design changes are listed on the SEA Table 4-9, along with an update on the potential contamination impacts by listing the type of assessment that has been prepared, assessment results, and type of contamination found, if applicable. Those parcels with Phase I assessments that indicated no or low risk are labeled as “none” under type of contamination.

Some Phase II Assessments are currently underway. If a Phase II Assessment is scheduled, but not complete, the Phase I level of risk is shown as medium or high. If a Phase II is complete and contamination was found, the type of contamination is indicated.

Four parcels are shown as eliminated as those parcels are no longer needed as part of Design Change 1; they are ROW Parcels 310, 311, 313, and 345.

The Phase I Assessment for the following 14 parcels is considered low risk: 100, 101, 327, 337, 130, 150, 152, 335, 336, 244, 250, 281, 280(2), 282, and 286.

Four parcels have completed Phase II assessments and groundwater or soil contamination was identified. Additional actions are specified in mitigation Commitments CT 1, CT 2, CT 3, and CT 4.

Five new parcels (100, 327, 335, 336, and 337) were identified for purchase in whole or in part as a result of the design changes and are all rated none or low. One previously evaluated parcel (309) associated with Design Changes 5 and 6, at the MDC campus, has a Medium Risk. Phase II assessments for this parcel are underway.

In summary, there is no increase in contamination potential for the post-ROD design changes based on past and current data for the newly identified parcels.

Contamination Update

A Phase I Environmental Assessment was conducted in March 2006 as part of the North Corridor FEIS process to identify any known or potential hazardous material and petroleum contamination sites within 1/8 mi. of the Preferred Alternative centerline. Using the information compiled during the Phase I screening process, each site was assigned a risk rating of No, Low, Medium, or High based on the information collected during the screening process and the site's location relative to the project. The risk rating assigned to a site indicates the potential to encounter petroleum contamination or hazardous material. Medium and High sites are typically require additional analysis, such as a Phase II Environmental Assessment, as they have the potential to affect the project. The remaining parcels are considered Low or No Risk and are not evaluated further.

As committed in the approved FEIS (CT 1), Phase II Environmental Site Assessments are being conducted during the current design phase and prior to property acquisition for those sites identified as having a potential to affect the project. Soil and groundwater investigations are being conducted to determine the extent of contamination and if there is a need for more detailed testing. The preferred method of testing is determined on a site-by-site basis prior to ROW acquisition. Testing methodology depends on suspected contaminants, level of risk, and other site specifics.

Of the 16 high risk and 27 medium risk sites, the following 19 sites have had Phase II assessments and it was determined that no contamination exists or is expected on the site. They are ROW Parcels 102, 105, 107, 109, 111, 112, 113, 116, 120, 133, 138, 157, 191, 214, 238, 270, 274, 314, and 318.

ROW Parcels 108, 129, 131, 137, 140, 185, 186, 192, 232, 235, 240, 261, 268, and 324 are the high and medium risks parcels identified in the FEIS and were also found to contain some form of contamination during a Phase II assessment. These sites are further explained in Table 4-13 in the SEA.

Shown on the SEA Table 4-13 are ROW Parcels 106, 114, 115, 128, 129, 185, 189, 190, 207, and 275 which have not yet received Phase II assessments. As design continues, those Phase II assessments will continue.

Five new ROW Parcels (100, 327, 335, 336, and 337) were evaluated for contamination (Phase I) as that had not occurred prior to the SEA. The Phase I Assessment revealed that all five of these parcels have Low risk for contamination. One previously evaluated site (MDC campus, Parcel 309) associated with Design Changes 5 and 6 has Medium risk. A Phase II Assessment is underway for parcel 309.

Air Quality

According to the approved FEIS, the project reduces emissions as compared to the No-Build Alternative and it does not violate National Ambient Air Quality Standards (NAAQS). Reduced auto emissions for the project and minor improvements to air quality, including mobile source air toxins, are anticipated. Construction activities, however, could cause short-term air quality impacts in the form of dust. Mitigation AQ 1 will incorporate construction impact controls into contract specifications and construction management plans that require certain actions to control dust.

The nine design changes do not change the documented impact to air quality or the project's conformity status.

Water Resources and Water Quality

The approved FEIS states the stormwater impacts for the Preferred Alternative are expected to be minor. An increase in impervious areas at the proposed Park and Ride facilities may require improvements with on-site water quality features, such as French drains and detention basins as stated in Commitment WT 1. Commitments WT 2 and WT 3 address the local, state, and federal requirements for design features and permits which will ensure that MDT will design, maintain, and operate stormwater runoff treatment facilities for the life of the project to protect water quality. The volume of water would be retained in dry detention ponds or French drains. The SEA Table 4-7 lists the FEIS station sites with mitigation areas and runoff storage volume. Adverse impacts on water quality during construction for the Preferred Alternative can be successfully mitigated through a variety of good construction and stormwater management practices. These include the control of sediment transfer and erosion, minimizing water velocity through contouring and diversion, use of plant covers, and channelization of stormwater runoff into holding basins. As noted in Commitment WT 4, stormwater management plans and sedimentation and erosion control plans would be developed and included in the contract documents. Both the stormwater management plan and erosion control plan would be developed according to Florida Department of Environmental Protection (FDEP) and Miami-Dade County DERM criteria and regulations prior to the construction phase.

Design Changes 1, 3, 4, 6, and 7 do not impact station parking; therefore, no changes in water quality impacts are noted. Design Changes 2, 5, 8, and 9 do require modifications to the station parking and impervious areas. These changes are summarized on the SEA Table 4-8. The data includes mitigation requirements and the resulting run off volumes. Retention requirements for water quality and the approximate volumes of runoff retention necessary to provide adequate water quality for each station site have been update based on the design changes and the conceptual design to date.

The SEA Table 4-8 shows both the number of parking spaces and the resultant impervious surface and runoff storage volumes for the approved FEIS and for the current Park and Ride space design, including Design Changes 2, 5, 8, and 9.

Although the number of parking spaces and the resulting impervious surface acreage has decreased since the approved FEIS, the total runoff volume has increased to 417,553 cubic ft. as a result of the proposed design changes. The large increase in runoff storage volume is due to the development of more accurate design estimates and to Design Change 2, with the NW 82nd Street Station Park and Ride lot location. This design change is proposed to change the Park and Ride lot from the joint use lot at the shopping center on the west side of NW 27th Avenue to two new lots (mostly undeveloped) on the east side of NW 27th Avenue. The design change results in an increase in impervious surface of 6 acres at that design change location.

Given the changes in parking demand model, and the more accurate and much larger estimates for total runoff for all stations (further discussed in Section 4.12 of the SEA), the impacts evaluation identifies that the only major impact to water resources/water quality is associated with Design Change 2. This impact results in the elimination of existing joint use parking for a new paved lot on two ROW Parcels 100 and 327. Therefore Design Change 2 has an increased impact (+2) whereas all the other design changes result in no change in water quality impacts.

Wetlands

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

There are no natural wetlands within the project corridor since the water resources consist of groundwater and man-made surface water systems. As a result, there were no impacts to wetlands identified in the FEIS and ROD. None of the nine design changes have any impacts to wetlands. Therefore, no impacts to wetlands are expected.

Wild and Scenic Rivers

No Wild and Scenic Rivers will be impacted by this project.

Aquatic Habitats

The approved FEIS states that only aquatic habitats within the project corridor are man-made drainage canals with the potential for manatees. Only Design Changes 5 and 9 are located near any of the man-made waterways, but the design changes at these locations do not affect the

canals; therefore, project impacts to aquatic habitats have not changed and no impact to aquatic habitat is expected.

Wildlife and Endangered Species

The approved FEIS states that project would pose low to no impacts on federal or state listed threatened or endangered species. Of the threatened or endangered species most likely to be found in the corridor, none is known to be within the corridor. Only the rim rock crowned snake (vacant lots), the manatee (canals), and alligator (canals) are potentially in the corridor and may be impacted by the construction and operation of the Preferred Alternative. No long-term impacts on surrounding ecological areas would result from the Preferred Alternative implementation.

Three mitigation measures were identified in the FEIS and ROD. TE 1 addresses manatees during construction. TE 2 requires the construction management team to have a qualified biologist inspect all vacant lots affected by the construction prior to construction to determine if the rim rock crowned snake is present. If the species is found, the construction management team will develop an appropriate action in coordination with local, state, and federal agencies. TE 3 requires the construction management team to have a qualified biologist inspect the areas affected by the construction prior to construction to determine if any of the species listed below are present. If any of the following species are found, the construction management team will develop an appropriate action in coordination with local, state, and federal agencies:

- Florida bonneted bat
- American alligator and American crocodile
- Eastern indigo snake
- Sandhill crane, snail kite, bald eagle, southeastern kestrel, and wood stork
- Migratory birds, including Bachman's warbler and Kirtland's warbler

An update of protected species evaluation of the design change locations was completed on April 30, 2008. Neither protected species habitat nor evidence of protected species occurrence at the design change locations was found, with one exception, Design Change 5. MDT believes the proposed project may affect the gopher tortoise. However, avoidance of adverse affects to the gopher tortoise can be accomplished through issuance of a Relocation Permit from the FWC. To accomplish this, MDT commits to performing gopher tortoise burrow surveys during project design. If it is determined that gopher tortoises may still be affected by the project, MDT will apply for a permit to relocate all gopher tortoises from within the project corridor and any associated staging areas that may be required for construction. By these actions, MDT believes that no adverse affects will occur to the gopher tortoise due to the proposed project. In a letter dated August 4, 2008, the Florida Fish and Wildlife Conservation Commission (FFWCC) requested that MDT perform gopher tortoise burrow surveys during project design and, if it is determined that gopher tortoises may still be affected by the project, MDT should apply for a permit to relocate all gopher tortoises from within the project corridor and any associated staging areas that may be required for construction. [The FFWCC letter is located in the FEIS Appendix C-4 and a copy of the Threatened and Endangered Species Field Evaluation Technical](#)

Memorandum (April 2008) is located in the FEIS Appendix D. Commitment TE 4 for the gopher tortoises has been added to Attachment A (Table A-1).

Comment [eaz1]: How can it be appended to the FEIS? That was already completed?

Design Change 1 eliminates the partial acquisition of four parcels; therefore, there is no change to impacts to protected species. Design Change 2 requires acquisition of two additional lots which currently contain buildings and parking; therefore, the design change is not anticipated to change impacts to protected species. Design Change 3 changes the location of the library from one developed site to another; therefore, it will not impact protected species. Design Change 4 occurs on completely developed land; therefore, it does not change the impacts to protected species.

The Design Change 5 impact area contains ROW Parcel 309 (MDC campus) which is a developed property that supports several buildings, as well as trees and extensive turfgrass area. The parcel's southern boundary is along a canal with a berm at a higher elevation than the rest of the parcel. Neither wetland areas nor other natural areas occur on ROW Parcel 309. However, several burrows excavated by a state threatened species, the gopher tortoise (*Gopherus polyphemus*), were located along the berm. Although this area does not represent native habitat for the gopher tortoise, the turfgrass provides suitable forage to support a small population of gopher tortoises. The Threatened and Endangered Species Field Evaluation Technical Memo (April 2008) depicts the location of the two burrows within the proposed alignment as well as five other burrows immediately west of the project corridor. Both inactive and active burrows were located along the berm. The gopher tortoise burrows are located near the guideway location identified in the approved FEIS and are not located near any of the proposed Design Change 5 locations. The burrows are not located near the proposed station location or the proposed Park and Ride lot. Therefore, Design Change 5 did not change impacts to protected species.

Design Change 6 eliminates the need for the Armory, a completely developed urban parcel, and has no impact on protected species. The gopher tortoise burrows recently identified on ROW Parcel 309 (MDC) are not located anywhere near the Armory or the proposed new Park and Ride lot. Therefore, Design Change 6 did not change impacts to protected species. Design Change 7 occurs on recently developed land and does not change any impact to protected species. Design Change 8 occurs on a partially developed parcel and will not change the impacts to protected species. Design Change 9 may eliminate acquisition of all or part of ROW Parcel 286, so there are no changes in impacts to protected species.

Vegetation

The approved FEIS contains two commitments, VG1 and VG 2 regarding vegetation. VG 1 requires a project-wide inventory and removal plan approved by DERM. VG 2 protects existing vegetation during construction.

The tree inventory is currently underway, and no determination of the location or number of trees within the design change impact area can be made at the time of the SEA. As stated, no protected vegetation was identified on the vacant parcels within the project. In addition, as most of the parcels contained within the design changes are developed or partially developed land, no additional impacts to the project vegetation is anticipated for the nine design change locations.

Geology and Soils

According to the approved FEIS, the project could affect the geology of the North Corridor. Excavations could encounter underground methane gas leakage from two nearby closed landfills; however, this is highly unlikely. As a mitigation effort (GS 1), MDT will conduct a full geotechnical study during final design, including subsurface investigations (borings), to determine whether methane conditions exist. If methane conditions exist, MDT will coordinate with the Miami-Dade County Department of Environmental Resources Management (DERM) to develop the appropriate measures in the project implementation plan to minimize the potential environmental impacts.

None of the nine design changes are located near either of the two landfill locations. Mitigation GS 1 will still be implemented. Therefore, there is no change to geological or soil impacts.

Farmlands

The corridor is located completely within the urbanized area of Miami and 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 corridor or to any of the design changes and no impact to farmlands is expected.

National Environmental Policy Act (NEPA) and 49 U.S.C. 5324(b)

The FEIS (February 2007) and the SEA (September 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 EIS and SEA were made available to the public before the public hearings, the Addendum to the ROD 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 EIS 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 EIS and the SEA, and summarized herein, no significant adverse environmental effect is likely to result from the nine proposed design changes for the Orange Line Phase 2: North Corridor Metrorail Extension..

Conclusion

FTA has reviewed the Supplemental Environmental Assessment for the Orange Line Phase 2: North Corridor Metrorail Extension, along with all supporting documentation, and this FONSI documentation. FTA finds the Orange Line Phase 2: North Corridor Metrorail Extension will have no significant impact on the environment, pursuant to 23 CFR 771.119.



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

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

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November 7, 2008

Harpal Kapoor
Director
Miami-Dade Transit
701 NW 1st Court, 17th Floor
Miami, FL 33136

Dear Mr. Kapoor:

The Federal Transit Administration (FTA) has received and reviewed the Supplemental Environmental Assessment (SEA) submitted on behalf of the Orange Line Phase 2: North Corridor Metrorail Extension, located in Miami, Florida. Based on our review of the materials submitted, and in accordance with 23 CFR 771.119, it is our finding that there are no significant impacts on the environment associated with the development and operation of this project. Therefore, a Finding of No Significant Impact (FONSI) has been approved.

While the FONSI permits pre-award authority for real property acquisition, a grant applicant exercises pre-award authority at its own risk. FTA will not reimburse or award grant funding for real property acquisition until a project is approved into Final Design. The project is currently in Preliminary Engineering and its current New Starts rating reflects a medium-low rating. In addition, the last review of MDT's financial plan continues to reflect deficiencies from last year's evaluation. FTA will continue reviewing your revised financial plan as you seek approval into Final Design.

Enclosed is a copy of the FONSI for your information. Please note that the "Environmental Impact and Related Procedures" regulation requires that Environmental Assessments be made available to the public. Further, Miami-Dade Transit must transmit a Notice of Availability of the FONSI to affected units of Federal, State, and local government. The final supplemental environmental assessment and FONSI shall be posted to your website and made available from Miami-Dade Transit and FTA upon request from the public.

If you need further assistance, please contact Jamie Pfister from my staff at (404) 865-5600 or at Jamie.pfister@dot.gov.

Sincerely,


Yvette G. Taylor, Ph.D.
Regional Administrator

Enclosure



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

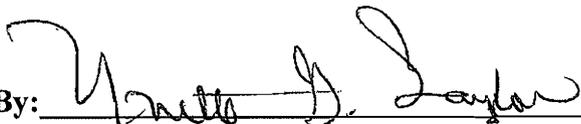
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FINDING OF NO SIGNIFICANT IMPACT (FONSI)

**Miami-Dade Transit
Orange Line Phase 2: North Corridor Metrorail Extension
City of Miami, Dade County, Florida**

Based on the attached Environmental Assessment and in accordance with 23 CFR 771.119, it is the Federal Transit Administration's finding that there are no significant impacts on the environment associated with the development and operation of this proposed project.

By: 

Yvette G. Taylor, Ph.D.
Regional Administrator

Date: 11/07/2008

ATTACHMENT A MITIGATION MONITORING PLAN

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

Four documents now serve as the environmental record for the project, the original FEIS and ROD, and the SEA and FONSI. The commitments, mitigation measures, and other project features that reduce adverse impacts are summarized in this attachment. However, the FEIS and the SEA provide the full description of all mitigation measures that are included in the project. The MDT will update the 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 MDT 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 MDT 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 EIS), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination, or, if appropriate, an 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 FEIS and ROD, nor as subjecting the SEA and FONSI to renewed opportunity for claims seeking judicial review. Updates to the FEIS and ROD mitigation measures and commitments, as well as new commitments identified in the SEA, are noted in ***bold italics***. Commitments that have been updated are: SE 1, SE 4, CM 1, TE 2, NV 1, NV 2, and CT 1. New commitments are: TE 4 and TR 3.

Attachment A

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
SOCIOECONOMICS - RELOCATIONS		
SE 1	Residential, Business and Institutional Relocations: The Project would require acquiring 116 parcels resulting in the relocation of 21 residences, 91 businesses and 3 institutions. MDT will carry out a ROW acquisition and relocation program in accordance with the Uniform Relocation Assistance and Real property Acquisition Policy Act of 1970.	MDT will, during the real estate acquisition phase, implement the Relocation Assistance Program and the Last Resort Housing Program in full compliance with state and federal regulations. For the 20 efficiency apartment residents, (residing at the complex located at 10534 NW 27th Avenue), the last Resort Housing Program will include, if required, MDT providing supplemental rent payments and arranging for short-term leases for a period of up to three years.
SE 1 Update	Residential, Business and Institutional Relocations: As a result of the nine design changes, there are no changes in residential relocations; four additional business relocations; and one less institutional relocation (the U.S. Army Armory). This results in 95 business relocations.	MDT will implement the Relocation Assistance Program as noted in the original SE 1 commitment.
SE 2	Business relocations: There would be numerous businesses affected by the ROW acquisition program, many of which would involve frontage on NW 27th Avenue, but not affect the structure. The loss of frontage, direct access to Northwest 27th Avenue and (in most cases) paved land currently used for parking or business purposes would force the business to relocate.	MDT will, during the real estate acquisition phase, attempt, where practical, to allow businesses to remain in operation by allowing the use of MDT acquired land under the guideway for parking, providing adequate ingress and egress, and providing for adequate signage.
SE 3	Institutional relocations: There would be three institutional relocations: a storefront church, the Armory, and the North Central Branch Library.	MDT, during the real estate acquisition phase, will arrange to relocate the storefront church (9920 NW 27th Avenue) in the same manner as a business, insuring that the relocation is carried out to allow the church to remain in continual operation.
SE 4 Update	See commitment CM 1 for mitigation relative to the North Central Library.	MDT, during the real estate acquisition phase, will negotiate a mutually acceptable agreement between the Department of Defense and MDT for the relocation of the Armory. The project has been modified during design so that it will no longer require taking of the Armory; therefore, it will not need to be relocated. This commitment is no longer valid.
Socioeconomic – Development Impacts		
SE 5	Additional residential and business relocations: The Project could induce new development that could result in a secondary impact of increased property values and rents in the corridor, resulting in some current residents and business no longer being able to afford to remain in their current locations.	MDT will include, in joint development agreements, a requirement that current businesses in the corridor are to receive preferential consideration for commercial space and advantageous rental rates for a period of time to be determined.
SE 6		MDT will request the Board of County Commissioners to adopt a property tax rebate program for businesses that are forced to relocate due to escalating rents if they wish to remain in the corridor.

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
SE 7		MDT will request the Board of County Commissioners to establish a program to offer low interest loans to businesses and residents that are forced to relocate due to escalating rents for property acquisition or improvements if they wish to remain in the corridor.
Socioeconomic – Environmental Justice		
SE 8	<p>Relocation, both due to ROW acquisition and, potentially, the secondary impact of induced development: The relocation impacts listed in FEIS Sections 9.1.A and 9.1.B disproportionately affect minorities.</p>	MDT will implement joint development, redevelopment, and transit oriented development programs to create business opportunities and employment opportunities in the corridor.
SE 9		MDT will implement joint development agreements that include a requirement that current minority owned businesses in the corridor are to receive preferential consideration for commercial space and advantageous rental rates for a period to be determined.
SE 10		MDT will request the Board of County Commissioners to adopt a property tax rebate program for minority owned businesses that are forced to relocate due to escalating rents if they wish to remain in the corridor.
SE 11		MDT will request the Board of County Commissioners to establish a program to offer low interest loans to minority owned businesses and minority residents that are forced to relocate due to escalating rents for property acquisition or improvements if they wish to remain in the corridor.
No number	Noise: The noise impacts of the Project disproportionately impact the minority community.	The noise mitigation efforts are described in NV 1, NV 2, and NV 3
SE 12	Visual: The visual impacts of the Project disproportionately impact the minority community. Additional mitigation is discussed in FEIS Section 9.5.	MDT will involve the community during the design phase of the stations and Park and Ride facilities, as well as all subsequent phases of the project, including station area planning
Community Services		
CM 1 <i>Update</i>	Closing the North Central Branch Library: The guideway alignment would require the acquisition of the structure housing the North Central Branch Library.	MDT will relocate the North Central Branch Library in a suitable facility near its current location. <i>One potential relocation site, three blocks south of the existing library (ROW Parcel 108), has been identified in coordination with the library staff. MDT will continue to coordinate with the library staff for relocation of the North Central Library.</i>
CM 2	Community interaction could be interrupted by station, Park and Ride, and guideway facilities: The stations and adjacent Park and Ride facilities could become barriers to community interaction.	MDT will: <ul style="list-style-type: none"> • Design the stations, including the Park and Ride facilities, to provide easy accessibility to the surrounding communities and to enhance community interconnectivity • Design the stations and Park and Ride lots with berms and landscaping to enhance their aesthetic appeal, but not at the expense of community interconnectivity • Design the station elements to be aesthetically integrated with the character of the surrounding community • Continue the dialog with the community initiated during the Station Area Planning

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>process developed as part of this project</p> <ul style="list-style-type: none"> Design the guideway ROW to accommodate its maintenance needs while allowing for neighborhood interconnectivity in the east-west direction
CM 3	<p>Extensive relocation: The extensive relocation requirements could alter the characteristics of the community.</p>	<p>MDT will encourage displaced businesses to relocate within the corridor and offer displaced businesses the opportunity to relocate to new joint developments in the corridor (see FEIS Section 9.1)</p>
CM 4	<p>Construction-related impacts: During construction, there could be temporary lane and street closings along NW 27th Avenue, as well as safety and security issues at construction yards and sites.</p>	<p>MDT will incorporate construction impact controls into contract specifications and construction management plans that:</p> <ul style="list-style-type: none"> Minimize lane and street closing durations and detour travel times Require coordination and notification to providers of emergency services prior to implementing any roadway closures Require notification to the community for street closings through advance notification signage Require continuous pedestrian and vehicular access to businesses, libraries, schools, residences and other institutions at all times during construction Require effective security and safety measures at construction sites and yards, including fencing, protective barriers, and signage to protect roadways, walkways and adjacent properties, as well as allow them to remain fully operational
Visual and Aesthetics		
VA 1		<p>MDT will design the Park and Ride lots to be aesthetically integrated with the surrounding areas and incorporate landscaping to enhance their appearance.</p>
VA 2	<p>Visual impact of stations and Park and Ride lots: The stations and parking lots would be a visual impact in the North Corridor.</p>	<p>MDT will design the stations to be more open and “tropical-like” than the stations on the existing Metrorail line.</p>
VA 3		<p>MDT will continue the public involvement program to insure the community interaction that has been underway since the initiation of this project with a specific focus on station and Park and Ride lot design.</p>
VA 4		<p>MDT will incorporate landscaping and vegetation under the guideway, in the design and construction phase, to create a buffer from the neighboring development and preserve existing vegetation where possible.</p>
VA 5	<p>Visual impact of the guideway: The elevated guideway would have a visual impact in the North Corridor.</p>	<p>MDT will design the guideway to have graceful, clean and simple lines, incorporate the guideway, noise wall and columns into a single visual element and to have the column spacing average 130 feet as compared to the existing Metrorail spacing of 90 feet.</p>
VA 6		<p>MDT will incorporate the Art in Public Places Program into the guideway by creating a linear mosaic, mural, or similar treatment along the noise barriers.</p>

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
VA 7	Construction-related impacts: The construction sites could have a temporary visual impact on the surrounding community.	MDT will incorporate construction impact controls into contract specifications and construction management plans that include requirements for materials to be stored in an orderly fashion, not allowing debris to be stored on construction sites, maintaining temporary facilities, barriers and fencing in good condition, and locating temporary facilities out of public view, where possible.
Historic Resources		
HS 1	Construction-related impacts: The construction of the guideway could have temporary air quality, noise, vibration and visual impacts on the Master Field structures.	MDT will incorporate construction impact controls into contract specifications and construction management plans that require using best management practices (BMP) to minimize the temporary air quality, noise, and visual impacts, and require monitoring of the historic structures for vibration impacts. If vibration impacts occur at levels that could affect the structures, the specifications will require using alternate construction methods that reduce any vibration impacts to levels that would not cause damage to the structures.
Archaeological Resources		
AR 1	Construction-related impacts: While no archaeological resources are known in the project area, construction activities could unearth resources that are not known to exist at the current time.	MDT will incorporate construction impact controls into contract specifications and construction management plans that require, in the event any archaeological remains are discovered, all work in the area would cease until a qualified archaeologist can evaluate the remains and an appropriate course of action is determined and approved.
Section 4(f)		
4f 1	Pedestrian and bicycle facilities: The guideway, stations, and Park and Ride lots could impact pedestrian and bicycle facilities and bicycle use.	MDT will design the project, to the degree practical, to maintain existing pedestrian and bicycle facilities, incorporate any planned facilities, provide for pedestrian and bicycle access to the stations, and allow for pedestrian and bicycle transportation near all elements of the project.
Geology and Soils		
GS 1	Methane conditions: The underground methane leakage from the two nearby closed landfills, which, although highly unlikely, could result in explosive conditions.	MDT will, during final design, conduct subsurface investigations to determine whether methane conditions exist and, if so, MDT will coordinate with DERM to develop the appropriate designs and construction methods in the project implementation plans to minimize the potential environmental impacts.
Threatened and Endangered Species		
TE 1	Potential manatee presence in waterways: The alignment of the Project crosses the canal system in several locations and manatees occasionally enter that system.	MDT will protect manatees that may be present during construction over or near the canal system by implementing the manatee protection requirements of the US Fish and Wildlife Service, Florida Department of Environmental Protection (FDEP) and Miami-Dade County Department of Environmental Resources Management (DERM), including training of construction management and contractor staff on the requirements as well as the need for monitoring the canals for the presence of manatees.

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
TE 2 <i>Update</i>	Potential rim rock crowned snake in vacant lots: One specimen of this rare snake has been found in a vacant lot in Miami.	MDT will require the construction management team to have a qualified biologist inspect all vacant lots affected by the construction prior to construction to determine if the rim rock crowned snake is present. If the species were found, an appropriate action would be developed in coordination with local, state and federal agencies. <i>A protected species evaluation of the design change locations was completed on April 30, 2008. No rim rock or crowned snakes were found.</i>
TE 3	Other Threatened and Endangered Species: There is a very small potential that other threatened or endangered species, including migratory birds, could be present in the corridor	MDT will require the construction management team to have a qualified biologist inspect the areas affected by the construction prior to construction to determine if any of the species listed below are present. If any of the following species are found, an appropriate action will be developed in coordination with local, state and federal agencies: <ul style="list-style-type: none"> • Florida bonneted bat • American alligator and American crocodile • Eastern indigo snake • Sandhill crane, snail kite, bald eagle, southeastern kestrel, and wood stork • Migratory birds, including Bachman's warbler and Kirtland's warbler
New TE 4	Gopher Tortoise: <i>A protected species evaluation of the design change locations was completed on April 30, 2008. Neither protected species habitat nor evidence of protected species occurrence at the design change locations was found, with one exception: Design Change 5. MDT believes the proposed guideway may affect the gopher tortoise.</i>	<i>Avoidance of adverse affects to the gopher tortoise can be accomplished through issuance of a Relocation Permit from the Florida Fish and Wildlife Conservation Commission (FFWCC). To accomplish this, MDT commits to performing gopher tortoise burrow surveys during project design. If it is determined that gopher tortoises may still be affected by the project, MDT will apply for a permit to relocate all gopher tortoises from within the project corridor and any associated staging areas that may be required for construction.</i>
Vegetation		
VG 1	Tree Removal: The Miami-Dade DERM has regulations requiring a tree removal permit that prescribes an approved landscape plan for tree replacement.	MDT will, in the design phase, develop, in compliance with DERM requirements, a tree inventory and a removal and landscape plan for submission to DERM. MDT will not remove any trees prior to a permit being issued by DERM, and will implement the tree removal and landscape plan approved by DERM.
VG 2		MDT will incorporate construction impact controls into the contract specifications and construction management plans that protect vegetation and trees not required to be removed as part of the construction program.
Water Resources		
WT 1	Stormwater runoff: The construction of the project would create impervious areas, primarily the Park and Ride lots.	MDT will design the project to incorporate stormwater retainage facilities, such as detention ponds and French drains, in accordance with the requirements of the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD) and Miami-Dade County DERM. The stormwater retainage plans will be submitted to those

TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>agencies for approval. This project proposes to construct an elevated system that will not result in a significant increase in impervious surfaces, however, all new impervious areas as well as stormwater runoff from the guideway, stations, and parking lots will be treated in proposed exfiltration trenches as the primary point of deposition for all runoff. Exfiltration trenches will be designed in accordance with Miami-Dade DERM's design criteria requirements. The design will incorporate features to minimize disease vectors such as mosquito problems associated with exfiltration trenches.</p> <p>Specifically, the station drainage design will include the collection, transmission, and discharge of stormwater runoff associated with platforms, guideway within stations, canopies, facilities, walkways, driveways, and parking lots. Runoff collected from the station, guideway, and canopies will be hard-piped to the French drain network in the adjoining parking lot. Walkways will be sloped to convey runoff into planted areas, adjacent roadways, or parking areas. The parking areas will include a network of catch basins and French drains that will adequately drain the parking area as the adjacent station facility. Station parking drainage would be designed by splitting the parking area and station into sub-basins and using DERM program criteria to calculate the required French drain for each sub-basin.</p>
WT 2	<p>Stormwater and groundwater pollution: Stormwater runoff has the potential to carry petroleum hydrocarbons into surface water.</p>	<p>MDT would design the project to incorporate stormwater runoff treatment facilities in accordance with the requirements of FDEP, SFWMD and Miami-Dade County DERM. Drainage inlets within proposed stations shall be equipped with pollution control baffles to treat stormwater prior to entering surface water and groundwater. The stormwater runoff treatment plans would be submitted to those agencies for approval. A stormwater pollution prevention plan for the approval of FDEP, SFWMD and DERM will be prepared to mitigate stormwater and groundwater pollution.</p>
WT 3		<p>MDT will operate and maintain the stormwater runoff treatment facilities for the life of the project.</p>
WT 4	<p>Construction-related impacts: Activities could cause erosion and sediment transfer to surface water, and cause polluted runoff to enter surface waters and groundwater.</p>	<p>MDT will incorporate construction impact controls into contract specifications and construction management plans that require the following actions in accordance with FDOT's Standard Specifications and through the use of BMPs:</p> <ul style="list-style-type: none"> • Use of sedimentation barriers to prevent construction site soil erosion and sediment from reaching surface water • Use of turbidity barriers where construction occurs adjacent to or in water • Channelization of stormwater runoff into holding basins • Preparation of a stormwater management plan and erosion control plan for the

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		approval of FDEP, SFWMD and DERM <ul style="list-style-type: none"> • Retention and protection of existing vegetation as much as possible • Covering disturbed soil with mulch or vegetation as soon as possible • Mechanical retardation of runoff erosion and sediment in runoff water Provision of storage for increased runoff caused by changed soil conditions during construction
Transportation		
TR 1		MDT will incorporate construction impact controls into contract specifications and construction management plans that require the development of a Work Zone Traffic Control (WZTC) Plan. The WZTC plan will include requirements for planning and scheduling to minimize traffic impacts, notice to the media, businesses and residents of any street closures, posting of warning notices for road hazards created by the project, and provision of alternate routes. The construction would be planned to maintain two lanes of peak hour traffic flow in both directions on NW 27th Avenue as well as Metrobus service. Any road closures or lane closures that are expected to cause temporary traffic delays would be coordinated with providers of emergency services (fire, rescue and police). The WZTC plan will be reviewed and approved by FDOT, and will be coordinated with local police.
TR 2	Construction-related impacts: Construction activities could temporarily impact traffic and emergency services accessibility.	MDT will incorporate construction impact controls into contract specifications and construction management plans that require the development of a Health and Safety Plan (HSP). The HSP will cover all aspects of worker safety, including the requirements of the Occupational Safety and Health Act (OSHA) of 1970. The HSP will require the use of personal protective equipment, safe work practices, site management to eliminate hazardous conditions, and emergency response procedures. It will also require workers to have the appropriate qualifications for the work they are carrying out as well as training relative to the specific tasks on the project not common to general construction. The HSP will, in coordination with the WZTC Plan incorporate signing, traffic control devices and barricades to maximize worker safety for work adjacent to traffic as well as safety practices and training for workers assigned to areas adjacent to traffic. The general contractor will be required to have a full time safety officer on the construction site. The construction management team will be charged with the responsibility of monitoring compliance with the plan.

TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
New TR 3	<i>Operational and Access Management Impacts; Final design plans could degrade the level of service on 27th Avenue NW and intersections including the widening of Palmetto expressway at 27th Avenue NW.</i>	<i>To ensure continued coordination on operational and access management issues and the Palmetto Expressway widening impacts, MDT commits to review by and coordination with FDOT District Six prior to the completion of the final design plans.</i>
Air Quality		
AQ 1	Construction-related impacts: Construction activities could cause short-term air quality impacts in the form of dust. Air quality issues related to asbestos and other contaminants are discussed in FEIS Section 9.19.	MDT will incorporate construction impact controls into contract specifications and construction management plans that require the following actions to control dust: <ul style="list-style-type: none"> • Spraying exposed areas with water or other dust suppressants. However, the use of other suppressants would be weighed against potential water pollution impacts • Covering trucks carrying dusty materials to and from construction sites • Washing trucks, particularly the undercarriage, before they leave construction sites • Minimizing the use of vehicles over unpaved areas • Cleaning dust and mud covered paved areas
Noise and Vibration		
NV 1 Update	<p>Operational noise: Train operations would generate increased noise levels in the corridor. At several locations, the noise predicted impacts would be in the "severe" category as defined by FTA.</p> <p>Commitment NV 1, conducting a detailed noise analysis along the entire length of the proposed guideway, was met by MDT with the approval of the Final Detailed Noise and Vibration Report, July 2008. The report is contained within SEA Appendix D.</p>	<p><i>Because the project will generate increased noise in the corridor, MDT will design the project to include:</i></p> <ul style="list-style-type: none"> • <i>Continuous welded rail trackage</i> • <i>A four foot high noise wall along one or both sides of the guideway in areas necessary to eliminate or reduce noise impacts based on criteria</i> • <i>Incorporation of noise absorbing material with a noise reduction coefficient of 0.70 on the interior of the noise wall capable of reducing noise levels by two to three decibels (dBA) in areas necessary to eliminate or reduce noise impacts based on FTA criteria.</i>
NV 2 Update	<p><i>A Final Detailed Noise and Vibration Report, July 2008, prepared during design, reanalyzed the noise and vibration studies conducted during the FEIS and provide the necessary mitigation adjustments. The adjustments include modification of soundwall locations.</i></p> <p><i>Design Change 1 shortens the southbound track flyover by more than five blocks; therefore, the Turf Motel, which was an impacted structure within the approved FEIS, is no longer impacted as it is now outside of the project limits, so no mitigation at this location will not be needed, as stated in the commitment.</i></p> <p><i>The properties identified as severely impacted after soundwall mitigation, as stated in</i></p>	<p><i>The detailed Noise and Vibration operational noise assessment was conducted using the FTA guidelines spreadsheet with a modified vehicle pass-by level. Existing Metrorail field measured noise levels have been incorporated into FTA spreadsheet to provide more project-specific calculation results.</i></p> <p><i>According to the calculations, approximately 221 residential structures (186 single-family residential, 26 multi-family residential, and 9 mobile homes), one motel (27th Avenue Motel), two schools (Celebrity Daycare and Golden Glades Learning Center), and one convalescent home (Children's Rehab Network) would have</i></p>

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SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
	<p><i>Commitment NV 2, are listed on Table 2 in Attachment B of the FONSI.</i></p>	<p><i>“moderate impact” due to the proposed project.</i></p> <p><i>As for “severe impact”, approximately 74 residential structures (64 single-family residential, 7 multi-family residential, and 3 mobile homes) and Miami-Dade College would be in this category (Figures 01 through 35 in Appendix B of the Final Detailed Noise and Vibration Report, July 2008 [within Appendix D of the SEA] outline both severely and moderately impacted structures.)</i></p> <p><i>MDT conducted pass-by noise measurements near the existing Metrorail alignment at SW 42nd Avenue and Ponce de Leon Boulevard. The results indicated that the soundwall along the existing alignment provides 6- to 9-decibel (dB) reductions that appear to coincide with the FEIS. Operation noise levels at most of the severely impacted residences would be reduced to “no impact” or “moderate impact” with the proposed mitigation.</i></p> <p><i>With the soundwalls, 17 single-family residences, one mobile home, and 10 multi-family units of Crystal Lake Apartments would still be considered as “severe impacts.” These severely impacted receptors with the soundwall are listed on SEA Table 4-15 and Table 2 in Attachment B of the FONSI.</i></p> <p><i>At these locations MDT will negotiate with property owners or tenants and offer the following mitigation efforts :</i></p> <ul style="list-style-type: none"> <i>• For residential and commercial properties install replacement windows and/or wall insulation to reduce interior noise by several dBA.</i> <i>• For residential and business tenants offer to reimburse tenants within or near the north corridor their cost of relocation, if a reasonable one time relocation can be negotiated.</i> <i>• For owner occupied residences as a last resort offer to purchase the property and reimburse the occupants for relocation costs, if a fair acquisition and relocation allowance can be negotiated.</i>

TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
NV 3	<p>Noise and vibration construction-related impacts: Construction of the project would cause temporary noise and vibration impacts.</p>	<p>MDT will incorporate construction impact controls into contract specifications and construction management plans that require:</p> <ul style="list-style-type: none"> • The development and execution of a noise and vibration plan consistent with local noise regulations and FDOT's Standard Specifications and FTA's mitigation strategies for noise and vibration to include including numeric noise and vibration limits and monitoring measures based on local, state or national thresholds • Construction of temporary noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise-sensitive receivers • Routing truck traffic away from residential streets to the degree possible to minimized both noise and vibration • Locating site construction equipment on the construction lot as far away from noise-sensitive sites as possible • Operating earth moving equipment on the construction lot as far away from vibration-sensitive sites as possible • Constructing walled enclosures around especially noisy activities, or clusters of noisy equipment • Combining noisy operations to occur in the same time period (because noise impacts of multiple operations are not cumulative), but phase demolition, earth moving and ground-impacting operations so as not to occur at the same time (because vibration impacts are less when each vibration source is operated separately) • Avoiding nighttime activities near residential areas • Avoiding impact pile driving where possible in noise-sensitive and vibration-sensitive areas and consider the use of vibratory or sonic pile driving equipment where geological conditions permit, but consideration must be given to their vibratory impacts • Using special quieted equipment, such as enclosed air compressors and mufflers on all engines • Selecting quieter demolition methods, where possible • Selecting demolition methods not involving impact, where possible • Avoiding vibratory rollers and packers near vibration-sensitive areas • Providing a careful maintenance and lubrication program for heavy equipment

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Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
<p>CT 1 <i>Update</i></p>	<p align="center">Contamination</p> <p>Contamination on property that would be used for the project: Based on the Phase 1 study completed during preliminary engineering there are 43 properties with known contamination, 16 are ranked as having a "high" risk for finding contamination, and 27 are ranked as having a "medium" risk.</p> <p><i>CT 1 has been updated to ensure that FDOT District Six receives the five new Phase I Assessments and all Phase II Assessments.</i></p>	<p>MDT will, during final design, complete a Phase 2 study at all sites where there is potential contamination based on the Phase 1 study. The Phase 2 study would include taking on site samples of soil and groundwater. Where contamination is found, a remediation plan would be developed for review and approval by the local, state and federal agencies having jurisdiction.</p> <p>Pre-construction characterization of contaminants at excavation areas will enable MDT to plan a BMP approach for management of the soil and ground water contamination and control of the fugitive dust generated during excavation. MDT will require contractors to prepare a Pollution Prevention and Abatement (PPA) plan to minimize the potential for public and/or worker exposure to hazardous materials during construction. In addition, before construction activities proceed, for those sites where the potential for hazardous material contamination has been identified and for any site discovered during construction, MDT commits to the following measures: 1. completing a Site Sampling Plan during final design on all areas identified as having high probability of containing surface hazardous materials and are in the construction envelope, and 2. preparing a CERCLA-certified Site Safety Plan during final design that will establish policies and procedures to protect construction workers and the public from hazards posed by any hazardous wastes identified in the Site Sampling Plan.</p> <p>It is anticipated that most of the contaminated sites would be tainted with petroleum-based products. Typical remediation would include removal of contaminated soil, although in-situ methods such as thermal treatment or soil vapor extraction may be used. Treatment of groundwater contaminated with petroleum-based products treatment could include pump and treat methods, among others. (The health and safety discussion directly below provides additional detail relative to contamination remediation.)</p> <p><i>Phase II Environmental Site Assessments are being conducted during the current design phase and prior to property acquisition for those sites identified as having a potential to affect the project. Soil and groundwater investigations are being conducted to determine the extent of contamination and if there is a need for more detailed testing. The preferred method of testing is determined on a site-by-site basis prior to ROW acquisition. Testing methodology depends on suspected contaminants, level of risk, and other site specifics.</i></p>

TABLE A-1
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Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p><i>Of the 16 high risk and 27 medium risk sites, the following 19 sites have had Phase II assessments and it was determined that no contamination exists or is expected on the site. They are ROW Parcels 102, 105, 107, 109, 111, 112, 113, 116, 120, 133, 138, 157, 191, 214, 238, 270, 274, 314, and 318.</i></p> <p><i>ROW Parcels 108, 129, 131, 137, 140, 185, 186, 192, 232, 235, 240, 261, 268, and 324 are the high and medium risks parcels identified in the FEIS and were also found to contain some form of contamination during a Phase II assessment. These sites are further explained in Table 4-13 in the SEA.</i></p> <p><i>Shown on the SEA Table 4-13 are ROW Parcels 106, 114, 115, 128, 129, 185, 189, 190, 207, and 275 which have not yet received Phase II assessments. As design continues, those Phase II assessments will continue.</i></p> <p><i>Five new ROW Parcels (100, 327, 335, 336, and 337) were evaluated for contamination (Phase I) as that had not occurred prior to the SEA. The Phase I Assessment revealed that all five of these parcels have Low risk for contamination. One previously evaluated site (MDC campus, Parcel 309) associated with Design Changes 5 and 6 has Medium risk. A Phase II Assessment is underway for ROW Parcel 309.</i></p> <p><i>The Environmental Phase I Assessments for the five new parcels identified during the SEA/FONSI and all Phase II Environmental Assessments completed will be sent to FDOT District Six prior to construction</i></p>
CT 2	<p>Health and Safety: The Occupational Safety and Health Act (OSHA) of 1970, as amended, establishes standards to enhance safe and healthy working conditions in places of employment throughout the United States. Each employer is required to furnish a place of employment free of recognized hazards likely to cause death or serious physical harm to all employees. The OSHA regulations establish specific standards for employers to achieve a safe and healthy working environment and employees have a duty to comply with these standards</p>	<p>MDT will, in order to meet OSHA requirements:</p> <ul style="list-style-type: none"> • Follow OSHA and local standards for fire protection and prevention. Handling and storage of fuels and other flammable materials during construction will conform to these requirements, which include appropriate storage of flammable liquids and prohibition of open flames within 50 feet of flammable storage areas. • Perform detailed investigations of the potential presence of contaminants in soil and groundwater prior to construction, using conventional drilling, sampling, and chemical testing methods. Based on the chemical test results, a mitigation plan will be developed to establish guidelines for the disposal of contaminated soil and discharge

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>of contaminated dewatering effluent, and to generate data to address potential human health and safety issues that could arise because of contact with contaminated soil or groundwater during construction. The investigation and mitigation plan will follow the local, state and federal requirements as appropriate.</p> <ul style="list-style-type: none"> • Cover with plastic sheeting contaminated soils removed during excavation and grading activities that remain on site for an extended period of time to prevent the generation of fugitive dust emissions that migrate offsite • Use a licensed waste hauler, applying appropriate manifests or bill of lading procedures, as required to haul soil for disposal at a landfill or recycling facility • Use chemical test results for groundwater samples along the alignment to obtain the appropriate permits to evaluate requirements for pretreatment prior to discharge to sanitary sewers, storm drains or surface waters. Effluent produced during the dewatering of excavations will be collected in onsite storage tanks and periodically tested, as required under discharge permit requirements, for potential contamination to confirm the need for any treatment prior to discharge. If required, treatment may include: <ul style="list-style-type: none"> • Settling to allow particulate matter (total suspended solids) to settle out of the effluent in order to reduce the sediment load as well as reduce elevated metal and other contaminant concentrations that could be associated with suspended sediments • Construction of a small-scale batch wastewater treatment system to remove dissolved contaminants from the dewatering effluent prior to discharge to the sanitary sewer including the use of filtration to remove suspended solids • Develop a detailed mitigation plan for the handling of potentially contaminated soil and groundwater prior to starting construction. • Design, if necessary based on environmental conditions, dewatering systems to minimize downward migration of contaminants that can result from lowering the water table. As necessary, shallow

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Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>soils with detected contamination would be dewatered first using wells screened only in those soils. Dewatering of deeper soils would then be performed using wells screened only in the zone to be dewatered. Dewatering wells would be installed using drilling methods that prohibit shallow contaminated soils from being carried deeper into the boreholes.</p> <ul style="list-style-type: none"> • Require workers performing activities on site that could involve contact with contaminated soil or groundwater have appropriate health and safety training. A Worker Health and Safety Plan (HSP) will be developed and monitored for the implementation of the plan on a day-to-day basis by a Certified Industrial Hygienist (CIH). The HSP will specify mitigation of potential worker and public exposure to airborne contaminant migration by incorporating dust suppression techniques in construction procedures. The plan will also specify mitigation of worker and environmental exposure to contaminant migration via surface water runoff pathways by implementation of comprehensive measures to control drainage from excavations and saturated materials excavated during construction. The HSP will include provisions for: <ul style="list-style-type: none"> • Conducting preliminary site investigations and analysis of potential job hazards • Personal protective equipment • Safe work practices • Site control • Exposure monitoring • Decontamination procedures • Emergency response actions • Review existing asbestos surveys, abatement reports, and supplemental asbestos surveys, as warranted. Perform an asbestos survey for buildings to be demolished, as required. Asbestos-containing building materials will require abatement prior to building demolition. Removal and disposal of asbestos-containing materials will be performed in accordance with applicable local, state, and federal regulations. • Perform a lead-based paint survey for buildings to be demolished to determine areas where lead-based paint is present and the possible need for abatement prior to demolition.

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
CT 3	Underground tanks: Based on the Phase 1 study there are a number of underground storage tanks that would be impacted by the project.	MDT will require the tanks be removed in accordance with local, state and federal requirements. If contamination exists, the site(s) will be remediated.
CT 4	Construction-related impacts: Construction activities involve the use petroleum and other products and materials that are potential contaminants. Construction activities would generate dust, require groundwater removal, and involve excavation.	MDT will incorporate construction impact controls into contract specifications and construction management plans that will: <ul style="list-style-type: none"> • Control dust during construction • Control storage and use of hazardous materials • Control disposal of groundwater • Require a Health and Safety Plan for proper handling of hazardous material and contingency plans for handling any spills during construction • Require the Health and Safety Plan to include emergency response procedures in the event of a hazardous material spill • Require the Health and Safety Plan to include requirements for notifying the proper authorities of any spill of hazardous material
Utilities		
UT 1	Construction-related impacts: The project would require relocating utilities.	MDT will incorporate construction impact controls into contract specifications and construction management plans that, when feasible, maintain utility connections, minimize the time without service, install new or alternative service before disconnecting the existing service, and allow disruptions to service to occur only during periods of non-usage or minimal usage
Railroads		
RR 1	Construction-related impacts: The alignment crosses railroad tracks in two locations.	MDT will design the project to provide vertical and horizontal clearances in accordance with the railroad's requirements.
RR 2		MDT will incorporate construction impact controls into contract specifications and construction management plans that require construction over the railroads not interfere with railroad operations.
Permits		
PT 1	There are a number permits required for the project and all of them are, in some way, related to mitigating environmental impacts that are discussed in other sections of FEIS Chapter 9.	MDT will obtain the following permits: <ul style="list-style-type: none"> • Environmental Protection Agency (EPA) <ul style="list-style-type: none"> ▪ National Pollutant Discharge Elimination System (NPDES) General Permit for discharges from construction activities ▪ NPDES Municipal Separate Storm Sewer System Permit (MS4) for the construction of stormwater discharge facilities that collect, convey, channel, hold, inhibit or divert the movement of stormwater and discharges into surface waters ▪ Stormwater facilities are necessary since the improvements would exceed the impervious surface threshold of five acres. A Storm

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>Water Pollution Prevention Plan (SWPPP) is required as part of the engineering plans.</p> <ul style="list-style-type: none"> • Army Corps of Engineers (ACOE) <ul style="list-style-type: none"> ▪ No permits are required from the ACOE; however, construction activities over jurisdictional waters (water management canals) require coordination with this agency • SFWMD <ul style="list-style-type: none"> ▪ A SFWMD ROW Occupancy Permit is required under the jurisdiction of the water management district for the Project since Canals C-7, C-8 and C-9 would be crossed by the guideway ▪ An Environmental Resource Permit (ERP) is required for the approval of Surface Water Management Systems and for the Management and Storage of Surface Water (MSSW)/drainage permit. The ERP is a joint-permit application that addresses surface and storage of waters. The FDEP and ACOE also review this application. ▪ Mining/Dewatering Permit is required for dewatering ▪ Use of Works of the District Permit is required for construction over the state canals • FDEP <ul style="list-style-type: none"> ▪ A General Air Compliance and Enforcement Permit is required to insure all state air quality control regulations are obeyed ▪ An Asbestos Manufacturing and Fabrication Facilities Air General Permit for the removal of asbestos is required since demolitions are expected within the corridor ▪ A Management and Storage of Surface Waters Permit is required since surface waters (canals) are present within the corridor. ▪ Standard General Permit for Incidental Site Activities • Miami-Dade County DERM <ul style="list-style-type: none"> ▪ Class II Permit for construction of outfalls to water bodies of Miami-Dade County ▪ Class V Permit for dewatering of groundwater, surface water, or water that has entered an excavation or trench ▪ Tree Removal Permit ▪ Construction Permit, which

**TABLE A-1
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

Mitigation Measure Commitment No.	Environmental Impact	Mitigation Approach
		<p>addresses the contamination issues within the corridor</p> <ul style="list-style-type: none"> ▪ Class VI Permit for construction of any drainage system in the vicinity of contaminated areas ▪ Class III Permit for construction in canal ROW ▪ Notice of Asbestos Renovation or Demolition ▪ Storage Tank Removal/Abandonment Permit <ul style="list-style-type: none"> • Miami-Dade County Planning and Zoning Department <ul style="list-style-type: none"> ▪ A Category 15 Permit would also need to be obtained for the demolition of any commercial or residential structures that may exist within a proposed alternative's ROW • Miami-Dade Building Department <ul style="list-style-type: none"> ▪ Building Permit Application • FDOT <ul style="list-style-type: none"> ▪ State Highway Access Driveway/Connection Permit ▪ Rail Corridor Crossing Permit - Right of Entry Standard Application Package • Florida East Coast Railroad <ul style="list-style-type: none"> ▪ Application for Highway Crossing Over/Under Properties and Tracks
Cumulative and Secondary Impacts		
CS 1	<p>Induced development: The project could generate new development that could have a number of environmental impacts. The impact of higher property costs and rents is discussed in FEIS Section 9.1. There could be impacts on community resources, water resources, air quality, contamination and utilities.</p>	<p>The agencies approving development and land use plans should, using the regulatory powers available to them, insure:</p> <ul style="list-style-type: none"> • Sufficient community resources are available for the post-development demand • Community interaction is not hindered by new development • Contamination on development sites is properly remediated • Local air quality is properly addressed • Adequate utility services are available
CS 2		<p>For joint developments, where MDT is a participant, MDT will insure:</p> <ul style="list-style-type: none"> • Sufficient community resources are available for the post-development demand • Community interaction is not hindered by new development • Contamination on development sites is properly remediated • Local air quality is properly addressed • Adequate utility services are available

Attachment B

**TABLE B-1
SUMMARY OF NORTH CORRIDOR PARK AND RIDE SPACES**

Station	2025 Model Forecasting ¹	2030 Model Forecasting ²	Feb. 2007 FEIS ³	Project Design ^{4, 7}	Opening Day Parking Provisions ⁸	MDT Owned ⁹	Shared / leased ⁹
NW 82nd Street	804	730	500	588	588	588	0
NW 119th Street/ MDC ⁵	305	330	600	513	250	0	513
Veterans Way	286	220	69	102	102	102	0
NW 163rd Street	874	625	543	496	496	496	0
NW 183rd Street	474	490	600	490	490	490	0
NW 199th Street	135	120	740	444	444	444	0
NW 215th Street ⁶	1,434	1,340	1,270	1,278	1,278	0	1,278
Total	4,312	3,855	4,322	3,911	3,648	2120	1,791

Prepared by Parsons, July 25, 2008

¹ New Starts Criteria Report, Project Description Template - August 2006.

² New Starts Criteria Report, Project Description Template - September 2007.

³ Table 4-8 [Page 4-53] FEIS - Feb. 2007 (2,782 existing and 1,540 new)

⁴ As of July 2008

⁵ The 513 spaces are expected to be leased from MDC; however, the cost of ROW and construction for the 513 spaces has been included in the project cost estimate.

⁶ Two parking sites are being considered at this station. The original site would be MDT-owned on the west side of NW 27th Avenue. The alternate site would be on the east side of NW 27th Avenue at Calder Race Course, and would potentially be shared/leased parking.

⁷ The cost of ROW and construction for all 3,911 parking spaces in the project design are included in the project cost estimate.

⁸ Opening day parking supply at each station matches the number in the project design, except at the NW 119th Street/MDC Station, where 250 spaces will be provided on opening day and another 263 spaces provided subsequently for the total of 513 spaces.

⁹ MDT proposes to pursue shared parking/lease arrangements at the NW 119th Street/MDC Station and the NW 215th Street Station; these parking figures are shown presuming this approach occurs. However, parking costs for these and other stations include the ROW and construction costs for all spaces in the design plans, regardless of whether a shared/lease solution is later developed.

**TABLE B-2
SEVERLY IMPACTED NOISE RECEIVERS WITH SOUNDWALL**

RECEIVER	TYPE	ADDRESS
R2	Mobile home	North of 75th Street (address unknown)
R25	Single-family residence	2727 NW 106th Street (as identified in the FEIS)
R63	Single-family residence	17100 NW 27th Avenue
R63	Single-family residence	17120 NW 27th Avenue
R63	Single-family residence	17130 NW 27th Avenue
R63	Single-family residence	17200 NW 27th Avenue
R63	Single-family residence	17210 NW 27th Avenue
R63	Single-family residence	17220 NW 27th Avenue
R63	Single-family residence	17240 NW 27th Avenue
R63	Single-family residence	17300 NW 27th Avenue
R63	Single-family residence	17320 NW 27th Avenue
R63	Single-family residence	17330 NW 27th Avenue
R63	Single-family residence	17340 NW 27th Avenue
R63	Single-family residence	17430 NW 27th Avenue
R66	Single-family residence	17730 NW 27th Avenue and NW 179th Street (as identified in FEIS)
R66	Single-family residence	17810 NW 27th Avenue and NW 179th Street (as identified in FEIS)
R66	Single-family residence	17820 NW 27th Avenue and NW 179th Street (as identified in FEIS)
R66	Single-family residence	12701 NW 27th Avenue and NW 179th Street (as identified in FEIS)
R82	10 Multi-family units	2545 NW 207th Street (Crystal Lake Apartments [identified as "Lake Lucerne Apartments" in the FEIS])

ATTACHMENT C

**TABLE C-1
MDT PUBLIC HEARING COMMENTS – SEPTEMBER 3, 2008**

Name	Comment	Response
Richard R. Mason	Mr. Mason made a suggestion that MDT implement a compressed natural gas engine driven system for the rail cars in order to reduce air pollution and operating costs.	No response required.
Malcolm J. Moyse	Mr. Moyse requested that a longer span be considered over the palmetto expressway to insure there would be enough space to widen the roadway underneath when it occurs in the future. Mr. Moyse also questioned whether the station platform at the dolphin stadium would be large enough to accommodate the crowds that attend athletic and other events at the stadium.	A response letter was sent to Mr. Moyse explaining that the current conceptual plans were sufficient to widen the Palmetto Expressway, and that this issue was coordinated with FDOT district six on September 10, 2008. See the SEA Appendix F-2.
Ollie Lee Taylor	Mr. Taylor requested that MDT consider an additional station in Opa-locka that would serve as a transfer point between the MDT Metrorail and the existing SFRTA Tri-rail. Mr. Taylor was also concerned about the delay in the construction schedule for the north corridor Metrorail extension.	A letter of response was sent to Mr. Taylor explaining that the station location had been examined in detail during the FEIS and the reason it was not feasible to locate it where he desired. In addition, the letter explained the current status of funding and the future process schedule. See the SEA Appendix F-3.
Theodore E. Wilde	Mr. Wilde commented that light rail or bus rapid transit should be considered in lieu of the heavy rail that is being proposed for this project.	A letter of response was sent to Mr. Wilde describing the long history of "choice of mode" selected by the MDT and local elected officials. See the SEA Appendix F-4.

**TABLE C-2
INFORMATION REQUESTED FROM MDT PUBLIC HEARING - SEPTEMBER 3, 2008**

Name	Request	Response
Lisa Valentine	Summary of cost impacts from PowerPoint, and sea table 4-10	A letter of response with sea table 4-10 attached was sent to Ms. Valentine. See the SEA Appendix F-5.
Maurice Williams MDC	PowerPoint presentation and a copy of sea table 4-5 - comparison summary chart	A letter of response with SEA Table 4-5 and the PowerPoint presentation attached was sent to Mr. Williams. See the SEA Appendix F-6.
Peter D. Waldman Attorney at Law Lukacs & Lukacs, P.A.	Copy of the sea (Mr. Waldman asked for the draft supplemental FEIS - but it was interpreted that he meant the sea - he indicated it was a copy of the report that was on display at the public hearing)	A letter of response with a copy of the SEA enclosed was sent to Mr. Waldman. See the SEA Appendix F-7.
Bradley S. Gould Akerman Senterfitt Attorneys at Law	Copy of the draft sea (Mr. Gould asked for the draft supplemental FEIS - but it was interpreted that he meant the sea - he indicated it was the revised august 2008 edition)	A letter of response with a copy of the SEA enclosed was sent to Mr. Gould. See the SEA Appendix F-8.
Thomas B. Spehar Section Supervisor Miami-Dade County Department of Planning and Zoning	PowerPoint presentation and related materials	A letter of response with the PowerPoint presentation enclosed was sent to Mr. Spehar. See the SEA Appendix F-9.
Albert J. Osorio Regional Asset Manager Urban America, L.P.	A copy of design change location #2 (NW 82nd street and 27th avenue) from PowerPoint presentation	A letter of response with plan sheets for design change #2 was sent to Mr. Osorio. See the SEA Appendix F-10.
Ariadna Hernandez Ruden Mcclosky	Public records request for copies of plans (pages 1-14), public hearing transcript, and public hearing formal presentation	A letter of response with plans (sheets 1-14), public hearing transcript, and public hearing formal presentation was sent to Ms. Hernandez. See the SEA Appendix F-11.

**TABLE C-3
COMMENT LETTERS RECEIVED DURING THE MDT PUBLIC HEARING COMMENT PERIOD
AUGUST 19, 2008 THROUGH SEPTEMBER 22, 2008**

Sent by and Date	Comment	Response
<p>Dale A. Bruschi, Ruden McClosky Eminent Domain Counsel for the MDCSB August 26, 2008</p>	<p>MDCSB will not endorse the SEA/FONSI alignment to the Miami Dade MPO because of the temporary and permanent impacts to MDCSB property.</p> <p>Legal counsel has been retained to ensure the School Board's interests are protected during the MDT property acquisition process.</p>	<p>A letter of response was sent to Mr. Bruschi noting the School Board's position with the MPO as well as describing the project history and the infeasibility of changing the alignment location at this stage in the project. The letter also states that MDT will attempt to minimize the temporary construction period impacts. See the SEA Appendix F-12.</p>
<p>L. Carl Filer, Jr. P.E., FDOT, District Six, Public Transportation Manager September 2,2008</p>	<p>FDOT District Six wishes to ensure all roadway impact areas are addressed, including operational and access management. The Department also noted that the project appeared to restrict the proposed future widening of the Palmetto Expressway.</p>	<p>A letter of response to Mr. Filer committed to future operation and access management coordination between FDOT and MDT. It also noted a meeting held between the two agencies on September 10, 2008 to demonstrate how MDT would ensure the sufficient space for the future widening of the Palmetto Expressway. See the SEA Appendix F-13.</p>