# APPENDIX A: BASIS FOR FEIS REEVALUATION TECHNICAL MEMORANDUM

# BASIS FOR FEIS REEVALUATION TECHNICAL MEMORANDUM DRAFT JUNE 29, 2009

#### MILESTONES COMPLETED FOR NEPA AND FDOT PD&E

The Florida High Speed Rail Tampa to Orlando project milestones completed to date:

- Notice of Intent: March 2002
- Advance Notification and Scoping: April 2002
- Draft EIS and Public Hearings: October 2003
- Final EIS Signed and circulated by FRA and FHSRA: July 2005
- Project suspended in 2005 before Record of Decision (ROD) issued

Florida Department of Transportation Planning Development and Environmental Manual, Chapter 13: Reevaluations (consistent with 23 CFR 771) requires that projects be reevaluated in the following circumstances.

- Approval of document and authorization of the next phase is greater than one year
- A major change in the projects location or design has occurred (not applicable for FHSR Tampa to Orlando)
- If more than three (3) years have lapsed since last major approval

The FHSR project is "grandfathered" under the FDOT ETDM process, as the Notice of Intent and Advanced Notification were issued prior to August 11, 2005.

#### QUALITATIVE ASSESSMENT

Since the publication of the *Florida High Speed Rail Tampa to Orlando Final Environmental Impact Statement, July 2005* existing conditions in the corridor and changes to the project definition have occurred. While the project remains basically the same with similar environmental consequences as documented in the approved FEIS 2005, FDOT has undertaken a qualitative assessment of the project to determine the level of assessment to be made to complete the NEPA/PD&E process and allow the issuance of a Record of Decision (ROD).

Tables A-1 and A-2 summarize the assessment of the need for changes in the project definition and the potential environmental consequences.

#### **RECOMMENDED ACTION – FEIS REEVALUATION**

The qualitative analysis, summarized in Tables A-1 and A-2 below, indicates that minor changes in the project definition may be required and the resulting environmental consequences are anticipated to be minimal. Therefore, FDOT recommends that an FEIS Reevaluation be prepared for the preferred alternative, focusing on areas that have changed since the 2005 FEIS. Supporting public and agency involvement will be conducted throughout the process. The Federal Railroad Administration (FRA) concurred that an FEIS Reevaluation is required during a coordination meeting with FDOT and FHWA on June 12, 2009.

### **SUMMARY OF PROJECT DEFINITION CHANGES**

Since the publication of the *Florida High Speed Rail Tampa to Orlando Final Environmental Impact Statement, July 2005* existing conditions in the corridor and the need to make changes to the project definition have occurred. The assessment of project definition changes was undertaken through the following:

- Windshield field review by Parsons and PBS&J staff the week of May 18, 2009
- Overlay of engineering drawings on 2008 aerial base (See Engineering Drawings)
- Review of FHSR plans, profiles and typical sections

The review of proposed and as-built plans will be done during conceptual engineering for the FEIS Reevaluation. Coordination will be conducted with FDOT Districts 7, 1 and 5, the Turnpike Enterprise, Hillsborough, Polk and Osceola Counties and the cities along the corridor to define existing and planned conditions in the corridor. Table 1 summarizes the changes in conditions and the potential impact on the project definition. Shaded rows indicate locations where notable changes have occurred.

TABLE A-1: Summary of Changes in Preferred Alternative Project Definition

Project Description	Changes	Engineering Sheet #S	Action Required
FEIS TERMINI AND STATIONS			
Tampa - downtown Tampa between Tampa St. and Marion St.	Terminal will remain at Tampa intermodal site Property for station has been purchased by FDOT for intermodal use.	40	Continued coordination with TBARTA/FDOT/HART
Lakeland Area	Polk County Pkwy. site was FEIS preferred alternative. Kathleen Rd. option New USF Campus site	91 100, 101 91	Potential new station site to be assessed.
Walt Disney World (WDW)	Site on WDW property may no longer available, Median site remains available.	163-164	Continued coordination with WDW
Orange County Convention Center (OCCC)	Station to connect to intermodal parking structure	178-179	Continued coordination with OCCC
Orlando - Orlando International Airport	Terminal will remain at OIA Station at existing terminal included in OIA plan.	201-202	Continued coordination with OIA / GOAA

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TABLE A-1: Summary of Changes in Preferred Alternative Project Definition

Project Description	Changes	Engineering Sheet #S	Action Required
ALIGNMENT			
I-4/I-275 Interchange to I-75 FEIS Corridors A and B	I-4 completely rebuilt to accommodate ultimate I-4 typical section. Only General Use lanes constructed. Median reserves 44' for HSR.	43-48	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	New I-275 SB flyover ramp to I-4 EB at I-275/I-4 Interchange	42	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	19 <sup>TH</sup> Street closed and ramp configuration at 21 <sup>st</sup> /22 <sup>nd</sup> interchange reconstructed	43, 44	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	40 <sup>th</sup> Street Interchange removed	46	Check FHSR bridge lengths.
	Existing I-4 bridge over CSX left in place (sta. 6130)	45	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Columbus Ave. realigned under I- 4 and interchange reconfigured	47, 48	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	All I-4 EB &WB bridges replaced	43 through 58	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Interchanges at Martin Luther Kings Blvd., Orient Rd., SR92, SR 301 rebuilt and reconfigured	50, 52 through 55	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Future Crosstown Connector Interchange	44, 45	Check FHSR horizontal and vertical alignments against plans.
I-4 from I-75 to Polk Parkway W. FEIS Corridor C	New developments at existing interchanges	61, 64, 65, 68, 84, 85	Update developments adjacent to alignment.
	Crossroad bridges over I-4 have been replaced	58A through 61	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	New interchange and frontage roads between Kingsway Rd. and McIntosh Rd. (sta. 1725 – 1800)	63 through 66	Existing interchange and frontage roads would need to be reconstructed to accommodate FHSR, and Ultimate I-4 typical section as median width is insufficient.

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TABLE A-1: Summary of Changes in Preferred Alternative Project Definition

Project Description	Changes	Engineering Sheet #S	Action Required
I-4 from Polk Parkway W. to US192 FEIS Corridor D	I-4/Lakeland Memorial Blvd. Interchange reconstructed and reconfigured	95, 96	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Existing RR bridge (sta. 2713+40 does not provide median width for FHSR	99	I-4 and RR bridge would need to be rebuilt.
	I-4/CR35A Interchange reconstructed and reconfigured to tight diamond	99, 100	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	I-4/SR98 Interchange reconstructed and reconfigured to single point diamond	101, 102, 103	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	I-4 Interchange ramps to Socrum Loop Rd. and SR33 reconstructed and reconfigured	105, 106	Update FHSR plans.
	New developments and stormwater ponds at interchanges and adjacent to corridor	99, 100, 101, 107, 110, 111, 112, 116, 125, 145, 146, 152 through 154	Update FHSR plans.
	Many reconstructed bridges over I-4	92, 95, 96, 97, 99, 101, 104, 107, 119, 120, 128, 145, 149, 153, 154, 162, 163	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Insufficient median width under SR559 overpass	125, 126	I-4 and SR559 overpass need to be reconstructed.
	I-4/US 27 Interchange reconstructed and reconfigured	144, 145	Update FHSR plans.
	New Tradition Blvd. overpass north of CR 532 Interchange	153	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	New SR 429/I-4 Interchange north of CR 532 (sta. 4255+00)	153 through 155	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	I-4/US192 Interchange ramps reconstructed and reconfigured	162 through 164	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	New braided ramp between US 192 and Osceola Parkway with realignment of I-4 typical section to the north	163 through 165	Check FHSR horizontal and vertical alignments against plans.

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TABLE A-1: Summary of Changes in Preferred Alternative Project Definition

Project Description	Changes	Engineering Sheet #S	Action Required
US 192 to OIA via Beachline Expwy, Taft-Vineland Rd., OUC RR FEIS Corridor E	New Westwood Connector Rd. over Beachline Expwy at Orange County Convention Center	177	Check FHSR horizontal and vertical alignments against asbuilt conditions.
	Developments adjacent to proposed ROW	180, 181, 183-185, 192	Update FHSR plans.
	Orlando area: SR528 Orlando International Airport corridor changes	201-202	Check FHSR horizontal and vertical alignments against asbuilt conditions.
OPERATIONS AND MAINTENANCE FACILITY	Property has been developed	192-193 198-199	Continued coordination with OIA / GOAA to select site
RIDERSHIP	Changed conditions from 2003	n/a	Update
FINANCIAL PLAN AND COSTS	Changed conditions from 2003	n/a	Update
TECHNOLOGY	Changes since 2004	n/a	Update

Source: Parsons, PBS&J June 2009

## **SUMMARY OF CHANGES IN ENVIRONMENTAL CONSEQUENCES**

Since the publication of the *Florida High Speed Rail Tampa to Orlando Final Environmental Impact Statement, July 2005* existing conditions in the corridor and changes to the project definition have occurred that need to be evaluated for their potential environmental impacts. The assessment of potential changes in environmental impacts was undertaken through the following:

- Windshield field review by Parsons and PBS&J staff the week of May 18, 2009
- Review of 2005 Final EIS
- Review of FHSR plans on 2008 aerials
- Consideration of changes in regulatory environmental guidance

Table A-2 summarizes the changes in environmental effects from the 2005 FEIS and the actions required. Shaded rows indicate measures where updates or revised analyses may be required.

TABLE A-2: Summary of Changes in Environmental Consequences				
Measure	Change in Effect From 2005 FEIS	Description and Commitment #	Action Required	
COMMUNITY IMPACTS				
Community Cohesion	No change	-	None	
Community and Land Use Impacts	Potential minor change	New developments in corridor	Update	
Economic Impacts	No change	-	None	

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Measure	Change in Effect From 2005 FEIS	Description and Commitment #	Action Required
Safety and Public Health	No change	FDOT MOA concerning median barrier (17)	Coordinate with FDOT/FHWA/FRA
Relocation and Right-of-Way Impacts	Potential minor change	Changes in horizontal and vertical alignment, and station sites	Update
Environmental Justice	No change	-	None
Archeological and Historical Resources	No change	(1, 2)	Coordinate with SHPO, Barrio Latino
Recreation and Parkland	Potential minor change	Perry Harvey Sr. Park, Tampa (3)	Coordinate with City of Tampa
Secondary and Cumulative Impacts	No change	-	None
NATURAL AND PHYSICAL IMPACTS			
Visual/Aesthetic	No change	(23)	None
Air Quality	No change	-	None
Noise	Potential minor change	Changes in alignment, technology (12)	Revise noise analysis
Vibration	Potential minor change	Changes in alignment, technology (13)	Revise vibration analysis
Wetlands	Potential minor change	Changes in existing conditions due to reconstruction of I-4. (9	Update
Aquatic Preserves	No change	-	None
Water Quality	No change	FDEP regulations (20, 21, 26)	Update
Outstanding Florida Waters	No change	-	None
Contamination	Potential minor change	(14)	Update
Wild and Scenic Rivers	No change	-	None
Floodplain and Floodway Impact	No change	FDEP regulations	Update
Coastal Zone Consistency	No change	-	None
Coastal Barrier Resources	No change	-	None
Wildlife and Habitat	No change	FDEP requirements (4-11, 16)	Update
Farmlands	No change	-	None
Energy	Potential minor change	Technology requirements	Update
Utilities	Potential minor change	-	Update
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TABLE A-2: Summary of Changes in Environmental Consequences					
Measure	Change in Effect From 2005 FEIS	Description and Commitment #	Action Required		
TRANSPORTATION					
Freight Rail Operations Impacts	No change	-	None		
Highway Operations Impacts	Potential minor change	Operations in median, roadway improvements (15, 17, 18, 19)	Update		
Ridership and Revenue	Potential Moderate		Update		
Other Travel Mode Impacts					
Station Access and Traffic Impacts	Potential minor change	Changes at station sites since FEIS	Update		
CONSTRUCTION	No change	(17, 22, 25)	None		
SHORT TERM USES VS LONG TERM PRODUCTIVITY	No change	-	None		
IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES	No change	-	None		
MITIGATION COMMITMENTS	Potential minor change	Current regulatory requirements	Coordinate with agencies		
REQUIRED PERMITS	Potential minor change	Current requirements	Update		
SECTION 4(f) EVALUATION	No change	(3)	None		
Source: Parsons, PBS&J June 2009			_		