

ADMINISTRATIVE ACTION ENVIRONMENTAL ASSESSMENT

**Park and Ride Facility in Florida City
Florida City, Miami-Dade County, FL
Project No.: CIP014**

**Submitted to:
U.S. Department of Transportation
Federal Transit Administration**

Prepared by:



**Miami-Dade Transit (MDT)
701 NW First Court, Suite 1500
Miami, FL 33136
In association with**



**The Corradino Group
4055 NW 97th Ave.
Doral, FL 33178**

and



**URS Corporation - Miami
7650 Corporate Center Drive, Suite 401
Miami, FL 33126**

February 2010

TABLE OF CONTENTS

SECTION	PAGE
1.0 EXECUTIVE SUMMARY	1
2.0 PROBLEM STATEMENT	3
3.0 PURPOSE AND NEED	3
4.0 ARRAY OF ALTERNATIVES	4
5.0 EVALUATION CRITERIA	6
6.0 IMPACTS	8
6.1 TRANSPORTATION IMPACTS	9
6.2 PHYSICAL/NATURAL ENVIRONMENTAL IMPACTS	9
6.2.1 Air	9
6.2.2 Noise	9
6.2.3 Vibration	9
6.2.4 Wetlands	9
6.2.5 Water Resources	10
6.2.5.1 Floodplains	10
6.2.5.2 Water Quality	10
6.2.5.3 Navigable Waterways and Coastal Zones	10
6.2.5.4 Wild and Scenic Rivers	10
6.2.6 Wildlife and Habitat	10
6.2.7 Contamination	11
6.3 SOCIAL AND ECONOMIC IMPACTS	11
6.3.1 Land Development And Community Impacts	11
6.3.2 Property Acquisition And Relocation Assistance	11
6.3.3 Farmlands	12
6.3.4 Utilities And Railroads	12
6.3.5 Safety And Security	12
6.3.6 Visual Impacts	14
6.3.7 Environmental Justice	14
6.3.7.1 Air Pollution	15
6.3.7.2 Noise	15
6.3.7.3 Water Pollution	15
6.3.7.4 Soil Contamination	15
6.3.7.5 Destruction of Manmade Resources	15
6.3.7.6 Destruction of Natural Resources	15
6.3.7.7 Diminution of Aesthetic Values	16
6.3.7.8 Detriment to Community Cohesion	16
6.3.7.9 Diminution of Economic Viability	16
6.3.7.10 Detriment to Facilities Access – Public and Private	16
6.3.7.11 Detriment to Services Access – Public and Private	16
6.3.7.12 Vibration	16
6.3.7.13 Diminution of Employment Opportunities	16
6.3.7.14 Displacement	16
6.3.7.15 Traffic Congestion and Impairment to Mobility	17
6.3.7.16 Exclusion, Isolation, and Separation	17
6.3.7.17 Diminution of Department of Transportation Benefits	17
6.4 CULTURAL AND SECTION 4(F) RESOURCES	17
6.4.1 Recreational/Parkland Protection	17
6.4.2 Historic And Archaeological Resources	17

6.5 CONSTRUCTION IMPACTS	18
7.0 PUBLIC PARTICIPATION	20
7.1 PUBLIC HEARING	20
8.0 INTERAGENCY COORDINATION	21
9.0 AVOIDANCE MINIMIZATION AND MITIGATION.....	21
10.0 RECOMMENDATION OF LOCALLY PREFERRED ALTERNATIVE (LPA)	21

LIST OF FIGURES

FIGURE DESCRIPTION

Figure 1 - Project Location Map.....	5
Figure 2 - Land Use Map	13
Figure 3 - Parks Map	19

LIST OF TABLES

TABLE DESCRIPTION

Table 1 – Site Performance Matrix	6
Table 2 – Environmental Evaluation Matrix.....	7
Table 3 – Comprehensive Evaluation Matrix	8

APPENDICES

APPENDIX	DESCRIPTION
Appendix A	Inter - Agency Correspondence A - 1 thru A - 17
Appendix B	Public Involvement B – 1 thru B - 28
Appendix C	Exhibits C – 1 thru C – 3

LIST OF REPORTS AVAILABLE UPON REQUEST

1.0 EXECUTIVE SUMMARY

Based on demographics and socio-economic data Miami Dade Transit (MDT) has identified the Homestead – Florida City area as having a high transit propensity with considerable user demand for the existing Bus Station at SW 344 Street and 2nd Avenue, Florida City. This Bus station is the last stop of the existing Miami-Dade Busway, Bus Rapid Transit System (BRT) which connects to the existing Metrorail System. The current provision for the parking of transit user vehicles in the area is inadequate, as there are no park-ride facilities available. Transit passengers are parking on side streets, on the roadsides, or creating unsafe “make-shift” spaces wherever possible. The lack of an adequate parking creates problems of safety and convenience for transit users and the surrounding community.

MDT is proposing the construction of a new “Park and Ride” facility and small bus driver’s lounge to address the problems associated with the high level of transit usage in southern Miami-Dade (cities of Homestead and Florida City) and Monroe Counties. A Park and Ride Facility (hereinafter designated or referred to as the “PROJECT”) will address problems of safety and convenience by providing transit riders organized, safe and convenient parking, a “Kiss and Ride” drop off area, convenient passenger transfer between routes, and a passenger wait area. It will provide protective bus bays and a turnaround for buses which routes end at this location (or using the existing South Miami-Dade Busway). The PROJECT will also provide the added benefits of improved transportation options for county commuters, improved linkage to transit service, better access to jobs, trade centers and services for neighboring communities, and improved area aesthetics.

The Public Involvement Plan created for this project reflects public involvement practices and statutes developed by the Federal Transit Administration (FTA), Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization for the Miami Urbanized Area Public Involvement Plan. Initial agency coordination was conducted through direct consultation with the relevant agencies per federal requirements. The PROJECT was presented to the Miami-Dade County Metropolitan Planning Organization (MPO) Citizens Transportation Advisory Committee (CTAC) on July 22, 2009. A public hearing was held at the Miami-Dade Public Library, Homestead Branch on January 20, 2010, to give the public an opportunity to comment on the project. During the hearing there was one (1) verbal comment (endorsing the project) from the microphone and zero (0) comments made by comment card or direct citation to the court reporter. There were also no comments received by MDT during the 10-day comment period following the hearing. During the course of the public outreach effort no opposition to the PROJECT was encountered and reception by the general public has been very positive.

In accordance with the National Environmental Policy Act (NEPA) several alternative candidate sites were evaluated. The primary selection factors for the evaluation of the array of alternatives include minimizing impacts to the surrounding community and providing improved bus and Metrorail system linkages, particularly to the southern portion of Miami-Dade County. Each of the five alternative sites was evaluated for project performance capability and the potential for related environmental impacts. The performance criteria and evaluation matrix were developed in accordance with The Miami-Dade County Comprehensive Development Master Plan (CDMP), section II (Transportation Element) and designed to meet the objectives of providing optimal safety, accessibility, and convenience for transit users and the surrounding community.

Based on the alternatives evaluation Alternatives 3 and 4 were determined to be incapable of performing the required facility functions due to constrained size, Alternative 5 demonstrated a serious potential for adverse impacts to traffic and public safety and Alternative 1 has a high potential for public controversy with relocation and safety issues (see Tables 1, 2 and 3, pgs. 6-8 of this report). The Preferred Alternative (*Alternative 2*) for the PROJECT is north of Palm Drive/Southwest 344th Street, south of Northwest 2nd Street, between Northwest 3rd Avenue and Northwest 2nd Avenue in Florida City, Miami-Dade County, Florida. The Alternative 2 facility location will provide service to the southern end of the existing South-

Dade Busway at Palm Drive in Florida City, Miami-Dade County, Florida. The existing 3.88-acre site is of sufficient size; contains land not built upon or cultivated, commercial buildings, and residences; is desirable for transit operations; and does not have any significant environmental impacts.

The following impact topics were analyzed and dismissed from further consideration since no impacts (at the Alternative 2 location) are associated with these: vibration impacts; natural communities; wetlands; water resources including floodplains, water quality, navigable waterways, coastal zones, and wild and scenic rivers; wildlife habitats; farmland; utilities or railroads; visual aesthetic characteristics; environmental justice; and public parklands and historic properties. A brief discussion of the benefits and impacts resulting from locating the new Park and Ride facility at the Alternative 2 location is shown below.

The PROJECT (constructed at the preferred Alternative 2 site) is anticipated to reduce traffic congestion (i.e. improve level of service) potentially reducing the number of cars traveling in the area by promoting MDT bus service. A detailed *Traffic Study* (Palm Drive Park and Ride Traffic Impact Analysis) dated September 2008 has been performed and is available upon request. The study indicates project impacts will be minimal, not requiring roadway capacity improvements.

The PROJECT is expected to increase bus traffic on the local roads surrounding the proposed terminal site including Palm Drive and US-1/SR-5/Southeast 1st Avenue. The use of these local roads is required to provide efficient and safe circulation of buses around the terminal. The potential for transportation impacts or increased traffic congestion is considered minimal because the traffic on the local streets is insignificant. Additionally, access management resulting from the provision of a new facility at the Alternative 2 location is not expected to be problematic.

Based on the results of the *Noise Study Technical Memorandum* prepared for this PROJECT, noise impacts associated with the Alternative 2 location are considered minimal. However, several single-family residences are expected to be slightly impacted by noise from the daily operations of the facility at this location. Because the construction impacts are short-term and localized and involve a limited number of noise sensitive sites, the construction noise impacts are considered minimal and temporary.

A Phase I and Phase II Environmental Assessment (ESA) was conducted for the Alternative 2 site. The County's Department of Environmental Resource Management (DERM) and MDT agreed to address the environmental issues during final design. The final design should follow Chapter 24 Risk Based Corrective Actions (RBCA) provisions in order to provide for site closures (i.e. no further action, NFA or NFA with conditions) that will be protective of human health and the environment.

The PROJECT will not displace or impact any public facilities, major shopping centers, hospitals, or schools. However, the Alternative 2 site selection will result in the relocation of four residential parcels and four commercial parcels. The relocations will not adversely affect community cohesion or impact community services.

A Cultural Resource Assessment Survey was prepared to identify potential impacts on cultural resources. No historic properties will be affected by the proposed action. No previously recorded archaeological sites were identified and research indicates a low potential for both pre-contact and historic archaeological resources.

Construction activities will have temporary and minimal impacts on air, noise and traffic flow within the immediate vicinity. Construction of the PROJECT is expected to be completed within 12 months. Therefore, the proposed action will not result in significant construction impacts.

2.0 PROBLEM STATEMENT

Miami Dade Transit has identified the Homestead – Florida City area as having a high transit propensity based on the demographics and socio-economic data for the area. There is a high level of service and high demand for the existing Bus Station at SW 344 Street and 2nd Avenue, Florida City. This Station serves passengers traveling not only to the northern part of the Miami-Dade County but also those passengers traveling to Monroe County and the lower Florida Keys.

This Bus Station is the last stop of the existing South Miami-Dade Busway. This Stop is the end of the line for the following routes:

- Routes to and from the Florida Keys (i.e. the Dade-Monroe Express bus route and the Card Sound Express bus route);
- Routes to and from the north end of the County (Busway Max (Route 38), Busway Flyer (Route 34)) and
- For local circulator routes (Routes 35, 70 and 344).

Currently, there are no park-ride facilities in this area and cars of transit passengers can be observed parking on side streets congregating on the roadsides or wherever space is available.

3.0 PURPOSE AND NEED

The Miami-Dade Transit Department has identified a need to provide a new Park and Ride Facility to serve passengers using the Bus Station at SW 344 Street and 2nd Avenue in Florida City. The PROJECT will provide transit riders with organized, safe and convenient parking, a “Kiss and Ride” drop off area, convenient passenger transfer between routes, and a passenger wait area. The PROJECT will consist of a surface lot with sufficient size (3.71 acre min.) to provide 260 parking spaces. This number of spaces is sufficient to address the needs of the transit users, a limited number of MDT employees and some overflow from surrounding area businesses. The PROJECT will also contain provisions for bus bays, a turnaround for buses which routes end at this location, a small bus driver’s lounge, landscaping, fencing and lighting. A conceptual layout of the PROJECT is shown on Figure 1 in Appendix C; page C-2.

The need for the PROJECT was confirmed during the early stages of the Environmental Assessment (EA) public outreach program. Outreach efforts, including a formal informational meeting (11/12/2008), meetings with area property owners (1/7/2009 and 3/17/2009), and a meeting with the MPO Citizens Transportation Advisory Committee (CTAC) (7/22/2009), allowed the affected community to play a key role in the refinement of the reasons and necessities for this undertaking. Public support for the PROJECT has been favorable and the outreach effort will be on-going throughout subsequent project phases.

The potential development of the PROJECT is in line with the goals and policies of federal, state and local government authority. The proposed PROJECT is included in the following approved transportation plans and local government comprehensive plans:

- The current adopted 2035 Long Range Transportation Plan (LRTP), which considers this project as a Priority 1 project.
- The approved Fiscal Year 2009 Transportation Improvement Plan.
- The Florida Department of Transportation’s (FDOT) Park and Ride Program initiated in 1982 to provide organized, safe parking for vehicles constantly congregating on roadsides. FDOT identifies the project as Financial Management (FM) Number 420457-1 and 420458-1 and indicates the capital improvement allocation for the project is \$600,000 and \$2,322,000 respectively.

The PROJECT will also improve the overall functionality of the area transportation system by:

- Providing transportation options to county commuters;
- Improving linkage to transit service;
- Providing improved access to jobs, trade centers and services.
- Improving the aesthetics of the neighboring community;

The PROJECT will encourage continued private sector development in the area and reduce the need for costly future infrastructure (roadway) investments. Florida City has approved 16 planned development projects and four capital improvement projects for the area surrounding the proposed project. Planned projects include: Commercial office buildings, a Holiday Inn, a Best Buy store, warehouses, condominium units, banks, Rodeo Plaza Shopping Center, a youth activity center, and Krome Avenue widening and streetscaping. The planned projects will create permanent and temporary employment and economic stimulus for Florida City. The PROJECT is an important step in continuing community-responsive economic redevelopment project initiatives.

4.0 ARRAY OF ALTERNATIVES

The primary selection factors for the evaluation of the array of alternatives for the PROJECT include minimizing impacts to the surrounding community and providing improved bus and Metrorail system linkages, particularly to the southern portion of Miami-Dade County. Other factors include evaluating relative site accessibility, potential social and economic benefits to the area, and the safety and relocation impacts associated with the alternative sites in the vicinity. The selected site location should also provide a quality linkage hub for commuting to and from Monroe County, and for bus to Metrorail travelers without changing the existing bus routes. Five site alternatives in the vicinity of the existing Bus Station at SW 344th Street and 2nd Avenue and the “no build” alternative were evaluated for operational benefits, constraints, and impacts.

Figures 1 shows the five alternative locations relative to the existing Busway overlaid on a recent aerial photograph.

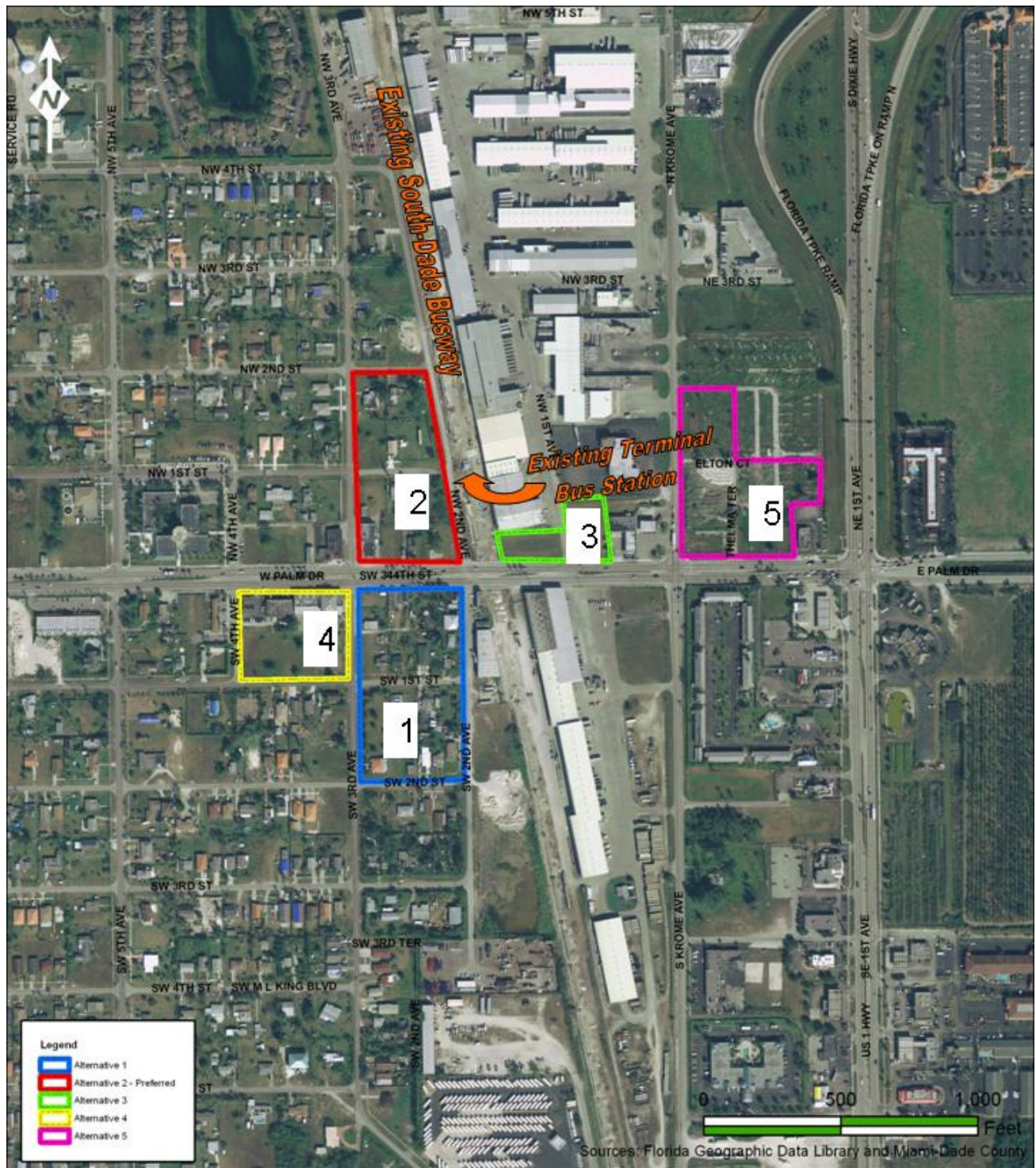
Alternative 1 is a 4.74 acre site bordered on the north by Palm Drive (SW 344th St.), on the south by SW 2nd Street, on the east by SW 2nd Avenue, and on the west by SW 3rd Avenue. The site is divided into 16 parcels and currently includes single-family residential, a multi-unit residential (hostel) building, and commercial units anchored by H&R Block.

Alternative 2 is a 3.88 acre site bordered on the north by NW 2nd Street, on the south by Palm Drive Drive (SW 344th St.), on the east by NW 2nd Avenue, and on the west by NW 3rd Avenue. The site is divided into 13 parcels. The site is comprised of mainly unimproved vacant land but also has some single-family residential and commercial buildings, including a bicycle repair business and former garage warehouse.

Alternative 3 is a 1.52 acre site bordered on the south by Palm Drive Drive (SW 344th St.), on the west by the existing Busway, on the north by the DiMare Packing building, eastward across NW 1st Avenue and southward along the Mobil gas station fence running along the west property line of the Mobil gas station. The site is divided into two parcels that are not built upon nor cultivated. The site is zoned for commercial improvement and abuts a packaging warehouse to the north.

Alternative 4 is a 2.22 acre site bordered on the north by Palm Drive Drive (SW 344th St.), on the south by SW 1st Street, on the west by SW 4th Avenue, and on the east by SW 3rd Avenue. The site is divided into four parcels and currently includes a charter school, commercial strip mall and vacant land.

Alternative 5 is a 4.29 acre site bordered on the west by Krome Avenue and on the south by Palm Drive (SW 344th St.) lying to the west of NE 1st Avenue. The site is divided into three parcels and is currently occupied by a Walgreen's Pharmacy along with vacant land. The site is also the proposed location of a planned new First National Bank building.



ENVIRONMENTAL ASSESSMENT STUDY FOR PARK AND RIDE FACILITY
AT SW 344TH STREET/PALM DRIVE AND NW 2ND AVENUE
FLORIDA CITY, MIAMI-DADE COUNTY, FLORIDA



Figure 1 - Location Map

5.0 EVALUATION CRITERIA

Each of the five candidate sites were evaluated for project performance capability and the potential for related environmental impacts. Evaluation criteria selection and category weights were determined based on project specific data analysis and engineering judgment in accordance with The Miami-Dade County Comprehensive Development Master Plan (CDMP), section II (Transportation Element) with the goal of meeting the following project objectives:

- The PROJECT and alternative site selection should be developed in a manner that ensures optimal safety, accessibility, and convenience for transit users and the surrounding community. Access to the facility must be in full compliance with all Americans with Disabilities Act (ADA) guidelines and design standards.
- The PROJECT should be a surface lot with sufficient size to provide 260 parking spaces. This number of spaces is sufficient to address the needs of the transit users, a limited number of MDT employees and some overflow from surrounding area businesses. The general engineering rule estimates seventy (70) parking spaces can be developed per acre of land.
- The PROJECT should be a multi-agency cooperative project, consisting of a parking lot, employee lounge with restroom, and a bus lane. Provisions for a security booth and on-site landscaping and lighting are also planned.
- The PROJECT and alternative site selection should be developed as a community amenity and economic stimulator by emphasizing proper, green space, landscaping and street furnishings. Amenities should include ample pedestrian walkways, lighting for nighttime security, trash receptacles, and bicycle racks.
- The PROJECT and alternative site selection should promote local environmental assets and resources and enhance the community, its functions, and activities. The alternatives performance evaluation matrix is shown in Table 1.

Table 1: Park and Ride in Florida City Site Performance Matrix												
	Right of Way Impacts	Accessibility, Safety, & Proximity	Lot Size and Configuration	Potential for Public Controversy	Overall Community Impacts	Traffic Impacts	Landscaping and Beautification	Constructibility	Total Score	Total Weighted Score	Site Overall Rank	
Category Weight	3	5	4	5	5	3	2	4				
No Build	3	1	1	2	3	3	1	3	17	66	2	No Build
Alternate Site 1 (Baseline)	1	1	3	2	2	2	2	2	15	58	4	Alternate Site 1 (Baseline)
Alternate Site 2	1	3	3	3	3	2	3	2	20	80	1	Alternate Site 2
Alternate Site 3	3	3	1	1	1	2	1	2	14	54	5	Alternate Site 3
Alternate Site 4	2	1	1	1	2	2	2	3	14	52	6	Alternate Site 4
Alternate Site 5	1	2	2	3	3	1	2	1	15	62	3	Alternate Site 5
Category Scoring: 1 = most impacts to 3 = least impacts												

Each category of the matrices (Tables 1, 2 and 3) is scored from one (1) to three (3) with a 1 indicating the greatest potential for impacts and 3 the least. Therefore alternatives achieving higher weighted scores are better overall candidates for the project location. The site overall ranking (1 to 6) provides a numerical illustration of the site location preferences (1 = 1st place to 6 = 6th place).

Based on the performance criteria analysis it was determined that Alternative 3 had a high potential for public controversy, due to the potential to land lock the existing DiMare packing plant and existing legal disputes among the current land owners. It was also determined that Alternatives 3 and 4 were not feasible since their constrained size does not provide the 3.71 acre minimum needed for 260 parking spaces. Consequently, Alternatives 3 and 4 were not advanced for further consideration as the preferred project location.

Each of the remaining candidate sites were evaluated for potential project related environmental impacts and benefits. The environmental criteria evaluation matrix was developed in accordance with the National Environmental Policy Act (NEPA) Executive Order 12898 (Environmental Justice) with the goal of providing a quantitative assessment of the relative environmental impacts at the remaining sites. The environmental evaluation matrix, shown in Table 2 shows the alternative site rankings based on their relative degree of impact in each of the environmental categories.

Table 2: Park and Ride in Florida City Environmental Matrix													
	Water Quality	Air Quality	Noise / Vibrations	Wetlands	Threatened & Endangered Species	Contamination	Relocation Impacts / Cost	Cultural Resources and Historic	Total Score	Total Weighted Score	Site Overall Rank		
Category Weight	4	2	3	3	2	3	4	3					
No Build	2	3	2	3	2	2	3	3	20	60	1	No Build	
Alternate Site 1 (Baseline)	2	3	2	3	2	3	1	2	18	52	4	Alternate Site 1 (Baseline)	
Alternate Site 2	3	3	2	3	2	2	2	3	20	60	1	Alternate Site 2	
Alternate Site 5	3	3	1	3	2	1	2	3	18	54	3	Alternate Site 5	
Category Scoring: 1 = most impacts to 3 = least impacts													

The environmental assessment indicates Alternative 5 has demonstrated a potential for adverse impacts to traffic and public safety. Level of Service E is generally the standard for acceptable operations at urban intersections. The addition of the PROJECT generated trips to the projected 2012 opening year traffic volumes, combined with the Alternative 5 project location at the signalized intersection of US-1 and Palm Drive will contribute to area traffic congestion and cause operational deficiencies in the network. A summary of the traffic operations for each intersection, related to vehicular delays (intersection average as a whole if signalized and critical movement if stop-controlled) and the corresponding Level-of-Service (LOS) is shown in the Traffic Impact Analysis report which is available upon request. The assessment also shows that Alternative 1 has a high potential for relocation issues associated with the number (15) of commercial and mixed use properties on the parcel.

Based on the Environmental Impact Analysis and in accordance with the project performance criteria the optimum site for the PROJECT was identified. A comprehensive evaluation matrix assessing each of the five alternative sites in each of the evaluation categories is shown in Table 3.

Table 3: Park and Ride in Florida City Site Evaluation Matrix																			
	Right of Way Impacts	Accessibility, Safety, & Proximity	Lot Size and Configuration	Potential for Public Controversy	Overall Community Impacts	Traffic Impacts	Landscaping and Beautification	Constructibility	Water Quality	Air Quality	Noise / Vibrations	Wetlands	Threatened & Endangered Species	Contamination	Relocation Impacts / Cost	Cultural Resources and Historic	Total Score	Total Weighted Score	Site Overall Rank
Category Weight	3	5	4	5	5	3	2	4	4	2	3	3	2	3	4	3			
No Build	3	1	1	2	3	3	1	3	2	3	2	3	2	2	3	3	37	126	2
Alternate Site 1 (Baseline)	1	1	3	2	2	2	2	2	2	3	2	3	2	2	3	1	33	110	5
Alternate Site 2	1	3	3	3	3	2	3	2	3	3	2	3	2	2	2	3	40	140	1
Alternate Site 3	3	3	1	1	1	2	1	2	3	3	1	3	2	2	1	3	32	107	6
Alternate Site 4	2	1	1	1	2	2	2	3	3	3	2	3	2	3	1	3	34	111	4
Alternate Site 5	1	2	2	3	3	1	2	1	3	3	1	3	2	1	2	3	33	116	3
Category Scoring: 1 = most impacts to 3 = least impacts																			
No Build																			
Alternate Site 1 (Baseline)																			
Alternate Site 2																			
Alternate Site 3																			
Alternate Site 4																			
Alternate Site 5																			

The analysis results indicate Alternative 2 achieved the highest overall rating based on the evaluation criteria, and would provide the best solutions to the safety and convenience problems created by excess public demand. The PROJECT should be a surface lot with sufficient size to provide 260 parking spaces. This number of spaces is sufficient to address the needs of the transit users, a limited number of MDT employees and some overflow from surrounding area businesses. The general engineering rule estimates seventy (70) parking spaces can be developed per acre of land. A conceptual layout of the proposed Park and Ride facility is included in Appendix C; on page C-2.

Based on the above, Alternative 2 is the Preferred Alternative for the PROJECT. The existing 3.88-acre site is of sufficient size; is desirable for transit operations; and does not have any significant environmental impacts. The site optimizes safety and convenience for users of the existing transit system and the surrounding community.

6.0 IMPACTS

Potential transportation, environmental, and socioeconomic impacts (direct and indirect) of the proposed PROJECT are discussed in the following sections. This section has Alternative 2 as a main focal point but also contains some impact results for the general project area. All potential project-related impacts have been evaluated, analyzed, and resolved through avoidance and minimization, and if necessary, mitigative measures.

For Alternative 2 the results of the impact analyses can be found in the following report section and in the *Traffic Impact Study Report*, *Air Quality Technical Memorandum*, *Noise Study Technical Memorandum*, *Wetland Evaluation Technical Memorandum*, *Endangered Species Biological Assessment Technical Memorandum*, *Contamination Screening Evaluation Report*, *Cost Estimate and Relocation Plan*, *Landscaping and Aesthetics Technical Memorandum*, and *Cultural Resource Assessment Survey Report*. Each of the above referenced technical documents is available upon request.

6.1 TRANSPORTATION IMPACTS

The major roadways within the study area will not be adversely affected by the construction or the operation of the PROJECT at the Alternative 2 site, although additional signalization may be required. Furthermore, the PROJECT at the Alternative 2 site does not create new transit operations or involve new highway construction or modification to existing highways that would increase capacity. Therefore, the provision of the PROJECT at the Alternative 2 site will not have any significant adverse effects on the local transportation system. In fact, the provision of the PROJECT at the Alternative 2 site is anticipated to reduce traffic congestion (i.e. improve level of service) by potentially reducing the number of cars traveling in the area by promoting MDT bus service in the area. Additionally, the proposed undertaking will not adversely affect property access.

Hence, the Alternative 2 is expected to aid in reducing traffic conflicts and congestion on Palm Drive making it superior to the “No-Build” Alternative in that respect. A detailed traffic study (Palm Drive TIA; September 2008) was performed for the PROJECT and is available upon request. The study indicates that project related traffic impacts will be minimal, and that all adjacent intersections and roadway segments meet the required acceptable level of operation in the proposed opening year (2012) for the facility.

6.2 PHYSICAL/NATURAL ENVIRONMENTAL IMPACTS

6.2.1 Air

Miami-Dade County is part of the Southeast Florida air shed along with Broward and Palm Beach counties. As of June 2005, the Southeast Florida air shed, including Miami-Dade County, is an area designated as Attainment for ozone standards under the criteria provided in the Clean Air Act Amendments of 1990; therefore transportation conformity no longer applies. Construction activities at the Alternative 2 site may cause minor short-term air quality impacts in the form of dust from earthwork and unpaved areas. These impacts will be minimized through adherence to all state and local regulations. Therefore, the provision of the PROJECT at the Alternative 2 site is not required to meet this air quality conformity standard and long term adverse effects to air quality are not anticipated.

6.2.2 Noise

A screening level transit noise evaluation was performed in accordance with the procedures outlined in the Federal Transit Administration’s (FTA) policies presented in the United States Department of Transportation (USDOT) document Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06) dated May 2006 to address the potential noise impacts during construction and operation of the proposed PROJECT at the Alternative 2 site. Noise impacts associated with Alternative 2 are expected to be minimal and temporary. The detailed results of the transit noise evaluation are contained in the Florida City Park and Ride Noise Technical Memorandum (dated October 21, 2008) which is available upon request.

6.2.3 Vibration

The PROJECT at the Alternative 2 site is anticipated to generate some ground-borne vibration and noise during construction activities. However, there will be no significant long or short-term vibration impacts to adjacent properties or the community at large associated with the provision of Alternative 2.

6.2.4 Wetlands

Not Applicable: A map of the Jurisdictional Wetlands is included in Appendix C; on page C-3. No jurisdictional wetlands or surface water resources were identified within or adjacent to the proposed PROJECT at the Alternative 2 site.

6.2.5 Water Resources

The assessment of potential water resource impacts resulting from the provision of Alternative 2 are described in the following sections and includes potential impacts to floodplains, water quality including discharge of dredged or fill material, navigable waterways, coastal zones, and wild and scenic rivers.

6.2.5.1 Floodplains

In accordance with Executive Order 11988, "Floodplain Management," and DOT Order 5650.2, potential impacts to floodplains were evaluated. According to the Flood Insurance Rate Maps (FIRM) for Miami-Dade County, the PROJECT at the Alternative 2 site would involve work in areas of Zone AH, corresponding to areas of 100-year shallow flooding with a constant water-surface elevation where average depths are between one and three feet. Construction in these areas must meet local flood plain zoning ordinance requirements. Minimal unavoidable floodplain impacts will be compensated for with the proposed stormwater management features. It is currently anticipated that the primary drainage system will consist of drainage wells, which will allow the storm runoff to be fully contained and disposed of on site. It is recommended that the new system consist of French drains and catch basins with pollutant retardant baffles and be designed consistent with a 100-year design storm. Specific mitigation measures for any floodplain impacts at the Alternative 2 site will be addressed during the subsequent design phase.

6.2.5.2 Water Quality

Because of the developed nature of the Alternative 2 site and the lack of any surface water features on the site, the proposed project will not impact water quality. Based on the Florida Administrative Code (FAC.) 62-302 (Surface Water Quality Standards), no Outstanding Florida Waters (OFW) or aquatic preserves occur within the general project study area or at the preferred Alternative 2 location. Any proposed storm water management facilities design will include, at a minimum, the water quality requirements for water quality impacts as required by the South Florida Water Management District (SFWMD) and Miami-Dade County DERM. Therefore, no adverse impacts to water quality are anticipated. Agency permitting requirements regarding water quality are included on page A-11 of Appendix A.

6.2.5.3 Navigable Waterways and Coastal Zones

The Alternative 2 site is not in or adjacent to any water bodies. Therefore, construction of the PROJECT at the Alternative 2 site will not impact any water bodies.

6.2.5.4 Wild and Scenic Rivers

The proposed Alternative 2 site will not directly or indirectly impact any Wild and Scenic Rivers.

6.2.6 Wildlife and Habitat

In accordance with Section 7 of the Endangered Species Act of 1973, as amended, and Chapter 68 of the Florida Administrative Code, the PROJECT alternatives were evaluated for the potential occurrences of federal and state listed protected plant and animal species. No listed species were observed within the study area during field reviews conducted on September 4, 2008. Alternative 2 (Preferred Alternative) consists of highly disturbed developed parcels including residential homes, commercial businesses, and vacant lots. Vacant parcels contained virtually no appropriate habitat for the above-listed species and consisted of large mowed and maintained upland areas; areas overgrown with ruderal and exotic vegetation (i.e. Brazilian-pepper) typical of that found in disturbed upland areas; and large areas of vacant cement slabs. Additionally, the Alternative 2 site and surrounding area does not contain any Essential Fish Habitat (EFH); therefore, there will be no involvement with EFH on this PROJECT at the Alternative 2 site.

6.2.7 Contamination

Phase II Environmental Site Assessment

A Phase II Environmental Site Assessment (ESA) was conducted at the Alternative 2 (preferred) site location. The Phase II ESA is available upon request. The Phase II ESA results showed that the groundwater samples did not exceed the Groundwater Cleanup Target Levels (GCTLs). The analytical results of the soil samples showed that some contaminants exceeded the Soil Cleanup Target Levels (SCTL) within the top two (2) feet of soil. One of these contaminants is arsenic. However, statistical evaluation of data along with a review of historical information suggests that, the elevated arsenic exist mostly in the sub surface, in particular in the top two to four feet of vadose zone which is believed to be due to agricultural activities and land use in South Miami Dade County. Therefore, DERM does not require additional assessment of the arsenic impacted soils. (DERM Memorandum dated August 28, 2009 in Appendix A; page A-15)

Taking into consideration the proposed future sites use which is a Park and Ride Facility (industrial/commercial) and design considerations for construction, which include removing the top layer of soil not suitable for construction, the County's Department of Environmental Resource Management (DERM) and MDT agreed to address the environmental issues during final design. The final design should follow Chapter 24 Risk Based Corrective Actions (RBCA) provisions in order to provide for site closures (i.e. no further action, NFA or NFA with conditions) that will be protective of human health and the environment.

6.3 SOCIAL AND ECONOMIC IMPACTS

6.3.1 Land Development and Community Impacts

A Community Impact Assessment (CIA)/Socio-Cultural Effects (SCE) Analysis has been conducted as part of this EA. Based upon a review of aerial photographs, Geographic Information System (GIS) data and a preliminary field investigation/reconnaissance, it was determined that the proposed Alternative 2 site consists of a mixture of residential, commercial and vacant areas (see Figure 3). Approximately half of the land use within the Alternative 2 area is classified as "vacant unprotected" according to the Miami-Dade County Current Existing Land Use 2008.

6.3.2 Property Acquisition and Relocation Assistance

Construction of the PROJECT at the proposed Alternative 2 site will require the acquisition of several local properties. The proposed land acquisition includes six (6) vacant non-agricultural parcels, four (4) residential single family homes, two (2) retail stores and a government property. The City of Florida City has agreed to donate the city owned parcel of land to MDT (see Appendix B; page B-21). As of this date there has been no objection to land acquisition. Additionally, there are available properties in the area with comparable prices contributing to an easy relocation for sellers. Property acquisition for this PROJECT and associated relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the Miami-Dade County Real Estate Acquisition Process for Transportation Projects (both available upon request). Relocation advisory services and relocation assistance and resources are available and will be provided to all residential and business displaced parties without discrimination. Detailed parcel information (i.e. owner, folio number, lot dimensions, and estimates of value) are also provided in the Relocation Plan Report, which is available upon request.

Construction of the PROJECT at the Alternative 2 (Preferred Alternative) site will result in the acquisition of 13 commercial, residential and unimproved parcels of land. Though acquisitions of individual commercial and residential properties are anticipated, community impacts and adverse socio-cultural effects are not anticipated as a result of the proposed project.

The PROJECT at the Alternative 2 site is in compliance with current Florida City and Miami-Dade County zoning code and consistent with municipal goals and objectives.

The PROJECT at the Alternative 2 site will encourage the goals of efficient and alternative transportation modes, improved air quality, and economic development. The facility will also provide local residents improved access to economic opportunities, consumer goods, health and civic services, and other social necessities. Therefore, the displacement impacts resulting from Alternative 2 are considered to not be adverse.

6.3.3 Farmlands

No farmlands as defined by 7 CFR 658 are located in the Alternative 2 site vicinity or will be affected by the proposed project.

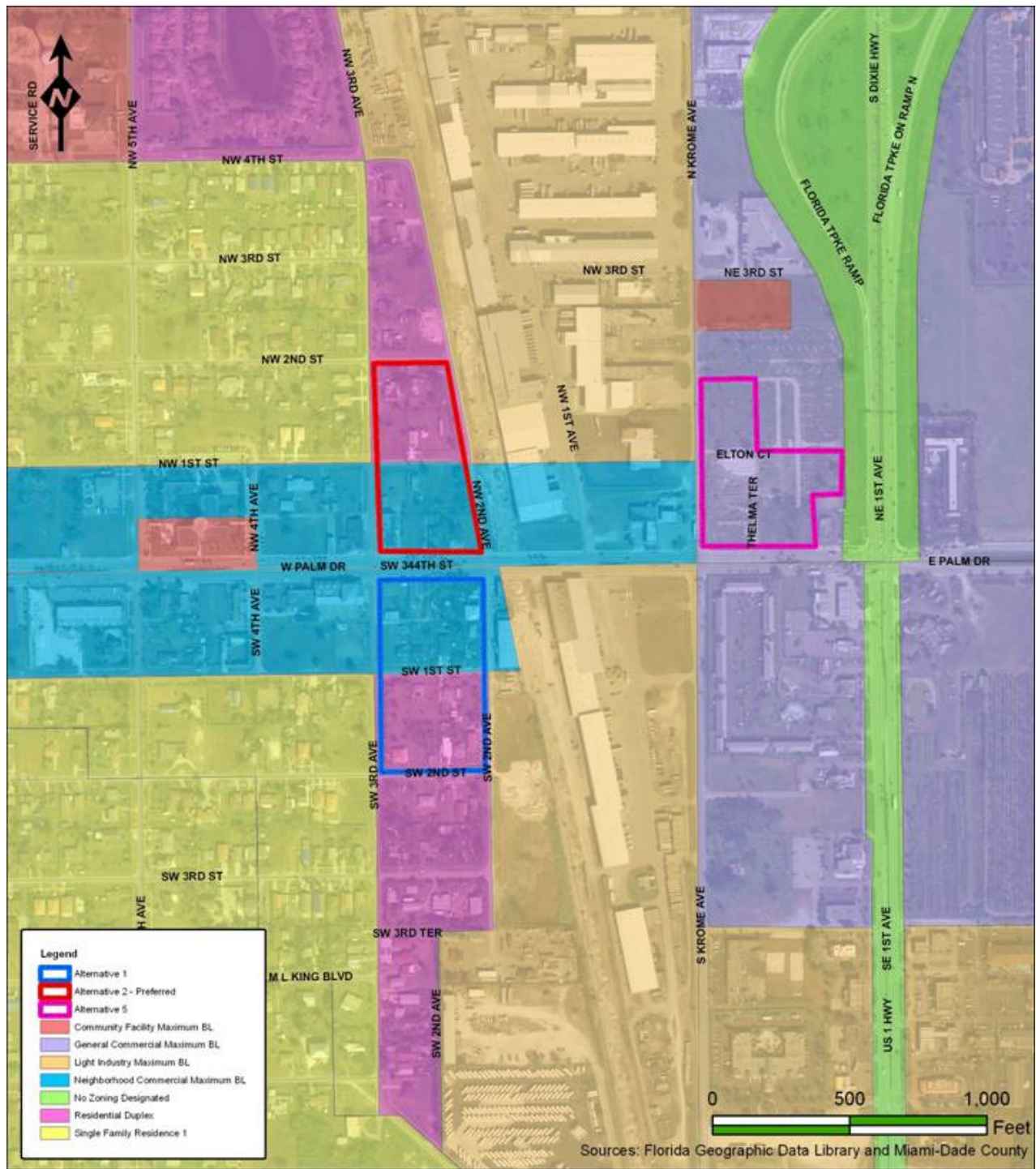
6.3.4 Utilities and Railroads

Construction of the PROJECT at the Alternative 2 site will not result in any significant adverse impacts to utilities or railroads. There are no currently-operating rail lines on the site or in the vicinity of the site, nor are there any known major underground or above ground utilities.

6.3.5 Safety and Security

The PROJECT at the Alternative 2 site will be designed to enhance the safety and security of transit riders and pedestrians. The specific features of this important project aspect will be developed during the final design phase, but will include the use of bus bay loading/unloading areas to provide shelter and protection for transit users. The Alternative 2 site of the future PROJECT is the best of the five candidate alternatives in terms of proximity to the existing terminal bus station. Alternative 2 provides direct access from the parking lot to the terminal station without the need for crossing any street. From a patron safety perspective this is a great benefit of the Alternative 2 site and improves upon the existing “No-Build” condition. The City of Florida City has further enhanced the safety and security of the selected parcel by agreeing to donate the adjacent local street right of way to MDT (see Appendix B page B-21). Individual access and service modes should be organized within the park-and-ride facility to minimize conflicts between users and maximize the efficiency of the various operations. The concept design provides separate access driveways for transit and non-transit modes. The selection of alternative site 2 and the design development ensures that the pedestrian approach between the parking lot and the primary service mode (i.e., transit) provides convenient access with minimal (less than 500 feet is preferred) walking distances. All features of the facility must comply with the Americans with Disabilities Act (ADA). A key security feature is lighting. It is recommended that facility lighting codes should meet the Illuminating Engineering Society of North America (IESNA) standards and comply with all local design criteria for public parking facilities.

A security guard will patrol the parking facility. The security shelter shall consist of a pre-fabricated booth without bathroom accommodations. The guard shelter shall have telephone, electrical and communications capability.



**ENVIRONMENTAL ASSESSMENT STUDY FOR PARK AND RIDE FACILITY
AT SW 344TH STREET/PALM DRIVE AND NW 2ND AVENUE
FLORIDA CITY, MIAMI-DADE COUNTY, FLORIDA**

FIGURE 2 – EXISTING LAND USE MAP

6.3.6 Visual Impacts

The PROJECT at the Alternative 2 site is a surface lot that will not create a negative visual impact on the surrounding area, but will result in a change to the visual aesthetic characteristics of the community. To maximize the potential for positive visual effects to the adjoining area feedback will be obtained from the local community. The development of the lighted surface lot facility at the Alternative 2 location would improve upon the existing “No-Build” aesthetic condition of the area. Additionally, landscaping will be used to enhance the aesthetics of the PROJECT. The perimeter of the parking lot shall be landscaped with the addition of Live Oaks, Lignum Vitae, Jacaranda, Lancepod and Cabbage Palms. Other species can be utilized at the discretion of the landscape architect during the final design. A *Landscaping and Aesthetics Technical Memorandum* was prepared for the proposed project and is available upon request.

6.3.7 Environmental Justice

In February 1994, the President of the United States issued Executive Order 12898 (Environmental Justice) requiring federal agencies to analyze and address, as appropriate, disproportionately high adverse human health and environmental effects of Federal actions on ethnic and cultural minority populations and low income populations, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA). An adverse effect on minority and/or low-income populations occurs when: 1) The adverse effect occurs primarily to a minority and/or low income population; or 2) the adverse effect suffered by the minority and/or low-income population is more severe or greater in magnitude than the adverse effect suffered by the non-minority and/or non-low-income populations.

In addition to compliance with Executive Order 12898, any proposed federal project must comply with the provisions of Title VI of the Civil Rights Act of 1964, as amended by Title VIII of the Civil Rights Act of 1968. Title VI of the 1964 Civil Rights Act provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing. The PROJECT has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968 and in accordance with Executive Order 12898.

The **City of Florida City** is a city in Miami-Dade County, Florida, United States and is the southernmost municipality in the South Florida metropolitan area, which had an estimated population of 5,413,212 in 2007. As of the census of 2000, there were 7,843 people and 1,727 families residing in the city of Florida City. The population density was 940.4/km² (2,436.2/mi²). There were 2,541 housing units at an average density of 304.7/km² (789.3/mi²). The racial makeup of the city was 29.05% White (7% were Non-Hispanic White,) 56.67% African American, 0.33% Native American, 0.66% Asian, 0.04% Pacific Islander, 7.06% from other races, and 6.18% from two or more races. Hispanic or Latino of any race were 32.12% of the population. There were 2,247 households out of which 46.5% had children under the age of 18 living with them, 35.6% were married couples living together, 34.0% had a female householder with no husband present, and 23.1% were non-families. 18.1% of all households were made up of individuals and 6.7% had someone living alone who was 65 years of age or older. The average household size was 3.48 and the average family size was 3.95. The median income for a household in the city was \$14,923, and the median income for a family was \$18,777. Males had a median income of \$23,622 versus \$20,060 for females. The per capita income for the city was \$8,270. 43.3% of the population and 41.7% of families were below the poverty line. 57.1% of those under the age of 18 and 25.6% of those 65 and older were living below the poverty line.

Based on this demographic profile an evaluation of environmental, public health and interrelated social and economic effects of proposed projects on minority and/or low income populations was conducted for this project.

As part of this assessment, the 17 environmental justice criteria in Executive Order 12898 were identified for each of the alternative site locations. In general, the PROJECT at the Alternative 2 site will not result in any disproportionate adverse impacts to minority and/or low-income families.

6.3.7.1 Air Pollution

It is anticipated that the proposed Alternative 2 will have a beneficial air quality effect by minimizing excess-idle emissions associated with vehicle delays and congestion on Palm Drive (SW 344th St). Provisions for the PROJECT at the Alternative 2 site will have no significant impact on nearby air quality receptors due to the low number of bus bays and the short duration of idling. The anticipated idling time per bus for picking-up and discharge of passengers is expected to be similar to the existing service and is not anticipated to significantly increase the amount of vehicle emissions. Therefore, there will not be any adverse impacts to minority or low-income populations in terms of air quality.

6.3.7.2 Noise

The noise study indicates there will not be any significant adverse noise impacts associated with the provision of the PROJECT at the preferred (Alternative 2) site. This applies to all of the study area, including minority and low-income populations.

6.3.7.3 Water Pollution

Minority and low-income populations will not be adversely affected by off-site discharges of turbid water during construction or by stormwater runoff when the proposed facility becomes operational. Efforts will be undertaken to prevent any erosion or turbid water from being discharged off site during construction. During design, MDT will prepare a storm water pollution prevention plan (SWPPP) which will specify methods (e.g., silt fence, rock bags, etc.) that will be used to minimize water quality impacts resulting from implementing Alternative 2. In addition, appropriate stormwater treatment will also be used to minimize water quality impacts. Therefore, adverse water quality impacts are not expected to occur to any minority or low-income populations.

6.3.7.4 Soil Contamination

The construction and operation of the PROJECT at the preferred (Alternative 2) site will not create or cause any hazardous substances that could result in soil contamination. Therefore, minority or low-income populations will not be adversely affected by soil contamination. The identification of some arsenic in the area is non-significant and the adequate disposal of this material will be performed during subsequent project phases (refer to DERM memo Appendix A page A-15).

6.3.7.5 Destruction of Manmade Resources

The Alternative 2 site currently consists of thirteen commercial, residential, and unimproved parcels of land. Construction of the PROJECT is not anticipated to disproportionately adversely affect minority and/or low-income populations or their property.

6.3.7.6 Destruction of Natural Resources

The area surrounding the project is urban. Therefore, there will not be any adverse impacts to minority or low-income populations in terms of natural resources.

6.3.7.7 Diminution of Aesthetic Values

One of the goals of this PROJECT is to enhance the aesthetic quality of the community. Therefore, there will not be any adverse impacts to minority or low-income population in terms of aesthetics resulting from the PROJECT at the Alternative 2 site.

6.3.7.8 Detriment to Community Cohesion

The Alternative 2 site will not divide any neighborhoods or communities. Therefore, there will not be any direct or indirect adverse impacts to minority or low-income communities.

6.3.7.9 Diminution of Economic Viability

The Alternative 2 site is expected to promote future economic development in the vicinity, making it preferred to the “No-Build” Alternative in this regard. Constructing the PROJECT at the proposed Alternative 2 site is expected to also enhance the economic viability of the surrounding community.

6.3.7.10 Detriment to Facilities Access – Public and Private

The Alternative 2 site does not create a barrier to access any of the public and private facilities in the vicinity of the project area. Therefore, the proposed project will not adversely impact facilities access for any minority or low-income populations.

6.3.7.11 Detriment to Services Access – Public and Private

The Alternative 2 site will not result in the elimination of any public or private services, including bus transit service. Therefore, Alternative 2 will not adversely impact service access for any minority or low-income populations.

6.3.7.12 Vibration

There are no existing land uses that would be significantly affected by vibration. Therefore, vibrations associated with the PROJECT at the Alternative 2 site will not adversely impact any minority or low-income populations.

6.3.7.13 Diminution of Employment Opportunities

The PROJECT at the Alternative 2 site is not expected to result in a reduction of job opportunities. Therefore, implementing Alternative 2 will not adversely impact the employment opportunities of minority or low-income populations.

6.3.7.14 Displacement

Construction of the PROJECT at the preferred (Alternative 2) location will result in the acquisition of 13 commercial, residential and unimproved parcels of land. Properties of comparable quality, price, and/or rent and frontage are available in the surrounding community. The new PROJECT at the Alternative 2 site will encourage private sector development in the area and will reduce the need for costly future infrastructure (roadway) investments. The PROJECT at the Alternative 2 site will also provide local residents improved access to economic opportunities, consumer goods, health and civic services, and other social necessities. Therefore, the displacement impacts of the project are considered to not be adverse. Displacement impacts associated with Alternative sites 1, 3 and 4 were much more substantive and contributed to their exclusion from the selection process. Detailed parcel information for each of the Alternative locations is provided in the Relocation Plan Report, which is available upon request.

6.3.7.15 Traffic Congestion and Impairment to Mobility

A provision for the PROJECT at the preferred (Alternative 2) site will not result in substantial changes to bus routes or scheduled service. The Alternative 2 is anticipated to improve traffic congestion on Palm Drive. Therefore, the PROJECT at the Alternative 2 site is not likely to impair mobility of minority or low-income populations. Congestion impacts associated with Alternative 5 contributed to its exclusion from the selection process. The Palm Drive Park and Ride Traffic Impact Analysis is available upon request.

6.3.7.16 Exclusion, Isolation, and Separation

The Alternative 2 site location and orientation of the PROJECT will not exclude, isolate, or separate any populations, including minority or low-income neighborhoods. Therefore, minority and low-income populations are not likely to be adversely impacted by exclusion, isolation, or separation.

6.3.7.17 Diminution of Department of Transportation Benefits

Bus routes or other modes of public transportation will not be eliminated as a result of the locating the proposed PROJECT at the preferred (Alternative 2) site. The provision of the PROJECT at the Alternative 2 site will enhance the connectivity to other modes of transportation. Therefore, there will not be any diminution of transportation benefits for minority or low-income populations.

6.4 CULTURAL AND SECTION 4(f) RESOURCES

6.4.1 Recreational/Parkland Protection

Although designated bike trails (Everglades/Biscayne Trail along Palm Drive, South Dade Trail along NW 1st Avenue, and Krome Trail along Krome Avenue), exist in close proximity to the Alternative 2 site (refer to Figure 3: Parks Map; on pg. 19 of this report) no existing public parklands or historical properties exist within the limits of the proposed improvements. In addition, access to these facilities will not be restricted as a result of the Alternative 2 site selection. The proposed improvements will include bicycle racks, which are expected to enhance the usage of the PROJECT facilities. No adverse impacts are expected to occur to any public parklands or historical properties as a result of the PROJECT at the Alternative 2 site. The Florida Department of Transportation (FDOT) District VI has an on-going *Krome Avenue Truck By-Pass Study* that includes one possible alternative which overlaps the proposed project area. Coordination with the FDOT during the development of the Truck By-Pass route will be on-going to ensure that no adverse impacts to the selected route result from the provision of the new park and ride lot at the preferred (Alternative 2) site will occur.

6.4.2 Historic and Archaeological Resources

In accordance with the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in Sections 267.061 and 872.05 Florida Statutes, the proposed Alternative 2 site has been reviewed for possible impacts to historic properties listed, or eligible for listing, in the *National Register of Historic Places* (NRHP), or otherwise of architectural, historic, or archeological significance. A *Cultural Resource Assessment Survey* (CRAS) was prepared to identify potential impacts on cultural resources and is available upon request. No historic properties will be affected by the provision of the facility at the Alternative 2 site (refer to Appendix A pages A-6 thru A-8). Furthermore, no previously recorded archaeological sites were identified and research indicates a low potential for both pre-contact and historic archaeological resources.

6.5 CONSTRUCTION IMPACTS

Development of the PROJECT at the Alternative 2 site will not result in significant construction impacts on surrounding uses or structures. Residences adjacent to the proposed Alternative 2 site will not be adversely affected. PROJECT construction activities will have temporary and minimal impacts on air, noise, and traffic flow within the immediate vicinity. Construction of the PROJECT at the Alternative 2 site is expected to be completed within 12 months.

The air quality impact will be negligible and limited primarily to initial construction activities and dust from the hauling of material. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering. Minimal noise and vibration impacts from construction activities are anticipated (see Sections 6.2.2.2 – “Short-Term Noise Impacts During Construction” and 6.2.3 – “Vibration”). Potential vibration impacts associated with the construction of the PROJECT at the Alternative 2 site were assessed in accordance with FTA’s *Transit Noise and Vibration Impact Assessment* (FTA-VA-90-1003-06). The moderate-size construction equipment expected to be used for the construction of the PROJECT is expected to have vibration levels well below damage thresholds levels of 0.20 inches per second (in/sec) peak particle velocity (PPV) at the nearest vibration sensitive site. Therefore, there will not be significant long or short-term vibration impacts to adjacent properties or the community at large.

Traffic flow may be affected during construction activities. To minimize traffic delays during construction activities, appropriate signage to provide notice of lane closures and other pertinent information to motorists will be used. In addition, barricades, separation devices, and appropriate signs will be used to ensure the safety and security of motorists and pedestrians in the project area.

7.0 PUBLIC PARTICIPATION

The Public Involvement Plan (PIP) was created for the purpose of discussing the area transportation problems with the local community and the users of the existing transit system, and to involve the public in the process of developing a new facility that would adequately address the areas of public concern. The PIP reflects public involvement practices and statutes developed by the Metropolitan Planning Organization for the Miami Urbanized Area Public Involvement Plan, the Florida Department of Transportation and the Federal Transit Administration in accordance with 23 CFR 771.111. The Public Involvement Plan for the PROJECT undertaking is included in Appendix B of the EA report.

On-going coordination with area stakeholders represents a fundamental and critical element in the study process. As a part of the public involvement effort a “Public Meeting” was held Nov. 12, 2008 where a discussion of the undertaking was held with the Florida City community. Property owners meetings were held on Jan. 7, 2009 and March 17, 2009. The MPO Citizens Transportation Advisory Committee (CTAC) reviewed the project for comment on July 22, 2009. The city of Florida City has endorsed the development of the PROJECT at the Alternative 2 site (by resolution) and local community has shown general support for the undertaking. During the course of the public outreach effort no opposition to the PROJECT at the Alternative 2 site was encountered and reception by the general public has been very positive.

7.1 PUBLIC HEARING

A public hearing was held at the Miami-Dade Public Library, Homestead Branch on January 20, 2010, to give the public an opportunity to comment on the project. In compliance with state law, invitation letters were mailed in advance to property owners within 300 feet of the proposed project footprint. In addition invitation letters were also mailed to area businesses, persons who have previously shown an interest in the project, local officials and agencies. In total more than 300 letters were sent. Notification for the hearing was published in the Florida Administrative Weekly (FAW) on December 31, 2009 and a newspaper ad was published in the Miami Herald, Neighbors section on December 27, 2009. Copies of the draft Environmental Assessment were available for public review at the following locations from December 21, 2009 through February 1, 2010.

- Miami-Dade Transit, 701 NW 1st Court, Suite 1700, Miami, Florida 33136
- Miami-Dade Public Library Homestead Branch, 700 N. Homestead Blvd. Homestead, Florida 33030

The hearing began as an informal open house from 5:00 p.m. to 5:30 p.m., followed by a formal portion. Copies of the draft EA, as well as aerial maps displaying the proposed project were available for public review. MDT and consultant representatives were in attendance to discuss the project, answer questions, and receive comments from the public. Attendees were encouraged to submit comments by making comments at the microphone during the hearing, by making a direct verbal statement to the court reporter, or by leaving a completed comment card in the comment box at the hearing site or mailing it to MDT within 10 calendar days (the comment period) of the hearing date.

During the hearing there was one (1) verbal comment (endorsing the project) from the microphone and zero (0) comments made by comment card or direct citation to the reporter. There were also no comments received by MDT during the comment period noted above.

In keeping with NEPA guidelines public outreach efforts will be on-going through subsequent project phases, and all written correspondences (through the public hearing comment period) are appended to this report.

8.0 INTERAGENCY COORDINATION

Coordination with public and other agencies represents an important element in the study process and has been on-going throughout the study process. Initial coordination was conducted through individual correspondence letters to the relevant agencies transmitted by MDT. Written agency comments relating to PROJECT affects are included in Appendix A of the EA report. In keeping with NEPA guidelines, agency coordination will be on-going through subsequent project phases and all agency comments and MDT response measures will be appended to the final version of the EA report. Avoidance and mitigation commitments to address public concerns and agency comments are provided in section 9.0 below.

9.0 AVOIDANCE MINIMIZATION AND MITIGATION

To avoid or minimize the impacts of the PROJECT at the Alternative 2 site, MDT is committed to the following measures:

- The SHPO confirms that no historic properties will be affected by the proposed action.
- 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).
- If any unexpected contamination is discovered at any time, MDT is committed to implement necessary remedial actions.
- Contaminated soils will be disposed of in a way that meets the requirements of state law.
- Contaminated soils will be controlled so that they are not blown into nearby areas.
- MDT will restrict idling time to minimize excess idle emissions and ensure that no significant air quality impacts occur on the surrounding community.
- MDT will maintain close coordination with the FDOT District VI Krome Avenue Truck By-Pass Study project manager (Jeannine Gaslonde) as each of the projects is further developed, to ensure that impacts to a selected By-Pass route are avoided.

10.0 RECOMMENDATION OF LOCALLY PREFERRED ALTERNATIVE (LPA)

Based on the assessment results we recommend the development of Alternative 2 as the Locally Preferred Alternative (LPA) for the new Florida City Park and Ride facility (PROJECT). The location of the LPA is north of Palm Drive/Southwest 344th Street, south of Northwest 2nd Street, between Northwest 3rd Avenue and Northwest 2nd Avenue in Florida City, Miami-Dade County, Florida. This site location was determined to be optimal because it provides the best safety and access for the facility users, has an adequate size and configuration to accommodate planned operations safely while minimizing environmental and community impacts. The Preferred Alternative (Alternative 2) improves upon the existing “No-Build” condition in the areas of safety, traffic, aesthetics and economic viability. Alternative 2 also minimizes the likelihood for project related controversy and the need for additional mitigation measures. The Alternative 2 site is adjacent to the existing Busway system; therefore, providing adequate pedestrian safety by eliminating the need to cross vehicular traffic to get to the existing Busway. The Alternative 2 site is directly across from the existing bike path trail, which facilitates the commute of cyclists and promotes healthy living within the community. Alternative 2 accommodates the maintenance of the existing system linkage, minimizes the need for bus route changes, eliminates significant impacts and adheres to the appropriate level of Environmental Justice.

Appendix A
Inter-Agency Correspondence

Per e-mail Sent: Monday, September 02, 2008

From: Mr. Anthony Smith (MDT)

September 02, 2008

To: Mr. Bill Kiriloff

RE: Park & Ride Facility at SW 344 Street and Busway

Good afternoon Mr. Kiriloff,

Miami Dade Transit (MDT) is currently in the process of developing a Park and Ride Facility at Palm Drive / SW 344 Street in the City of Florida City. The limits of the proposed site are between SW 344 Street (Palm Drive) to south of NW 2nd Street between NW 3rd Avenue and NW 2nd Avenue adjacent to the South Miami Dade Busway in Florida City. See attached location map and conceptual site plan for the Park & Ride Facility at SW 344 Street near the Busway. The Park & Ride Facility is needed to provide safety and convenience to the existing and future passengers of the Busway and Metrorail systems. MDT has been working with Eugene Leon and Rick Stauts of the City of Florida City who has also recommended that MDT look into the acquisition two additional parcels north of the conceptual layout (See Trailhead Aerial). The acquisition of additional parcels would bring the conceptual layout up to NW 2nd Street in the near future wants funding is identified. MDT has issued NTP to the consultant to work on the planning phase for the Park & Ride Facility at SW 344 Street in Florida City. Currently MDT is working on an Environmental Assessment (EA) study report that looks at the environmental impacts in the project area. MDT anticipates Federal Transit Administration (FTA) approval of the EA by spring 2009. The appraisal and acquisition of the parcels will follow FTA approval. Also, see attached copy of the list of parcels preliminary being anticipated for the Park & Ride Facility at SW 344 Street. I 'd has inquired of city staff if there was any zoning process that MDT has to follow to re-zone the proposed area of the Park & Ride Facility at SW 344 Street from commercial/residential to governmental use. According to the City Planner of Florida City, MDT would have to go through the public hearing process and seek a small scale land use amendment to Institutional and Public Facilities and a rezoning to Community Facilities (CF). So I am seeking your guidance in this process.

Thanks,

Anthony G. Smith
Project Manager
Miami Dade Transit

Per e-mail Sent: Wednesday, September 03, 2008 4:10 PM

From: Rick Stauts
Mr. Anthony Smith (MDT)
RE: Park & Ride Facility at SW 344 St/Busway

September 03, 2008 **To:**

Anthony,

I spoke to Bill Kiriloff this afternoon. We would much rather wait until the County has acquired the parcels to do any land use or zoning changes. If we wait, there will not be any property owner who will be objecting to the change or claiming that we are devaluing their land.

The City is friendly to your project and these changes are something we favor. We can get them done in a manner that will not impede your construction.

Rick

Per e-mail Sent: Monday, March 02, 2009 11:36 AM

From: Mr. Anthony Smith (MDT)

March 02, 2009

To: Ms. Lauren Milligan

RE: Park & Ride Facility at SW 344 Street and Busway

Ms. Milligan,

Miami Dade Transit (MDT) is in the planning phase for a proposed Park & Ride Facility at SW 344 Street and Busway in Florida City, Florida. The limits of the proposed site are between SW 344 Street (Palm Drive) to south of NW 2nd Avenue to NW 3rd Avenue adjacent to the South Dade Busway in Florida City. This project has been preliminarily screened by the Federal Transit Administration (FTA) and the anticipated Class of Action is an Environmental Assessment (EA) based upon in-house environmental evaluations and comments received through coordination with FTA via the preliminary screening process. An EA Report is being developed and will be presented to the public and submitted to the Federal Transit Administration (FTA). Although more specific comments will be solicited during the permit coordination process if applicable, we request that permitting and permit review agencies review and determine if a permit is necessary for this project. Also as part of the EA report, FTA would like to see a letter of concurrence from the Florida State Clearinghouse/Florida Department of Environmental Protection specifying whether there are any significant impacts to the nearby wetlands. If you could assist me on on this matter it would be greatly appreciated. Feel free to suggest any other interested agencies or parties that you may feel may need to review and prove comments on the project. I am attaching a copy of the Executive Summary of the EA report along with project location maps and preliminary conceptual rendering along with the draft letter requesting concurrency for your review. I am also attaching response letters from the USCG & SHPO. The additional parcel area to be acquired, shown on the MDT-Trailhead Arial schematic is contingent upon the availability of additional funding. If you have any questions please feel free to contact me.

Thanks,
Anthony G. Smith
Project Manager
Miami Dade Transit

Per e-mail Sent: Monday, March 02, 2009 1:39 PM

From: Ms. Lauren Milligan

March 02, 2009

To: Mr. Anthony Smith (MDT)

RE: U.S. Department of Transportation –New Miami-Dade Transit Park and Ride Facility – Florida City, Miami-Dade County, Florida.

SAI # FL200903024627C

Clearinghouse Letter Due: 4/17/09

Anthony:

Thank you for that information. The Florida State Clearinghouse will initiate the state intergovernmental coordination and review (ICAR) process for federal funding proposals (established under Presidential Executive Order 12372) by sending your submittal out to our participating state agencies – DCA, DEP, FWC, DOS/SHPO, FDOT, SFWMD – and the South Florida Regional Planning Council for review and comments.

This submittal will also be reviewed by the state agencies in accordance with the National Environmental Policy Act (NEPA), 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, and the Coastal Zone Management Act (CZMA), 16 U.S.C. §§ 1451-1464, as amended. Additional information on these federal laws can be found on our website:

<http://www.dep.state.fl.us/secretary/oip/>

http://www.dep.state.fl.us/secretary/oip/state_clearinghouse/info_brochure.htm

<http://www.dep.state.fl.us/cmp/federal/index.htm>

If you have any questions or need further information on the ICAR and federal consistency review process, please don't hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us.

Thanks again! J

Best regards,

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Mr. Anthony G. Smith
Miami Dade Transit
Design and Engineering Division
701 N.W. 1st Court, Suite 1500
Miami, Florida 33136

January 27, 2009

RE: DHR Project File Number: 2008-7128-B
Federal Transportation Authority
Cultural Resource Assessment Survey of the Park and Ride Facility at Southwest 334th Street/Palm Drive and Northwest 2nd Avenue
Florida City, Miami-Dade County

Dear Mr. Smith:

Our office reviewed the referenced survey report for possible impact to historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties*.

In December 2008, Janus Research conducted an archaeological and historical survey of the *Park and Ride Facility at Southwest 334th Street/Palm Drive and Northwest 2nd Avenue* on behalf of Miami-Dade Transit (MDT). Janus Research identified one previously recorded linear resource (8DA7016), three previously recorded historic buildings (8DA2701, 8DA2703 and 8DA5682) and nine previously unrecorded historic buildings (8DA11439-8DA11447) within the area of potential effect during the investigation.

Janus Research determined that the Florida City Hospital/Edwards Residence at 310 NW 1st Street (8DA2701) and the Deitz Residence at 237 NW 2nd Street (8DA5682) were eligible for listing in the *National Register*. The remaining historic resources were determined not to be eligible.

Based on the information provided, our office concurs with these determinations except for the Deitz Residence at 237 NW 2nd Street (8DA5682). It is the opinion of this office that the Deitz Residence does not appear to meet the criteria for listing in the *National Register*.

The Florida City Hospital/Edwards Residence at 310 NW 1st Street (8DA2701) is located adjacent to but not within the project area. Therefore, no historic properties will be affected by this undertaking.

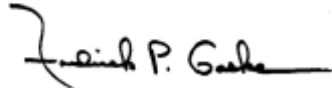
This office finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
☐ Director's Office ☐ Archaeological Research ☒ Historic Preservation
(850) 245-6300 • FAX: 245-6436 (850) 245-6444 • FAX: 245-6452 (850) 245-6333 • FAX: 245-6437

Mr. Smith
January 27, 2009
Page 2

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservationist, by electronic mail sedwards@dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,

A handwritten signature in black ink, reading "Frederick P. Gaske". The signature is written in a cursive style with a long horizontal line extending to the right.

Frederick P. Gaske, Director, and
State Historic Preservation Officer



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

RECEIVED

APR 03 2009

DEP Office of
Intergov't Programs

Ms. Lauren Milligan
Director, Florida State Clearinghouse
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

April 1, 2009

RE: DHR Project File No.: 2009-1552
Received by DHR: March 5, 2009
SAI No.: FL200903024627C
Project: *Southwest 344th Street/Palm Drive Park and Ride Facility*
County: Miami-Dade

Dear Ms. Milligan

Our office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended and 36 CFR Part 800: Protection of Historic Properties and the implementing state regulations.

This project area was previously surveyed and reviewed by our office (DHR No.: 2008-7128) and no significant historic resources were identified within this project's area of potential effect. Based on this information and a review of our current records, we conclude that no historic properties will be affected. If you have any questions, please contact Jennifer Ross, Architectural Historian, Transportation Compliance Review Program, by email jrross@dos.state.fl.us, or at 850-245-6333.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>
☐ Director's Office ☐ Archaeological Research ☒ Historic Preservation
(850) 245-6300 • FAX: 245-6436 (850) 245-6444 • FAX: 245-6452 (850) 245-6333 • FAX: 245-6437

South
Florida
Regional
Planning
Council



April 3, 2009

RECEIVED

APR 06 2009

DEP Office of
Intergov't Programs

Lauren P. Milligan
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

RE: SFRPC #09-0304 Environmental Assessment Study to determine the social, economic, and environmental impacts of a proposed Park & Ride Facility at SW 344 St and the Busway in Florida City.

Dear Ms. Milligan:

We have reviewed the above-referenced project and have the following comments:

- The applicant should consider the full impacts of Right-of-Way issues, relocation of residences and commercial properties, and noise and light "pollution" concerns.
- The applicant should work closely with affected residents to address impacts and to develop and implement mitigation strategies.
- Staff recommends that, if this project is approved, 1) impacts to the natural systems, green infrastructure, and archaeological resources be minimized to the greatest extent feasible and 2) the permit grantor determine the extent of sensitive wildlife and vegetative communities in the vicinity of the project and require protection and/or mitigation of disturbed habitat. This will assist in reducing the cumulative impacts to native plants and animals, wetlands and deep-water habitat and fisheries that the goals and policies of the *Strategic Regional Policy Plan for South Florida (SRPP)* seek to protect.
- The goals and policies of the *SRPP*, in particular those indicated below, should be observed when making decisions regarding this project:

Goal 4 Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.

Policy 4.1 Public facility and service providers should give priority to the construction, maintenance, or reconstruction of public facilities needed to serve existing development most effectively and to the elimination of any infrastructure deficiencies which would impede redevelopment.

Goal 8 Enhance the Region's efficiency, safety, quality of life, and economic health through improvements to road, port, and public transportation infrastructure.

Policy 8.1 Maintain the Florida Intrastate Highway System, other state road, local roadways, and public transportation systems to preserve the Region's investment in infrastructure; support daily use and needs; enhance the Region's global competitiveness and economic health; increase safety; ensure emergency access and responses; and provide for evacuation purposes.

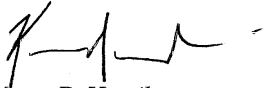
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Broward (954) 985-4416, State (800) 985-4416
FAX (954) 985-4417, email: sfadmin@sfrpc.com, website: www.sfrpc.com

Ms. L. Milligan
April 3, 2009
Page 2

Policy 8.4 Expand use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.

Thank you for the opportunity to comment. The SFRPC would appreciate being kept informed on the progress of this project. Please do not hesitate to call if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Hamilton', with a stylized flourish at the end.

Karen D. Hamilton
Regional Planner

KDH/im

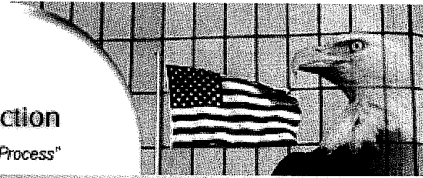
cc: Harpal S. Kapoor , Director, Miami-Dade County Transit
Mr. Marc C. La Ferrier, Director, Planning and Zoning, Miami-Dade County



Florida

Department of Environmental Protection

"More Protection, Less Process"



Categories

[DEP Home](#) | [OIP Home](#) | [Contact DEP](#) | [Search](#) | [DEP Site Map](#)

Project Information	
Project:	FL200903024627C
Comments Due:	04/06/2009
Letter Due:	04/17/2009
Description:	DEPARTMENT OF TRANSPORTATION - FEDERAL TRANSIT CAPITAL INVESTMENT GRANTS - NEW MIAMI-DADE TRANSIT PARK AND RIDE FACILITY - FLORIDA CITY, MIAMI-DADE COUNTY, FLORIDA.
Keywords:	DOT - NEW PARK AND RIDE FACILITY - FLORIDA CITY, MIAMI-DADE CO.
CFDA #:	20.500
Agency Comments:	
SOUTH FL RPC - SOUTH FLORIDA REGIONAL PLANNING COUNCIL	
The SFRPC advises the applicant to consider the full impacts of Right-of-Way issues; relocation of residences and commercial properties; and noise and light "pollution" concerns. Please work closely with affected residents to address impacts and to develop and implement mitigation strategies. SFRPC staff recommends that impacts to natural systems, green infrastructure, and archaeological resources be minimized to the greatest extent feasible; the extent of sensitive wildlife and vegetative communities be determined; and protection and mitigation of disturbed habitat be required. This will assist in reducing the cumulative impacts to environmental resources that the goals and policies of the "Strategic Regional Policy Plan for South Florida" seek to protect.	
MIAMI-DADE -	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
DCA has reviewed this application and found the project consistent with the Miami-Dade County Comp Plan and has no concerns or comments.	
STATE - FLORIDA DEPARTMENT OF STATE	
The DOS notes that the project area was previously surveyed and reviewed by DOS staff and no significant historic resources were identified within this project's area of potential effect. Therefore, staff concludes that no historic properties will be affected by the proposed project.	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
The FDOT District VI Planning and Environmental Management Office advises Miami-Dade Transit staff to consider future state road improvement projects in the Park and Ride project area to ensure coordination between the agencies during project planning and design. In addition, the South Dade Trail and Trailhead, National Register of Historic Places-eligible resources and a future Miami-Dade Parks' Biscayne-Everglades Greenway are located in the vicinity of the project site. These features will need to be more fully explained in the EA with regard to potential Section 4(f) effects. Please see the enclosed FDOT memorandum and contact Mr. Craig James or Ms. Susanne Travis at (305) 470-5220 for further information and assistance.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
No Comments	
SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT	
Based on the available information, it appears that this project will qualify for a General Permit that will be issued by Miami-Dade County Department of Environmental Resources Management instead of the SFWMD, pursuant to the Delegation Agreement between the SFWMD and Miami-Dade County. If any ground or surface water withdrawals are proposed for landscape irrigation, a Water Use Permit will be required from the SFWMD. Certain construction dewatering activities, if proposed, will also require a Water Use Permit from the SFWMD.	



Florida Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

April 16, 2009

Ms. Julia Sanchez, Project Manager
Design and Engineering Division
Miami-Dade Transit
701 NW 1st Court, Suite 1500
Miami, FL 33136

RE: Department of Transportation - Federal Transit Capital Investment Grants
New Miami-Dade Transit Park and Ride Facility - Florida City, Miami-
Dade County, Florida.
SAI # FL200903024627C

Dear Ms. Sanchez:

The Florida State Clearinghouse has coordinated a review of the subject advance notification under the following authorities: Presidential Executive Order 12372; Section 403.061(40), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended.

The Florida Department of Transportation's (FDOT) District VI Planning and Environmental Management Office advises Miami-Dade Transit staff to consider future state road improvement projects in the Park and Ride project area to ensure coordination between the agencies during project planning and design. In addition, the South Dade Trail and Trailhead, *National Register of Historic Places*-eligible resources and a future Miami-Dade Parks' Biscayne-Everglades Greenway are located in the vicinity of the project site. These features will need to be more fully explained in the EA with regard to potential Section 4(f) effects. Please refer to the enclosed FDOT memorandum and contact Mr. Craig James or Ms. Susanne Travis at (305) 470-5220 for further information.

The South Florida Water Management District (SFWMD) indicates that the project will likely qualify for a General Permit to be issued by Miami-Dade County Department of Environmental Resources Management instead of the SFWMD, pursuant to the Delegation Agreement between the SFWMD and Miami-Dade County. If any ground or surface water withdrawals are proposed for landscape irrigation, a Water Use Permit will be required from the SFWMD. Certain construction dewatering activities, if proposed, will also require a Water Use Permit from the SFWMD.

"More Protection. Less Process"
www.dep.state.fl.us

Ms. Julia Sanchez
April 16, 2009
Page 2 of 2

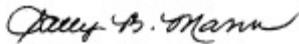
The South Florida Regional Planning Council (SFRPC) advises the applicant to consider the full impacts of right-of-way issues; relocation of residences and commercial properties; and noise and light "pollution" concerns. Please work closely with affected residents to address impacts and to develop and implement mitigation strategies. SFRPC staff recommends that impacts to natural systems, green infrastructure, and archaeological resources be minimized to the greatest extent feasible; the extent of sensitive wildlife and vegetative communities be determined; and protection and mitigation of disturbed habitat be required. This will assist in reducing the cumulative impacts to environmental resources that the goals and policies of the *Strategic Regional Policy Plan for South Florida* seek to protect. Please refer to the enclosed SFRPC letter for additional details.

The Florida Department of State (DOS) notes that the project area was previously surveyed and reviewed by DOS staff and no significant historic resources were identified within this project's area of potential effect. Therefore, staff concludes that no historic properties will be affected by the proposed project. Please see the enclosed DOS letter.

Based on the information contained in the submittal and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified by our reviewing agencies prior to project implementation. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Yours sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

cc: Lisa Stone, FDOT
Jim Golden, SFWMD
Karen Hamilton, SFRPC
Laura Kammerer, DOS

Per e-mail Sent: Tuesday December 30, 2008 12:58 PM

From: Sharifi, Akbar (MDT)
To: Graessel, Robert (DERM)
Cc: Balogh, Julie (DERM)
Subject: Cost Proposal

This is to request a cost estimate from PEER to conduct a Phase II Environmental Assessment for the South Dade Busway Park & Ride for which PEER already performed a Phase I EA. This project is on a tight budget and schedule and performing of a Phase II EA was not originally anticipated. Therefore, your assistance in expediting this request would be greatly appreciated. If you have any questions or need further assistance, please contact me.


Akbar Sharifi, P.E.
Sr. Professional Engineer, MDT

Memorandum



Date: August 28, 2009

To: Harpal S. Kapoor, Director
Miami-Dade Transit

From: Wilbur Mayorga, P.E., Chief
Pollution Control Division, DERM 

Subject: South Dade Busway Park and Ride Facility
Amendment No. 1 to the Phase II Site Assessment Report (SAR) and Addendum
HWR-664/ENC-48/F-24525
WO # 008R1-PEER

The Pollution Control Division (PCD) of the Department of Environmental Resources Management (DERM) has reviewed the above-referenced document dated and received on August 19, 2009. Based on the information provided in the report and pursuant to the meeting held between DERM and MDT on Wednesday, August 26, 2009, DERM acknowledges that the Miami-Dade County Department of Transit (MDT) is in the process of acquiring parcels for the proposed South Dade Busway – Park and Ride facility.

Based on the information supplied in the report, the preliminary assessment activities completed to date on the subject site have identified soil concentrations that exceed the soil cleanup target levels (SCTL) provided in Section 24-44 of the Code of Miami-Dade County (the Code). MDT has agreed that once it has taken ownership of the parcels for the subject site, the soil contamination issues will be addressed during the design phase of the project. At that time, MDT shall follow the Chapter 24 risk based corrective actions (RBCA) provisions in order to provide a cost-effective option for site closure (i.e., no further action, NFA, or NFA with conditions) that will be protective of human health and the environment.

If you have any questions concerning the above, please contact Mr. Rashid Istambouli, P.E. of the Pollution Control Division at (305) 372-6700.

cc Akbar Sharifi, MDT
Julie Balogh, DERM
Robert Graessel, DERM

Per e-mail Sent: Friday February 6, 2009 4:46 PM

From: Smith, Anthony (MDT)

To: 'Darayl.Tompkins@uscg.mil'

Subject: Park and Ride Facility at SW 344th Street/Palm Drive and Busway

Mr. Tompkins,

Miami Dade Transit (MDT) is in the planning phase for a proposed Park & Ride Facility at SW 344 Street and Busway in Florida City, Florida. The limits of the proposed site are between SW 344 Street (Palm Drive) to south of NW 2nd Avenue to NW 3rd Avenue adjacent to the South Dade Busway in Florida City. This project has been preliminarily screened by the Federal Transit Administration (FTA) and the anticipated Class of Action is an Environmental Assessment (EA) based upon in-house environmental evaluations and comments received through coordination with FTA via the preliminary screening process. An EA Report is being developed and will be presented to the public and submitted to the Federal Transit Administration (FTA). As part of the EA report, FTA would like to see a letter of concurrence from the United States Coast Guard (USCG) specifying whether there are any significant impacts to the nearby waterways. If you could assist me on retrieving a concurrency letter from USCG on this matter it would be greatly appreciated. I am attaching a copy of the Executive Summary of the EA report along with project location maps and preliminary conceptual rendering for your review. The additional parcel area to be acquired, shown on the MDT-Trailhead Arial schematic is contingent upon the availability of additional funding. Feel free to suggest any other interested agencies or parties that you may feel may need to review and prove comments on the project. If you have any questions please feel free to contact me.

Thanks,

Anthony G. Smith
Project Manager
Miami Dade Transit

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Seventh Coast Guard District

909 SE 1st Ave. Ste 432
Miami, FL 33131-3028
Staff Symbol: (dpb)
Phone: (305) 415-6747
Fax: (305) 415-6763
Email: Darayl.Tompkins@uscg.mil

16211
February 10, 2009

MIAMI DADE TRANSIT
DESIGN & ENGINEERING DIVISION
701 NW 1ST COURT, SUITE 1500
ATTN: A. G. SMITH PROJECT MGR
MIAMI, FLORIDA 33136

Dear Sir

This responds to your e-mail dated February 6, 2009 regarding the proposed Park & Ride Facility at SW 344 street & Palm Drive, Miami Dade County, Florida.

Please be advised that a Coast Guard bridge permit will not be required for the proposed project. There are no navigable waterway crossings at the proposed project site.

If you should have any questions concerning this matter, please call Mr. Darayl Tompkins at (305) 415-6766.

If you have any questions concerning this matter, please call me at (305) 415-6766.

Regards,


D. TOMPKINS
Bridge Management Specialist
U.S. Coast Guard
By direction

Copy: URS Corporation - Miami

Appendix B

Public involvement

PUBLIC INVOLVEMENT PROGRAM

PARK AND RIDE FACILITY IN FLORIDA CITY

Submitted to:
Miami-Dade Transit



Submitted by:
The Corradino Group, Inc.

PUBLIC INVOLVEMENT PROGRAM

ENVIRONMENTAL ASSESMENT

FOR

“Park and Ride” in Florida City, Florida

In accordance with the Metropolitan Planning Organization for the Miami Urbanized Area Public Involvement Plan, this Public Involvement Program (PIP) is submitted to the Miami-Dade Transit (MDT) Project Manager for review and approval.

Submitted by: The Corradino Group, Inc.

Andre Goins, P.E.
Corradino Project Manager

Date

Approved by: Miami-Dade Transit (MDT)

Anthony Smith.
MDT Project Manager

Date

PUBLIC INVOLVEMENT PROGRAM

This public involvement program is an outline of the public involvement approach and methodology to be implemented for the New “Park and Ride” facility in Florida City Environmental Assessment (EA) Study. The public involvement process is designed to ensure public input in the development of the project, by actively encouraging and facilitating the involvement of the general public, citizen groups, interest groups and resource agencies. The project will be guided by the the Interim Federal Transit Administration /Policy on Public Involvement, CEQ Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (NEPA), and 23 CFR 771.111.

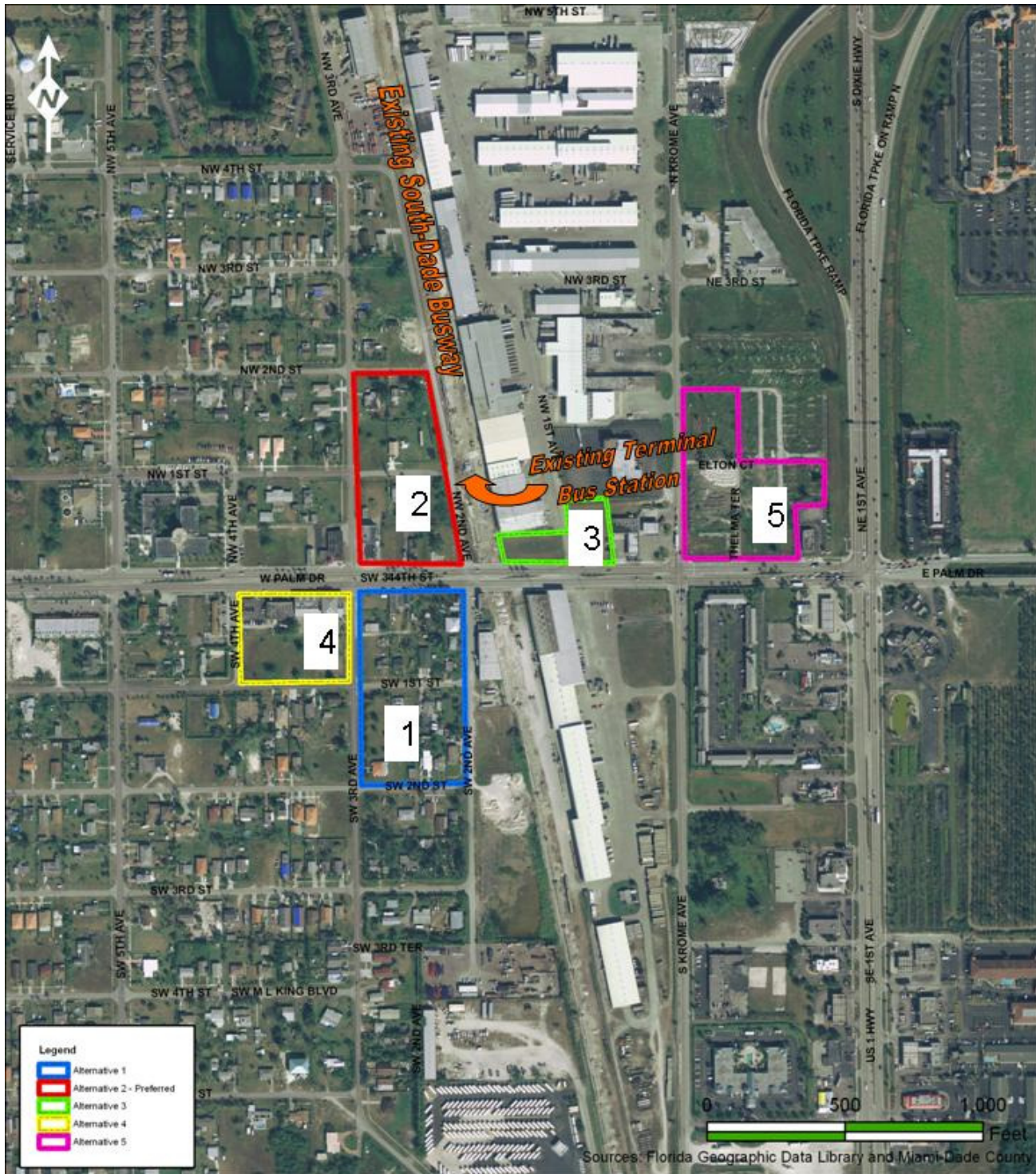
1.0 STUDY DESCRIPTION

FPID:	TBD
Project Name:	Palm Drive “Park and Ride” Environmental Assessment
Project Location:	City of Florida City, Miami-Dade County, Florida.

2.0 PROJECT BACKGROUND

The initial phase of the South-Dade Busway which was opened in 1997 was 8.2 miles long and had three “park and ride” lots. The subsequent extension projects have increased the length of the Busway by an additional 11.5 miles. Currently there are five (5) existing “park and ride” facilities along the Busway. Considering that the length of the Busway has more than doubled in a 10 year period, the additional “Park and Ride” facility is needed to provide safety and convenience to the existing and future passengers of the Bus and Metro-rail systems. Additionally, recent land use changes and escalating development in the Florida City and Homestead areas create a need for the project. It is anticipated that the provision of the proposed park and ride facility will provide economic and environmental benefits to South Dade residents, improve convenience for transit system users, and positively impact traffic congestion in the area.

The proposed facility is to be located in the vicinity of the last stop on the Busway extension to Florida City, more specifically on SW 344th Street (Palm Drive) and NW 2nd Avenue, in Florida City. A location map for the proposed Park and Ride facility area is shown in Figure 1. On-going and anticipated area development resulting from the explosive population growth in the City of Florida City and Miami-Dade County, encouraged FTA and MDT officials to address the transit needs of existing and anticipated users by extending the busway. The new facility is an improvement measure to encourage and accommodate the additional transit ridership and to provide transportation choices to commuters in South Florida. The recommended improvements will be coordinated with on-going Miami-Dade County Economic Relief (ERP) and Countywide Business Road Impact programs.



ENVIRONMENTAL ASSESSMENT STUDY FOR PARK AND RIDE FACILITY
AT SW 344TH STREET/PALM DRIVE AND NW 2ND AVENUE
FLORIDA CITY, MIAMI-DADE COUNTY, FLORIDA



Figure 1 - Location Map

The Team understands the objectives of the project and is aware of a number of pertinent engineering, environmental, and public involvement issues, many of which are described below.

Public Involvement Issues

- Coordinate with the Federal Transit Administration, local planned transit projects and transit policy.
- Coordinate with Miami-Dade County Government and MPO.
- Coordinate with the local residential communities.
- Coordinate with local commercial properties and business owners.
- Coordinate with all planned area development.
- Coordinate with Miami Dade Transit and review existing Busway facility.
- Maximize local partnering.
- Coordinate with planning and zoning agencies.

Additional project issues will most certainly emerge as the study progresses and public participation and coordination will be required on these important issues.

3.0 PROJECT GOALS

The general objective of this study is to provide and document the existing environmental and socio-economic conditions in the study area, and to document the data collection and analysis of impacts to the environment as well as the social environment. A critical element of the public involvement effort will be to prepare a conceptual stage relocation plan and right of way costs estimates. The ultimate goal is to prepare and circulate an environmental document in draft and final forms that secures FTA approval.

The study will also consider all social, environmental and economic impacts and will set forth mitigation efforts as required by CFR 23.771.119. An Environmental Assessment (EA) and the associated documentation will be prepared to describe the analysis of the project site and surrounding impact area. Successful completion of the assessment Study fulfills all National Environmental Policy Act (NEPA) and state requirements that must be provided to ensure transportation projects will garner agency acceptance and be compliant with State and Federal law.

4.0 IDENTIFICATION OF AFFECTED PUBLIC

The scope of the public involvement program and the identification of the concerned public for this study must take into consideration the specific issues related to needed improvements associated with Park and Ride improvement alternatives. As an integral part of the public involvement program, a list of agencies, organizations, and individuals having an interest in, or jurisdiction over the project, will be developed and maintained. The lists will be used to notify individuals and agencies about upcoming meetings, and inform them of the progress on the study alternatives and recommendations.

Property Owners:

Using Miami-Dade County Property Appraiser's Office records and Geographical Information Systems technology, property owners whose property lies within 300 feet of any project alternative will be contacted through the Public Outreach program and included in the process.

The Environmental Assessment is an integrated work effort involving engineering analysis and environmental evaluation, all accomplished within the context of a public participation program. The study process begins with a gathering of data and a refinement of the project needs and objectives. Public

involvement during this phase of the study includes kick-off meetings and individual meetings with area stakeholders and elected officials. The information gathered will be used by the consulting team to steer preliminary project alternatives inform MDT about project related issues and develop feasible objectives.

At the inception of the study, a number of meetings will be planned to inform municipal staff, local residents and business owners about the objectives, time frame and future coordination for this study. They will be asked to provide input on the design concept for the proposed improvements.

The general content of this study is briefly described below.

- **Data Assembly** - This process will involve the collection and assembly of all relevant engineering and environmental data.
- **Environmental Impact Analysis & Reports** - All environmental impact analysis and associated memos or reports are prepared in draft form and in accordance with the 23 CFR.771.119. In addition, the data base information will be compatible for use on base maps.
- **Draft Reports** - The level of initial environmental documentation for this effort will be an Environmental Assessment (EA). A draft EA is authored and assembled prior to the final public hearing.
- **Final Documents** – The final versions of the EA with appropriate Environmental Documents is prepared following the public hearing.

6.0 OUTREACH AND PUBLIC NOTIFICATION

The public participation effort is woven throughout the study process and involves a series of public meetings and a continuing process of public outreach and information gathering. Several individual agency and committee meetings, meetings with the Miami-Dade County Metropolitan Planning Organization (MPO), Elected Officials and one (1) Alternatives Public Workshop (optional) will be held during the study. A Public Hearing will also be held near the conclusion of the study to provide a final opportunity for public comment and to produce a documented record of the official study process and findings. Additional collateral materials are required to facilitate a successful public participation effort. These public participation techniques are discussed more thoroughly in the subsequent sections.

Public involvement is one of the most important elements of the PD&E study process. Public participation programs mobilize and empower the community by embracing its input in the design process. This results in a project that better fits the needs of the community, and creates support for implementation of the study recommendations.

Public participation will be solicited without regard to race, color, creed, religion, sex, age, national origin, familial status, or disability. Solicitation for public participation will be made through the media, worldwide web, direct mailings, group meetings, and dissemination of project information brochures and/or handouts as required.

Some of the specific community outreach techniques to be used include the following:

A Newspapers

Newspapers

Miami-Herald
Community Newspapers

B Project Mailing List

The project mailing list will include all those listed in previous sections of the program, property owners whose property lies within 300 feet of the centerline of any project alternative (Section 339.115, Florida statute) and any public officials, public and private groups, organizations, agencies or businesses, requesting to be placed on the mailing list for this project. The concerned public will constitute the largest segment of the project mailing list. Meetings will be scheduled at convenient times, and press releases will provide as much detail as possible. Opportunities to provide input on comment forms will be provided at meetings. A preliminary list of property owners and tenants along the project corridor has been developed. The mailing list will be updated as new information is received.

C One-On-One Meetings

Project status meetings will be held with local elected and appointed officials, MPO committees, local residents, business owners and other community leaders early in the project and at key milestones in the project development, so that they are kept informed of the project and may assist in disseminating project information.



D Legal & Display Ads

The Public Information Workshop and the Public Hearing will all be preceded by display ads in the local newspapers.

E Invitational Letters

In addition to public meeting ads, invitational letters will be mailed to property and business owners located within 300 feet of the right of way line of the facility. The invitational letters will also be mailed to public officials, and other interested citizens/groups. The invitational letters will be mailed several days prior to the public meetings in order to provide sufficient advanced notice of the scheduled meetings.

F Special Interest Group Meetings

A representative from the MDT advertising and media relations division will arrange for the project team to speak at existing special interest group meetings, and hold informal discussions with small business owners or major employment centers along the project corridor. The designated MDT Public Information Officer will lead the coordination effort with special interest groups, with the Corradino Public involvement team providing support services as required.

G Public Meetings

There will be a public workshop (optional), a public hearing, and a number of scheduled and unscheduled project meetings. The purpose and content of these meetings are described below. One of these meetings will be a final Public Hearing.

7.0 PUBLIC MEETINGS PROGRAM

The proposed public meeting program includes meetings/coordination with Agency/ETAT members, MPO committees, Elected Officials, Public Information Concept Workshop and a Public Hearing. Additionally, the team will hold one-on-one meetings with the public and interest groups as necessary. All public meetings will be publicized by creating public notices and / or placing strategic telephone calls. The general content of each meeting is described below.

A Kick-Off Meetings

Meetings with key public officials, City and Municipal staff, and influential community groups will be scheduled early in the study process. These meetings will serve to acquaint them with the “Park and Ride” in Florida City undertaking.

These meetings will include an explanation of the study objectives, an introduction of the project team, and outline the project schedule with an emphasis on the public participation elements. Input from these individuals will help us identify issues and concerns, and to refine our public involvement strategy. These meetings will provide an opportunity to create strong liaisons with key decision makers and community leaders.

The personalized exchange will present these individuals with all the necessary information required to address questions and concerns from their respective constituencies.

The local public officials and City & Municipal staff will be kept informed on a regular basis through one-on-one meetings. Presentations to the MPO may occur prior to public meetings or at other key milestones in the project development process.

B Public Information Workshop

Once the project team verifies the feasibility and constructability of facility concept alternatives, and identifies the required impact mitigation measures associated with the feasible plan options, an Informational Public Workshop may be held. This meeting will be conducted in coordination with Miami-Dade Transit on behalf of the Federal transit Administration.

During the meeting members of the community will receive information on the conceptual designs and associated benefits and impacts. The public will review the various alternatives and provide feedback. The Project team will be present to address comments and answer any question posed by the public.

The workshop will be advertised in the local media (newspaper), and an invitation to the workshop will also be mailed to area residents. All comments received at the workshop or through any other avenue will be analyzed and considered by the project team. The public input will enable the consulting team to recommend refinements to the concept plans according to the comments and concerns expressed at the workshop. Upon request by MDT the information workshop is included in the public involvement program as an optional measure. The program is designed to maximize the communication of project information primarily by means of one-on-one meetings. The objectives of the information workshop should be achieved as part of the overall comprehensive public involvement program strategy. The workshop will be held upon request of MDT if supplemental coordination with the community is required.

C Public Hearing

The public hearing will be held following completion of the Draft EA. The public hearing will be announced through a formal letter of invitation and will be sent to all property owners within 300 feet from the right of way line of the facility. All comments received at the public hearing and for 10 days after the hearing will be documented as part of the hearing.

Procedures outlined in the Metropolitan Planning Organization for the Miami Urbanized Area Public Involvement Plan, the Florida Department of Transportation and the Federal Transit

Administration in accordance with 23 CFR 771.111 will be followed regarding the public hearing format. The format will include an informal period followed by a formal presentation and public comment period. The specific detailed format of the hearing will be designed in accordance with the guidelines and procedures of the MDT Advertising and Media Relations Division, Office of Public Information. More discussion regarding the public hearing is included in Section 13.0.



8.0 PUBLIC INVOLVEMENT TECHNIQUES

This project consists of various public outreach techniques such as, but not limited to, agency coordination, small group meetings, invitational and informational letters, press releases, public notices-legal and display, and a Public Hearing followed by a comment period. These public involvement techniques will be discussed in further detail in subsequent sections of the Public Involvement Program (PIP). A pro-active PIP is proposed in order to create an atmosphere conducive to the open exchange of information. This will assist the study team with identifying areas of public concern and facilitate explaining the key steps in the study process.

This study area encompasses an array of elements: the County core, diverse residential communities, expanding cultural, recreational and business centers as well as the completion of a vital regional transportation network. This PIP is designed to ensure that each of the elements of the community is informed and actively involved throughout the study.

This Plan was developed to meet the Federal Transit Administration guidelines and the specific needs of the project.

9.0 INTENT OF PUBLIC INVOLVEMENT PROGRAM

The intent of the Public Involvement Program is to share information with citizens as the study team proceeds with the development of the Environmental Studies necessary to comply with the National Environmental Policy Act (NEPA) requirements.

Additionally, The Corradino Group on behalf of the client and for their approval will complete an EA for signature by the Federal transit Administration approval authority. This outreach program will include a variety of means to disseminate up-to-date and relevant information pertaining to the development of an acceptable Conceptual Design for the Park and Ride facility.

Establishing a pro-active public awareness program at the project's inception to get the community involved in the project development and decision making process will ensure that MDT will develop a concept that meets the transportation needs of the area, and that it is also supported by the community it is intended to serve. The outreach program will encourage interaction with property owners, agencies, and interested parties. Project information will be shared with the community as it becomes available. The effectiveness of the public involvement process will be assessed periodically to assure that the affected parties are participating, that they understand the study objectives and alternatives, and that any impacts to the affected parties have been communicated clearly.

All public input received through the various public involvement activities will be documented and fully evaluated. Comment sheets will be distributed at public meetings and those returned will be logged in, responded to and evaluated. All other meetings will be similarly recorded and input received at these meetings will be documented, responded to and evaluated. Letters received from public agencies will be accumulated and logged for reference. All concerns expressed by the public will be addressed by the project team and incorporated into the project, as appropriate.

10.0 COORDINATION WITH THE MIAMI-DADE TRANSIT

At key project milestones and before the Public Hearing, draft copies of study documents, will be furnished to MDT for review and written comments will be solicited. Throughout the study process the study team will meet with various agencies and staff to discuss the project in order to ensure compatibility with adjacent planned and programmed projects. At a minimum the following project coordination meetings will be conducted:

- A. Consultant Staff Coordination Meetings – these meetings will be comprised of consultant staff and will be held monthly. An invitation will be sent to MDT staff; however, attendance to these meetings will be optional.
- B. Project team Meetings – these meetings will be comprised of select study team members and will be conducted monthly.

Members of the study team and representatives of the MDT will facilitate group discussions. These sessions can also serve as Scoping Meetings, where pertinent project issues are identified and addressed. Final study recommendations and design concepts modifications developed as a result of meeting discussions will be documented in study reports and included in the project final transcript which is recorded at the Public Hearing.

11.0 PUBLIC MEETINGS AND COORDINATION WITH ELECTED OFFICIALS AND AGENCIES

At a minimum, The Corradino Group will coordinate and conduct meetings with the following state, federal and permit review agencies to inform them of the project and solicit their input.

Items usually covered at the meetings include project justification, priority, schedule and budget, as well as alternative design concepts under review, environmental and/or engineering issues. Requests for comments and concerns about the project are also solicited. Meeting attendees may include, but are not limited to the following:

- ❖ Miami-Dade County MPO Committees
- ❖ The City of Florida City
- ❖ Florida Department of Transportation District 6
- ❖ Miami-Dade County Public Works
- ❖ Miami-Dade County MPO committees (TARC, CTAC, etc.)

12.0 SMALL GROUP MEETINGS

The Corradino Group will be available to conduct Small Group Meetings with organizations interested in this EA Study. These meetings may be held with property owners, business owners, civic groups, near-by home owner and neighborhood associations, government/regulatory agencies, formal organizations and other interested parties.

The intent of these meetings is to share the most recent and updated project information and provide a forum to discuss specific project issues. The meetings would be held as needed as a supplement to the planned meetings for the study.

13.0 PUBLIC HEARING

In compliance with 23 CFR 771 and Section 339.155(6), F.S. a public hearing will be held.

The public hearing will be a fully notified and advertised meeting, and will fulfill all of the formal requirements for FTA project approval and acceptance. The display advertisement will also be noted in the community newspapers. Letters of invitation will also be mailed to property owners as required by Section 339.155(6), F.S. and to local government officials to notify them of the upcoming public hearing.

The public hearing will include an informal and a formal period. A court reporter, power-point presentation, conceptual engineering displays, graphics, and handouts will be prepared to supplement the public hearing presentation as required.

A verbatim transcript of the public hearing will be developed, to include all comments received at the hearing and written comments received within ten days after the hearing.

All appropriate project reports and technical support documents including the Draft Environmental Assessment Report will be made available for review at least 21 days prior to the public hearing. The public notice will provide the location where the documents may be reviewed.

Notification of the Department's intent to comply with the Americans with Disabilities Act will be provided in the public advertisements for the public hearing, by invitational letters to property owners and local officials, by handout, and by selection of a public hearing site that meets all ADA requirements.

Environmental/Engineering Documentation for Public Review:

The following documents will be available for public viewing at least 21 days before the public hearing:

Draft Environmental Assessment (EA)
Draft Finding of No Significant Impact (FONSI)
Support engineering and environmental technical memorandum as required

Anticipated Public Review Sites:

Miami-Dade Public Library	Miami-Dade Transit Engineering Division
Homestead Branch	Overtown Transit Village
700 North Homestead Boulevard	701 NW 1 st Court, Suite 1500
Homestead, Florida 33030	Miami, Florida 33136-3912
(305) 246-0168	(786) 469-5431

Title VI and Title VIII Civil Rights Acts Compliance:

Notification during the public hearing will be provided in the presentation, by handout, signage and through available personnel on the Title VI program and the Relocation Assistance Program which complies with Title VI and Title VIII.

American Disabilities Act Compliance:

Notification of compliance with the Americans with Disabilities Act (ADA) will be provided in the public advertisements for the public hearing, by invitational letters to property owners and local officials, by handouts and by selection of a public hearing site that meets all ADA requirements.

14.0 PUBLIC HEARING FOLLOW-UP

Following the public hearing, responses to all letters received as a result of the hearing and questions and comments not answered at the hearing will be made in writing. A legal notice will announce Agency approval of the final document and recommendations. A news release will be provided to the local media.

A verbatim transcript of the Public Hearing will be developed to cover the formal portion of the hearing including: project presentation, statements made during the hearing and to the court reporter, written comments received at the hearing and written comments received within 10 days after the hearing. A booklet containing the verbatim transcript, proof of publication, letters of invitation, sign-in sheets, public hearing certification, submitted comment forms, and letters from the public will be produced. A copy of the PowerPoint presentation and script and any other important comments and coordination that influence the outcome of the project will be included. A CD will also be produced containing electronic files of all displays, handouts, sign in sheets and comment cards provided at the hearing.

Palm Drive Park and Ride Community Redevelopment Agency Coordination Meeting

Date: Tuesday, July 29, 2008
Time: 10:30 AM
Location: Florida City, City Hall 2nd Floor

MEETING MINUTES

Attendees:

Name	Agency
Rick Stauts	Community Redevelopment Agency
Anthony Smith	Miami Dade Transit
Michelle Simmons	Miami Dade Transit
Andre Goins	The Corradino Group

Public Involvement and Right-of-Way Background:

Mr. Stauts began the meeting with a review of some potential issues associated with the public participation effort on the Park and Ride project, and a description of the general R/W acquisition situation. Mr. Smith added that FTA has requested that an early acquisition process be implemented. Mr. Stauts provided updated information and more detail to the list of area stakeholders previously compiled by the team.

Coordination with the City:

Florida City is in favor of expanding the northern limit of the project to NW 2nd Street. In order to facilitate the expansion effort Florida City has committed to the following:

- Abandon and donate NW 1st Street and the narrow alleyway between 2nd Av and 3rd Av
- Abandon and donate NW 2nd Avenue between Palm Dr. and NW 2nd St (if needed)
- Relocate all City utilities located within the donated areas
- Allow the project public meetings to be held at City Hall and coordinated with City Council meetings

Public Meetings:

- Mr. Smith and Mr. Goins indicated the Public Hearing was scheduled for December 10, 2008.
- Mr. Stauts requested clarification on the purpose of the hearing and Mr. Goins explained the legal and practical need for the hearing.
- Ms. Simmons explained the potential to hold an optional informational workshop in addition to the Public Hearing. It was decided that the workshop could be held concurrently with the City Commission meeting and scheduled for either October 28, 2008, or November 11, 2008.
- The primary goals of the workshop are to obtain buy-in from the Commission, and introduce the project to the public.

Discussion Items:

- Mr. Stauts indicated that he anticipates the eventual extension of the Metro-Rail to Palm Dr. and that this location might be the future Metro-Rail turn-around. No funding or timetable is in place for this improvement.
- Mr. Smith indicated that discussion with Miami-Dade Parks and Recreation is on-going concerning potential federal funding and timeline to support expanding the construction scope. He also mentioned that there had been some initial support for the Bike trailhead by the City of Homestead (Councilwoman Judy Waldman).
- Mr. Goins mentioned that the results of the Miami Dade Transit Budget and Performance report dated May 2008 shows that some of the Park and Ride lots on the south end are not being used to capacity. Ms. Simmons recalls reviewing a feeder study with origin destination figures and possibly different results. The team decided to compare the findings from the various study documents and discuss.
- Mr. Goins had questions about the planned area development, and the Krome Avenue widening project. Mr. Stauts provided a list of planned development projects (16) and capital improvement projects (4), and the fact sheet and schedule for the Krome Av widening project.

- Mr. Stauts also indicated that the City owns a 15 ac. R/V park (on Krome and Davis) that they hope to transition to a mixed use land area.

Plan of Action and Adjournment:

The project team will meet to discuss the updated stakeholder list and commitments by Florida City. The Corradino Group and the MDT Public Information Office will coordinate the development of a specific one-on-one meeting strategy.

The meeting was adjourned at 11:51 p.m.

CITY OF FLORIDA CITY, FLORIDA
RESOLUTION NUMBER :08-35

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FLORIDA CITY IN SUPPORT OF MIAMI-DADE TRANSIT AND THEIR EFFORTS TO BUILD A PARK AND RIDE FACILITY AT SOUTHWEST 344 STREET (PALM DRIVE) ADJACENT TO THE BUSWAY TO SERVE THE CITIZENS OF FLORIDA CITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, The City of Florida City has many low income citizens for whom transportation has been and continues to be a challenge; and

WHEREAS, all citizens of the City of Florida City are impacted by the significant increases in the cost of petroleum products, particularly the cost of fuel for transportation; and

WHEREAS, Miami-Dade Transit has recently completed construction on a dedicated Busway to serve the citizens of South Miami-Dade County; and

WHEREAS, Miami-Dade Transit desires to create a park and ride facility in the vicinity of the two Busway shelters adjacent to West Palm Drive in Florida City; and

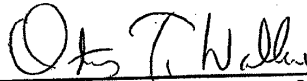
WHEREAS, the City of Florida City wishes to go on record in support of the construction of a park and ride facility in Florida City;

NOW, THEREFORE BE IT RESOLVED BY THE MAYOR AND THE CITY COMMISSION OF THE CITY OF FLORIDA CITY, FLORIDA THAT:

- Section 1:** The City supports the speedy efforts of Miami-Dade Transit to complete the Environmental Assessment required by the National Environmental Policy Act of 1969.
- Section 2:** The City supports the efforts of Miami-Dade Transit in the expedited acquisition of property for the park and ride.
- Section 3:** The City will assist Miami-Dade Transit through the donation of City property and rights-of-way where appropriate.
- Section 5:** This Resolution shall take effect immediately upon adoption.

RESOLUTION NO: 08-35

PASSED AND ADOPTED by the Mayor and Commission of the City of Florida City
on the ~~*** 22nd of July**~~, 2008.


OTIS T. WALLACE, MAYOR

ATTEST:


JENNIFER A. EVELYN, CITY CLERK

Approved as to form and legal sufficiency:


REGINE MONESTIME, CITY ATTORNEY

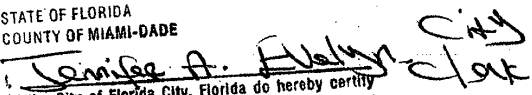
Offered by: Mayor

Motion to adopt by Comm. Berry **seconded by** Comm. Butler

FINAL VOTE AT ADOPTION

Mayor Otis T. Wallace	<u>Yes</u>
Vice Mayor Daurell Dorsett	<u>Absent</u>
Commissioner Eugene D. Berry	<u>Yes</u>
Commissioner Sharon Butler	<u>Yes</u>
Commissioner R.S. Shiver	<u>Absent</u>

STATE OF FLORIDA
COUNTY OF MIAMI-DADE


Of the City of Florida City, Florida do hereby certify
that the above and foregoing is a true and correct
copy of the original thereof on file in this office.
WITNESS, my hand and the seal of said City

this 1st day of August AD 20 08

By: 

PROJECT STATUS NOTICE

MIAMI-DADE TRANSIT (MDT)

Park and Ride Facility

at Palm Drive / SW 344th Street and NW 2nd Avenue

(West of South Dade Busway)

Environmental Assessment Phase

You are invited to attend an

INFORMATIONAL SESSION
WEDNESDAY, NOVEMBER 12, 2008
7:30 P.M. Commission Meeting

The City of Florida City, City Hall Building
404 W. Palm Drive • Florida City, Florida 33304

Commission Chambers

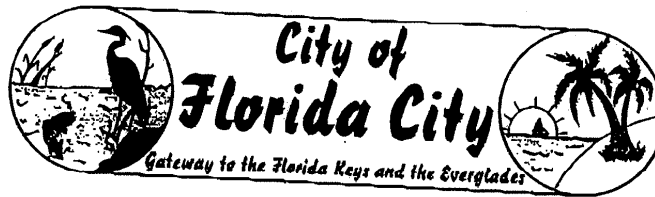
Located at the North end of building – Lower Level

Find out the latest information about Miami-Dade Transit's Palm Drive / SW 344th St
Busway Park and Ride Facility • Environmental Assessment Phase

With Florida City Commissioners:
Eugene D. Berry • Sharon Butler • R.S. Shiver



Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with advance notice. This form can be made available in accessible format upon request (audiotape, Braille, or computer disk). For material in alternate format, a sign-language interpreter, or other accommodations, please contact Maud Lizano at 786-469-5476. Customers using TDD, please call through the Florida Relay Service 1(800-955-8771), at least five days in advance.



November 18, 2008

Anthony G. Smith
Project Manager
Miami Dade Transit
Design & Engineering Division
701 N.W. 1st Court, Suite 1500
Miami, Florida 33136

RE: Florida City Park and Ride Project

Dear Mr. Smith:

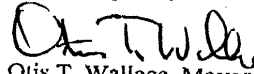
Thank you for all the effort that you and your team are giving the Florida City Park and Ride project. The public hearing last Wednesday night was a great opportunity for our City Commissioners and our citizens to become better informed about the potential plans for the project.

The City has committed several things to Miami-Dade Transit to assist in bringing the project to reality. The City will donate a parcel of land that the City owns in the project area to the County. The City is also prepared to abandon the rights of way on NW 2nd Avenue and NW 1st Street that lie within the project area. Additionally, we will fast track any City permits that may be required to build the facility.

After acceptance of the Environmental Assessment by the Federal Transit Authority and the release of environmental conditions, the City is prepared to rezone the properties within the project area to be "Institutional and Public Facilities". Further, there will be no major impact on the surrounding area, and there are no park or recreation facilities within or adjacent to the project area. The nearest park is about 1/3 mile away, and is not within line of site of the project area.

Should you have any further questions, please contact Rick Stauts at (305) 247-8221.

Sincerely yours,


Otis T. Wallace, Mayor
City of Florida City

Meeting Report

Subject: Park and Ride Facility at SW 344th Street and Busway (PROPERTY OWNERS' MEETING)

Meeting Date: January 7, 2009

Meeting Place: City of Florida City, Commission Chambers

Attendees:

Anthony Smith, MDT Project Manager

Eric Thorne, MDT Right-of-Way Manager

Michelle Simmons, MDT Public Involvement Manager

**Please see attached sign-in sheet for names of public participants.*

Meeting Notes:

The meeting was brought to order by Michelle Simmons who welcomed the participants to the meeting and stated the meeting's purpose. Anthony Smith was introduced to the group and gave a detailed report of the project status to date. Mr. Smith informed the group that the project was currently in the environmental assessment phase. He stated that the findings of the assessment would be made public and that the community would have an opportunity to submit comments about the assessment and the project at a public hearing. The date of the public hearing will be announced through advertisement and letters of notification to each property owner. He emphasized the significance and importance of this project to MDT and Miami-Dade County elected officials and that this project was a priority.

Mr. Smith then introduced Eric Thorne who provided a general description of the acquisition and relocation processes as each relates to both business and residential property owners. Mr. Thorne answered various questions from the property owners and presented case scenarios as to how a property owner can be compensated for any impacts caused by the project. The following are examples of the questions posed by the attendees:

- I have been hearing about this project for over 4 years. Is this project really going to happen?*
- When will I be made an offer for my property?*
- Can you help me find a new location for my business that will accommodate the special zoning that I now have?*
- How much will you offer me for my property?*
- I am a tenant not an owner. Will I receive assistance when I have to move?*

The meeting ended with Michelle Simmons thanking each owner for attending. She provided a brief outline of the public involvement process and that additional meetings would be held as necessary. Each staff member provided contact information.

Action Items

ITEM	DESCRIPTION	DATE
1	MS will send a relocation brochure written in Spanish to two (2) property owners.	1/30/09
2		
3		

Note: The meeting notes will be considered an accurate record of the meeting unless notified otherwise in writing within five (5) business days following the distribution date.

Meeting Notes prepared by: _____

<Name of Author>,

<Title of Author>

FACT SHEET

ENVIRONMENTAL ASSESSMENT FOR PROPOSED PARK AND RIDE FACILITY AT PALM DRIVE / SW 344TH STREET (WEST OF BUSWAY)

Florida City, Florida

January 7, 2009

Project Description:

The proposed project consists of the construction of a new Miami-Dade County Transit (MDT) "Park and Ride" facility. The new MDT Park and Ride facility will include approximately 250 parking spaces, a small bus drivers lounge, fencing, landscaping, lighting, and signage. The facility will provide service to the southern termini of the South-Dade Busway at Palm Drive / SW 344th Street in Florida City, Miami-Dade County, Florida.

The Preferred Alternative for the proposed project is located adjacent to the north side of Southwest 344th Street/Palm Drive between Northwest 2nd Avenue and Northwest 3rd Avenue in Florida City, Miami-Dade County, Florida.

The provision of the new Park and Ride facility is a continuation of the Busway Extension improvement process. This Environmental Assessment will coordinate the Park and Ride improvement with previous Busway projects updating and following through on recommendations from previous studies. The general objective of the Park and Ride project is to improve the efficiency of the area's transportation system including:

- Improve Linkage to Transit Service
- Provide Transportation Options to County Commuters
- Meet the Mobility Needs of the Community
- Improve the Safety and Aesthetics of the Neighboring Community
- Improve Landscaping / Signage
- Provide Improved Access to Jobs, Trade Centers, and Services



The extension of the Busway system to Florida City, as anticipated, is proving to be a vital component of the South-Dade transit system. The improved linkage provided by a new Park and Ride facility would be a critical lifeline providing the population in the southern portion of Miami-Dade County improved access to jobs and services throughout the County.

Anticipated Completion Date:
2012

Right of Way Acquisition and Property Relocations will be required in order to complete the park and ride facility improvement. Permitting efforts include the South Florida Water Management District, DERM and MDCPW.



Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with advance notice. This form can be made available in accessible format upon request (audio tape, Braille, or computer disk). For material in alternate format, a sign-language interpreter, or other accommodations, please contact Maud Lizardo at 758-4664-6478. Customers using TDD, please call through the Florida Relay Service (800-955-8771), at least five days in advance.

Stake Holders

State Farmers' Market

Paul D. Caldwell

300 North Krome Ave

Florida City, FL 33034

Arturo Lopez

Coalition of Florida Farmworker Organizations

778 West Palm Drive

Florida City, Florida 33034

Chief Pedro Taylor

Florida City Police Department

404 West Palm Drive

Florida City, Florida 33034

Mary Finlan

Homestead/Florida City Chamber of Commerce

43 North Krome Ave

Homestead, FL 33030

City of Florida City
404 W. Palm Drive
Florida City, Florida 33034

Florida Department of Transportation (FDOT) District Six
1000 NW 111th Avenue
Miami, Florida 33172

Florida Tomato Packers, Inc.
48 - 258 NW 1st Avenue
Florida City, Florida 33034

Miami Dade County School Board
1450 NE 2nd Avenue
Miami, Florida 33132

Wal-Mart SuperCenter (Bus Turn-around area)
33501 S. Dixie Hwy
Florida City, Florida 33034

Miami-Dade County Public Works
111 NW 1st Street, 16th Floor
Miami, Florida 33128

Chen Holdings, Inc
3020 NW 75th Street
Miami, Florida 33147

(Property Address)
254 SW 344th Street
Florida City, Florida 33034

Work America Inc.
3050 Biscayne Blvd. # 501
Miami, Florida 33137

(Property Address)
303 W Palm Drive
Florida City, Florida 33034



Citizens' Transportation
Advisory Committee
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Naomi L. Wright

First Vice-Chairperson
Dr. Claudius A. Carnegie

Second Vice-Chairperson
Barbara Walters

Members
Rolando Acosta
Andrew Burgess
Crystal Connor-Lane
Gary J. Dufek
Daniel Fils-Aime
Alan B. Fishman
Hudson Goulman, Jr.
David B. Haber
Ramon Irigoyen
Markon Kelly, Sr.
Zvi Krugliak
Mario Martinez-Malo
Leslie McKenzie
Elizabeth McNally
Herb Parlato
Daniel T. Pascale
Bob Powers
Dr. Eric D. Prince
Emma Pringle
Ramon Ramos
David Reiter
Ariel Sagre
Christian F. Schoepp
Bonnie Sterling
Lee Swerdlin
Norman Wartman
Daniel Yglesias
Andrea Young

Honorary Member
Dorothy Cisei (late)
Mac Glasgow (late)

Contact Information
Elizabeth Rockwell
Miami-Dade MPO
111 NW First St. #920
Miami, Florida 33128
305.375.1881
305.375.4950 (fax)
erock@miamidade.gov
www.miamidade.gov/mpo



MEETING OF WEDNESDAY, JULY 22, 2009 AT 5:30 – 8:00 PM

CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

STEPHEN P. CLARK CENTER
111 NW FIRST STREET
MIAMI, FLORIDA 33128
COUNTY COMMISSION CHAMBERS

AGENDA

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES - *Meeting of June 24, 2009*
- III. CTAC MEMBERSHIP UPDATE
- IV. PUBLIC COMMENT - *3 Minutes Each Speaker*
- V. CITIZENS INDEPENDENT TRANSPORTATION TRUST (CITT) UPDATE
- VI. TRANSIT SUBCOMMITTEE UPDATE – *Lee Swerdlin, Transit Subcommittee Chair*
- VII. ACTION ITEMS
 - A. DRAFT RESOLUTION 9-09 ENCOURAGING THE METROPOLITAN PLANNING ORGANIZATION (MPO) GOVERNING BOARD RETAIN THE SERVICES OF FLORIDA INTERNATIONAL UNIVERSITY'S (FIU) LEHMAN CENTER FOR TRANSPORTATION RESEARCH (LCR), OR ANOTHER EDUCATIONAL TRANSPORTATION RESEARCH INSTITUTION, TO REVIEW THE LONG RANGE TRANSPORTATION PLAN AND RECOMMEND FUTURE ALTERNATIVE PLANS AND STRATEGIES FOR THE USE OF FEDERAL AND STATE FUNDS IN A MANNER THAT MAXIMIZES CITIZEN MOBILITY AND IS COST FEASIBLE
 - B. DRAFT RESOLUTION 10-09 ENCOURAGING MIAMI-DADE EXPRESSWAY AUTHORITY (MDX) RETAIN THE SERVICES OF FLORIDA INTERNATIONAL UNIVERSITY'S (FIU) LEHMAN CENTER FOR TRANSPORTATION RESEARCH (LCR) TO EXAMINE AND DEVELOP EXPRESS BUS SERVICES IN MIAMI-DADE COUNTY
 - C. DRAFT RESOLUTION 11-09 ENCOURAGING THE CITIZENS INDEPENDENT TRANSPORTATION TRUST (CITT) RETAIN THE SERVICES OF FLORIDA INTERNATIONAL UNIVERSITY'S (FIU) LEHMAN CENTER FOR TRANSPORTATION RESEARCH (LCR) TO REVIEW THE PEOPLES' TRANSPORTATION PLAN (PTP) AND IDENTIFY IMPLEMENTABLE AND COST FEASIBLE STRATEGIES FOR THE MOST EFFICIENT USE OF SURTAX FUNDS

It is the policy of Miami-Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.



City of Miami
Transportation
Advisory Committee
of the Miami-Dade Metropolitan
Planning Organization

Chairperson
Naomi L. Wright

First Vice-Chairperson
Dr. Claudius A. Carnegie

Second Vice-Chairperson
Barbara Walters

Members
Rolando Acosta
Andrew Burgess
Crystal Connor-Lane
Gary J. Dufek
Daniel Fils-Aime
Alan B. Fishman
Hudson Gaulinas, Jr.
David B. Haber
Ramon Irigoyen
Marion Kelly, Sr.
Zvi Krugliak
Mario Martinez-Malo
Leslie McKeon
Elizabeth McNally
Herb Parlato
Daniel T. Pascale
Bob Powers
Dr. Eric D. Prince
Emma Pringle
Ramon Ramos
David Reiter
Ariel Sagre
Christian F. Schoepp
Bonnie Sterling
Lee Sverdlin
Norman Wartman
Daniel Yglesias
Andrea Young

Honorary Member
Dorothy Cissel (late)
Mac Glasgow (late)

Contact Information
Elizabeth Rockwell
Miami-Dade MPO
111 NW First St. #920
Miami, Florida 33128
305.375.1881
305.375.4950 (fax)
erock@miamicidade.gov
www.miamicidade.gov/mipo



VIII. INFORMATION ITEMS

- A. VENETIAN CAUSEWAY BRIDGE PROJECT INTRODUCTION –
Delfin Molins, PWD Public Information Officer
- B. ENVIRONMENTAL ASSESSMENT FOR PROPOSED PARK AND
RIDE FACILITY AT PALM DRIVE / SW 344TH STREET (WEST
OF BUSWAY) IN FLORIDA CITY, FLORIDA - *Isabel Padron, P.E.,
Chief, Design and Engineering Division, Miami-Dade Transit*
- C. CSX CORRIDOR EVALUATION STUDY RESULTS – *Wilson
Fernandez, MPO Transportation Systems Manager*
- D. EFFICIENT TRANSPORTATION DEMAND MANAGEMENT
(ETDM) PROJECTS - *Kenneth Jeffries, FDOT District VI
Transportation Planner*
 - 1. I-95 NORTHBOUND RAMP TO SR-826/TURNPIKE
 - 2. CORAL REEF DRIVE/SW 152 STREET FROM THE LEFT TO
US-1

IX. PUBLIC COMMENT - 3 Minutes Each Speaker

X. CHAIR'S REPORT

XI. MEMBER REPORTS ON OTHER MEETINGS RELATED TO TRANSPORTATION

XII. OLD/NEW BUSINESS

XIII. ADJOURNMENT

MPO Committee Meeting Dates:

CTAC Subcommittee	9/09/09
CTAC Full Committee	9/23/09
MPO Governing Board	9/24/09
TPC	9/14/09
TPTAC	9/02/09
BPAC	9/23/09
TARC	9/02/09
FTAC	TBA

It is the policy of Miami Dade County to comply with all of the requirements of the Americans with Disabilities Act. The facility is accessible. For sign language interpreters, assistive listening devices, or materials in accessible format, please call 305-375-4507 at least five business days in advance.

Public Hearing Comments

To Be Added
Following October Hearing

Appendix C

Exhibits



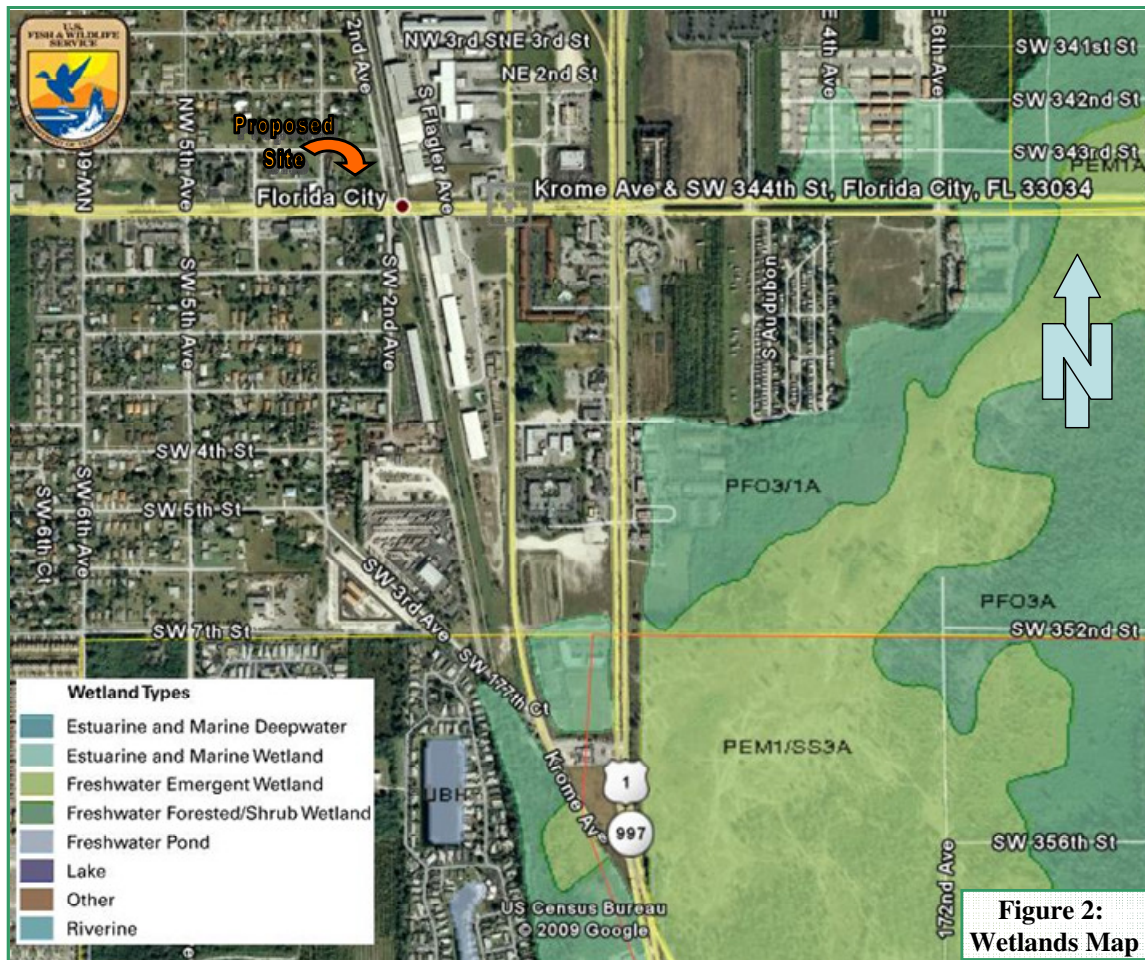


Figure 2: Jurisdictional Wetlands Map