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To <David.Navecky@stb.dot.gov>

cc <Rebecca.Reyesalicea@dot.gov>

bcc

Subject NRE DEIS Comments

History:

✉ This message has been forwarded.

Hi David,

Here are a few comments on the DEIS:

1. GENERAL – Considering FTA funding would most likely be applied to the passenger terminal and related facilities, in addition to impacts as presented in the DEIS for the entire alignment, FTA would also need to evaluate impacts specifically related to the passenger terminal components. Although the chapters of the DEIS discuss impacts associated with both Delta Segment alternatives (in which the FTA funded components of the extension would occur), specific impacts associated with the passenger terminal and related facilities are not clearly defined.
2. CHAPTER 9 – If future funding requests are submitted to FTA for this project, FTA will need to review the noise impacts as they relate to FTA guidance. Therefore additional information regarding the specific noise receptors and the associated land use categories, as listed in the FTA Transit Noise and Vibration Impact Assessment guidance, might be requested to better illustrate compliance with FTA requirements. Also, Chapter 20 states that all adverse noise impacts would result from “locomotive horn sounding”; however this is not made clear in Chapter 9. In order for FTA to determine the appropriate level of mitigation for noise and vibration, more information would need to be provided. This issue could be addressed once FTA funding is requested.
3. CHAPTER 2 & APPENDIX D – Please provide FTA with a copy of the following documents referenced in these sections: (1) the 2006 Alternatives Analysis Study; and (2) the 2007 Preferred Route Alternative Report.
4. SECTION 4(f) – Based on the information provided in the DEIS, FTA would not be able to make a defensible 4(f) determination. As indicated in 23 CFR 774, the Administration may not make any 4(f) approvals or *de minimis* impact determinations without meeting the coordination requirements, which also apply to programmatic 4(f) evaluations. FTA advises that coordination with the jurisdictional agencies begin in order to effectively identify Section 4(f) resources and potential impacts and mitigation measures. If it is anticipated that FTA will need to make a future 4(f) determination, it would be beneficial to keep FTA informed during the Section 4(f) evaluation process.

Let me know if there are any questions.

Thanks,

Carrie

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