



PUBLIC NOTICE OF AGENCY ACTION

Finding of No Significant Impact (FONSI) and Final Section 4(f) Determination for the Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI) Project

The South Florida Regional Transportation Authority (SFRTA), in cooperation with the United States Coast Guard (USCG) and the Florida Department of Transportation (FDOT), wish to inform you that the Federal Transit Administration (FTA) issued on January 12, 2018, a Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) prepared for the Miami River – Miami Intermodal Center Capacity Improvement (MR-MICCI) Project. The FTA also issued a Final Determination for the use of particular properties subject to analysis pursuant to 49 U.S.C. § 303 and 23 U.S.C. § 138 (commonly called “Section 4(f”).

The project will provide an additional mainline track within the South Florida Rail Corridor (SFRC) from just north of the Hialeah Market Tri-Rail Station (Milepost 1035.96) to the Tri-Rail Miami Airport Station (Milepost 1037.21) located within the Miami Intermodal Center (MIC). The additional mainline track will address an existing capacity deficiency along the system that negatively impacts travel time and schedule adherence. The project also includes replacement of the existing bascule bridge over the Miami River with a new fixed double track bridge to be installed slightly to the west of the existing bridge.

The FTA and SFRTA prepared an EA in compliance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended, and Council on Environmental Quality (CEQ) Regulations. The EA, published on April 1, 2016, analyzed the environmental consequences that may result from the MR-MICCI Project, and includes measures to avoid, reduce, or mitigate these environmental consequences. Additionally, the FTA completed consultation under Section 106 of the Historic Preservation Act for the historic resources along the project corridor. A Memorandum of Agreement (MOA) was signed by the FTA and the Florida State Historic Preservation Officer (SHPO) which identifies mitigation for effects to historic resources along the project corridor. The FTA and SFRTA conducted a Section 4(f) evaluation and FTA determined that there was no feasible and prudent alternative to the use of the historic CSXT Railroad Bridge and that the proposed action included all possible planning to minimize harm to this Section 4(f) property. Additionally, FTA determined that the use of the Miami River is *de minimis*. The FONSI sets forth the FTA final decision regarding the safety and environmental factors regarding the project.

The FONSI, EA, Section 4(f) Evaluation, and MOA documents are available for public review at the following location:

South Florida Regional Transportation Authority Administrative Offices, 801 Northwest 33rd Street, Pompano Beach, FL 330064 Monday to Friday from 8 a.m. to 4 p.m.

The FONSI, EA, Section 4(f) Evaluation and MOA documents can also be viewed on SFRTA’s website:

<http://www.sfirta.fl.gov/current-projects.aspx>