

APPENDIX B
Mitigation and Commitments

Resource	Mitigation and Commitments	Change in impacts from 2005 FEIS?	Additional Mitigation Required?
COMMUNITY IMPACTS			
Community Cohesion	None required	No	No
Community and Land Use Impacts	See mitigation for acquisitions from Perry Harvey Sr. Park in the Recreation and Parkland resource category below.	No	No
Economic Impacts	None required	No	No
Safety and Public Health	- Submittal and approval of specific plans addressing emergency and maintenance access to the guideway, construction access, and construction staging. - Development and implementation of a System Safety Plan that would also address security plans in accord with FRA standards. - Fencing, intrusion detection system, barriers, and other protective measures as required by the Safety Plan.	No	No
Relocation and Right-of-Way Impacts	Carry out ROW and relocation program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970.	Yes	No
Environmental Justice	None required	No	No
Section 106 - Archeological and Historical Resources	- Provide the FHSR design plans (for the Tampa CBD and Ybor City areas) to the SHPO for review and comment at 30 percent, 60 percent, and 90 percent design stages. - Coordinate the design of the Tampa Station with the SHPO to ensure that historic integrity is maintained at the nearby North Franklin Street Historic District and the St. Paul AME Church Parsonage. - Implement vibration monitoring during construction adjacent to the Oaklawn Cemetery, German American Club and within the Ybor City NHLHD to ensure vibration levels do not exceed the damage criteria described in FRA's guidance manual, High Speed Ground Transportation Noise and Vibration Impact Assessment, Chapter 10. If vibration levels approaching the damage criteria are found to occur, immediate coordination with the SHPO would be conducted and construction means and methods will be reviewed to determine how the potential for damage can be minimized.	Yes	No

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Section 106 - Archeological and Historical Resources (continued)	- The stipulations of the Tampa Interstate Study Memorandum of Agreement would be fulfilled for any impacts to contributing historic structures within the Ybor City NHL and the Tampa Interstate Study Ultimate ROW. - Aesthetic treatment for the FHSR would be compatible with the existing Urban Design Guidelines set up for the Tampa Interstate Study FEIS/ROD within the Tampa CBD and Ybor City areas. At minimum, the color of the concrete should be compatible with the Tampa Interstate Study concrete color. The SHPO, City of Tampa, and local community groups, will be included in the development of the FHSR aesthetics. - The FHSR project shall be coordinated with the Barrio Latino Commission during the project's later design phases, as required by the Tampa Code of Ordinances, Chapter 27 Zoning.	Yes	No
Recreation and Parkland	- To compensate for the right-of-way requirements at Perry Harvey Sr. Park, the FHSR project will comply with the specific commitments and stipulations identified in the existing Tampa Interstate Study MOA for the Ultimate right-of-way and improvements. - Through coordination and correspondence, the City of Tampa indicated that compensation for impacts to the park can be accomplished through the eminent domain process. As stated previously, the TIS Ultimate ROW includes provisions for multi-modal transportation that applies to the FHSR project.	Yes	No
Section 4(f) Impacts	See mitigation requirements listed under the Section 106 - Archeological and Historical Resources and Recreation and Parkland sections above.	Yes	No
Secondary and Cumulative Impacts	None required	No	No
NATURAL AND PHYSICAL IMPACTS			
Visual/Aesthetic	The Preferred Alternative would result in potential visual/aesthetic issues within the Tampa CBD. Where the FHSR leaves the I-4 median within Ybor City, coordination will occur with the City of Tampa to ensure design compatibility in height and design with the proposed Ybor City Gateway design at I-4 and 21st Street.	No	No

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Air Quality	None required	Yes	No
Noise/Vibration	- The feasibility of noise mitigation would need further evaluation. As the design is finalized, noise mitigation will be considered in more detail to determine if it is warranted based on a cost/benefit analysis. - Noise impacts that exceed the FRA's criteria for severe impacts will be mitigated. Mitigation will be coordinated with local communities during the final design phases of the project. - Vibration impacts that exceed FRA criteria are considered to be significant and warrant mitigation, if feasible. Vibration mitigation will be addressed in more detail during final design.	Yes	No
Wetlands	- A formal wetland jurisdictional survey will be produced during the permitting effort. Review and approval of this survey will be conducted by appropriate local, state and federal agencies. Plans will comply with any local requirements including the water management districts and the Hillsborough County Environmental Protection Commission guidelines. - A continuing process of avoiding and minimizing impacts will be performed during final design. Unavoidable wetland impacts shall be mitigated pursuant to S. 373.4138 F.S. to satisfy all wetland mitigation requirements of Part IV Chapter 373. and 33 U.S.C. 1344. Mitigation requirements will be negotiated between FDOT and the FDEP to assure adequate compensation for the loss of wetlands from the project is provided.	Yes	Potentially, to account for regulatory changes.
Aquatic Preserves	None required	No	No
Water Quality	The Preferred Alternative falls within the jurisdictions of the SWFWMD, the SFWMD, and the SJRWMD. The water quality criteria associated with each agency would apply to the portion of the project within the respective district limits. The FHSR will meet these criteria, which are located in rules 62-302.500 and 62-302.530 of the F.A.C.	No	Potentially, to account for regulatory changes.
Outstanding Florida Waters	None required	No	No

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Contamination	- Potential contamination sites identified in the 2005 FEIS and this reevaluation will be investigated further prior to construction. Investigative work will include visual inspection, monitoring of ongoing cleanups, and possible subsurface investigations. - At known contamination sites, estimated areas of contamination will be marked on design drawings. Prior to construction, plans to address the contamination during construction will be developed. - Construction plans will also includes special provisions for handling unexpected contamination discovered during construction will be included in the construction plans package. - FDOT will comply with all applicable local, state, and federal standards and regulations regarding building demolitions and renovations, asbestos, and open burning requirements, including the Hillsborough County Environmental Protection Commission guidelines.	Yes	No
Wild and Scenic Rivers	None required	No	No
Floodplain and Floodway Impact	Coordination with the water management districts will identify areas appropriate for mitigation of the volumetric impacts of the preferred alignment that will not increase or significantly change the flood elevations and/or limits.	No	No
Coastal Zone Consistency	None required	No	No
Coastal Barrier Resources	None required	No	No
Wildlife and Habitat, including Protected Species	Commitments and mitigation are listed below by species: - FDOT will continue coordination with USFWS, water management districts, and FFWCC to develop design and construction methods to avoid and minimize impacts to protected species Eastern Indigo Snake - To assure protection of the Eastern indigo snake during construction, FHSRA will incorporate the "Construction Precautions for the Eastern Indigo Snake" guidelines into the final project design and require that the construction contractor abide strictly to the guidelines throughout construction. The guidelines include the following:	No	Yes, to account for regulatory changes

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Wildlife and Habitat, including Protected Species (continued)	- FHSRA shall provide Eastern indigo snake educational information, as contained in the applicable FDOT Districts One, Five, or Seven approved educational plans, to construction employees prior to the initiation of any clearing, construction, or gopher tortoise relocation activities. The applicable FDOT Districts One, Five, or Seven educational exhibits shall be posted at sites immediately accessible to all employees. - All construction activities shall cease in the immediate vicinity of any live Eastern indigo snake found within the project area. Work may resume after the snake, or snakes, are allowed to leave the area on its own. - Location of live sightings shall be reported to the USFWS Vero Beach field office at (561) 562-3909. - If a dead Eastern indigo snake is found on the project site, the snake shall be frozen as soon as possible and FHSRA shall notify the Vero Beach field office immediately for further instruction. Gopher Tortoise - The FHSRA will conduct comprehensive surveys for gopher tortoises and their burrows during the final design phase of the project within the construction limits (including roadway footprint, construction staging areas and stormwater management ponds) and prior to construction. If burrows are identified during these surveys, FHSRA will contact the FWC to coordinate mitigation for any impacts to this species and acquire the necessary relocation permits in accordance with the Gopher Tortoise Permitting Guidelines (April 2009). Although the relocation permit is issued for the gopher tortoise, the permitting process provides protection for the Florida mouse and gopher frog. Sand Skink - Based on the identification of sand skink habitat within the project area, the FHSRA will conduct surveys during the design/build phase and prior to permitting. The surveys will be conducted, in potentially suitable habitat, between March 1st and May 15th in accordance with the USFWS' draft protocol. Further coordination with the USFWS will take place prior to the initiation of the surveys to coordinate any potential impacts during the design/build phase of the FHSR project.	No	Yes, to account for regulatory changes

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Wildlife and Habitat, including Protected Species (continued)	Sand Hill Crane - Prior to construction, resurveys for sandhill cranes in areas that may support nesting habitat will be conducted. If any crane nests are located, FHSRA will contact FFWCC immediately. Construction activities in the vicinity of the nest would cease until appropriate protective measures are determined. Bald Eagle - One bald eagle's nest, PO-50 in Polk County, is located less than 300 ft. from the I-4 southern ROW limit. Because this nest was active through the 2007 nesting season, the nest tree is still provided protection by the USFWS. Therefore, the FHSRA will contact the USFWS to discuss if the nest site is considered viable. If the nest is viable, then standard construction precautions will be implemented to assure the nest and any nesting activity would be protected from construction. Also, prior to construction, the Preferred Alternative will be re-evaluated to determine if any new nests have been established in proximity to the construction corridor. Coordination with Florida Fish and Wildlife Conservation Commission will also be conducted. Wood Stork - Based on USFWS guidelines, impacts to certain wetland systems within a 15-mi. radius, (or 18.6-mi radius in Polk and Osceola counties) of a wood stork colony may directly affect colony productivity because they are considered to be in their Core Foraging Area (CFA). FRA and FDOT commit to the following: - The Wood Stork Foraging Habitat Assessment Procedure will be used to evaluate wetlands likely to be impacted that are also located within the CFA of a wood stork colony. - No net loss of wetlands within the project area. - Replacement of drainage ditches, swales, and retention ponds will be at a 1:1 or greater ratio, resulting in no net loss of CFA. - Minimizing indirect impacts (e.g., changes in hydrological regimes) to adjacent wetlands by adherence to wetland permitting requirements of the water management districts and the USACE. - Where reasonable, wood stork habitat alterations will be mitigated within the foraging range of known habitat rookeries in the project area.	No	Yes, to account for regulatory changes
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Wildlife and Habitat, including Protected Species (continued)	Sherman's Fox Squirrel - In an effort to minimize or eliminate any adverse affects to the Sherman's fox squirrel, the FHSRA will survey areas supporting suitable habitat outside of existing transportation ROW for nests just prior to construction in those areas. If an active nest is located during these surveys, the FHSRA will contact the FFWCC for guidance on assuring no adverse effect. Everglade's Snail Kite - Consultation with the USFWS to confirm no effect to the Everglade's Snail Kite given the consultation area established since publication of the FEIS in 2005. A commitment by FDOT to provide a future wildlife crossing during construction of the ultimate interstate improvements in Polk County is contained in the Design Change Reevaluation of I-4 from Memorial Boulevard in Polk County to the Osceola County line. The FHSR is considered to be a viable portion of the ultimate I-4 corridor and will include wildlife crossings in its final design.	No	Yes, to account for regulatory changes
Farmlands	None required	No	No
Energy Consumption	None required	Yes	No
Utilities	Coordination with affected utilities during final design to ensure provision of adequate depth beneath or vertical clearance over project elements.	No	No
TRANSPORTATION			
Freight Rail Operations Impacts	None required	No	No
Highway Operations Impacts	- The design/build contractor will be required to meet FDOT's Design and Specifications for maintenance of traffic plans during construction. - Coordination with Districts One, Five, and Seven is required to identify and coordinate any concurrent construction along the I-4 corridor. - The design/build consultant will coordinate meetings for the development of the maintenance of traffic plans and the outcome of these meetings will be an acceptable plan to both FDOT and FHWA prior to approved use of the interstate right-of-way for the FHSR.	No	No

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Station Access and Traffic Impacts	- Roadway improvements in the immediate area of any station will be coordinated with local agencies and jurisdictions during final design. - Aesthetic considerations for each station will also be coordinated with various agencies and local jurisdictions during final design.	No	No
Airport Operations	The FHSRA is committed to working with the Greater Orlando Aviation Authority (GOAA) and the FAA in the development of the project, and will continue to coordinate all aspects of the project with these agencies, especially in relation to the design of project's alignment, ancillary facilities and stations in the vicinity of the Orlando International Airport.	No	No
CONSTRUCTION IMPACTS			
Construction Impacts	Impacts to residents and travelers in the immediate vicinity of the project may result due to the construction of the Preferred Alternative; however, they would be of short duration in any given location since the construction would proceed in a scheduled sequence.	No	No
Construction Impacts (continued)	All construction will be conducted in accordance with the FDOT's Standard Specifications for Road and Bridge Construction and Best Management Practices (BMPs).		

Source: Parsons, PBS&J September 2009