

**FEDERAL TRANSIT ADMINISTRATION  
REGION III**

**Finding of No Significant Impact**

**Project:** Middletown Train Station Relocation

**Applicant:** Pennsylvania Department of Transportation

**Project Location:** Middletown Borough and Lower Swatara Township, Pennsylvania

**FTA Grant No:**

**Proposed Project**

The Pennsylvania Department of Transportation (PennDOT), in cooperation with the Federal Transit Administration (FTA) and the Borough of Middletown, proposes to relocate the Middletown Train Station in Middletown Borough, Dauphin County, Pennsylvania, from Mill Street to Ann Street/Airport Drive (State Road 441). The project would require acquisition of land from Abbco Real Properties at the proposed Westporte Retail Center (on the AP Green site) for the proposed parking lot at 350 West Main Street (Route 230). The proposed Train Station platforms would be located just west of 350 West Main Street, Middletown, PA 17057.

The proposed project would include the following components:

- Roadway signage leading to the Station
- Extension of Emaus Street to provide access to the Station
- Parking area
- Passenger information displays and a public address system
- Passenger amenities
- Elevators
- Pedestrian bridge overpass
- Security systems
- Track realignment
- Double-sided, high level platforms of standard length

PennDOT and the Borough of Middletown are working together to provide an attractive, safe, and Americans with Disabilities Act (ADA)-accessible Train Station. The adjacent private venture of Westporte Centre (Abbco Real Properties) has been involved in the coordination but is not part of the federal funding or authorization for the Train Station. Unlike the existing Station, the remodeled Station would meet the requirements listed in Section 10 of Appendix A to Part 1191, the ADA Accessibility Guidelines for Buildings and Facilities.

As part of the *Plan the Keystone* initiative, the purpose of the Middletown Train Station relocation is to enhance transit service and to strengthen the communities served by the Keystone Line.

The need for the proposed project is to address existing deficiencies. The two primary issues that need to be corrected are:

1. The existing Station platform is low-level and shorter than Amtrak's minimum standard length.
2. The existing Station platform is located in a super-elevated curve, prohibiting compliance with the ADA Accessibility Guidelines for buildings and facilities.

The existing Station also requires passengers to cross the tracks and has insufficient parking.

A copy of the Environmental Assessment (EA) is included as Appendix 1.

#### **Agency Coordination and Public Opportunity to Comment**

The EA was completed through coordination with federal, state, and local resource and regulatory agencies as well as with the public. Generally, there were no negative concerns expressed regarding the project. The chronology of project coordination activities is summarized as follows.

- **May 21, 2009:** A public meeting was held at Middletown High School to present an analysis of potential Amtrak Station locations.
- **June 10-11, 2009:** Stakeholder Interviews were held at the Middletown Borough Building. Those interviewed included elected and appointed Borough and Township officials, the Greater Middletown Economic Development Corporation, Dauphin County Community and Economic Development, Tri-County Regional Planning Council, the Middletown and Hummelstown Railroad, Capital Area Transit, the Department of Environmental Protection, Arts on Union, Penn State Harrisburg, Harrisburg International Airport, Dauphin County Housing Authority, Nardo Development, and interested citizens.
- **Mid July, 2009:** Website <http://www.planthekeystone.com/> was launched to increase public awareness and involvement. The website is continuously updated.
- **July 28-30, 2009:** A design charette was held on the campus of Penn State Harrisburg. Location alternatives were discussed, and preliminary Station plans were developed for the potential Harrisburg International Airport (HIA), Lot 29, and Ann Street/Airport Drive (State Road 441) Station locations. The existing location was excluded due to design restrictions.
- **December 6, 2010:** A public announcement was made that the Ann Street/Airport Drive (State Road 441) site was selected as the Preferred Alternative.

The Middletown Train Station Relocation EA was approved by the FTA and released for agency and public review on June 30, 2011. PennDOT made copies of the EA available to agencies and the public through a variety of means, including:

- Providing hard copies of the document for public review at:
  - Middletown Borough Building, 60 West Emaus Street; and
  - Middletown Public Library, 20 North Catherine Street
- Posting a notice of availability and a digital copy of the EA on the *Plan the Keystone* web page at [www.planthekeystone.com/middletown.html](http://www.planthekeystone.com/middletown.html)
- Sending out notifications to interested officials, agencies, and residents on project mailing lists on how to view or receive a copy of the document;
- Providing a newspaper notice advertisement on the availability of the EA on Thursday, June 30, 2011 in *The Patriot News* newspaper and on Wednesday, July 6, 2011 in *The Press and Journal* newspaper.

### **Comments on the EA**

PennDOT received three separate written comments from one individual on the EA. Comments were received from A. Victor Banks, Jr., Amtrak patron and Middletown Station user.

The emailed comments received during the EA comment period are included as Appendix 2.

The comments focused on the following topics:

- Support for provision of adequate free parking at the Station;
- Support for provision of a ticketing kiosk;
- Support for meeting ADA requirements;
- Support for provision of a 5+ person shelter;
- Support for provision of a community space to host community meetings;
- Support for Station location at either HIA or Ann Street;
- Support for additional public presentations on the proposed project;
- Support for provision of retailer for coffee and newspapers at the Station; and
- Lack of support for location of a hotel or other retail facilities at the Station

### **Measures to Minimize Harm**

As documented in the Middletown Train Station Relocation EA, no significant adverse impacts are anticipated. PennDOT has committed to specific measures and actions intended to avoid and minimize the effects of the project, as identified in the EA (Section 3.6) and in this Finding of No Significant Impact (FONSI). The FTA finds that with the implementation of these avoidance and minimization measures, PennDOT will have taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the proposed action.

## **Determinations and Findings**

### National Environmental Policy Act (NEPA) Finding

FTA served as lead agency under NEPA for the project. The FTA and PennDOT prepared an EA in compliance with NEPA, 42 U.S.C. Section 4321 et.seq., and with FTA's regulations, 23 CFR Part 771. The EA analyzes and describes the project's potential significant impacts.

The EA identifies and evaluates potential impacts to: Air Quality; Water Bodies and Waterways; Water Quality; Floodplains; Wetlands; Noise and Vibration; Ecological Systems; Threatened and Endangered Species; Transportation; Land Use, Zoning, and Property Acquisition; Environmental Justice; Public Health and Safety; Contaminated Sites and Hazardous Waste; Cultural and Historic Resources; Section 4(f) Resources; Construction; and Secondary and Cumulative Impacts.

After carefully considering the EA, its supporting documents, and the public comments, **the FTA finds under 23 CFR 771.121 that the proposed project, with the avoidance and minimization measures to which PennDOT has committed, would have no significant adverse impacts on the environment.** The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

### Air Quality

PennDOT reviewed air quality designations and regulations in order to determine if the proposed project requires regional and project-level air quality conformity determinations.

The proposed project is located in Dauphin County, Pennsylvania. The Environmental Protection Agency (EPA) has designated Dauphin County as being in attainment for carbon monoxide and PM10. However, the EPA has designated Dauphin County as being a non-attainment area for PM2.5 and a maintenance area for Ozone.

PennDOT consulted Table 2 of 40 CFR Part 93.126, to determine if a regional conformity analysis was necessary. As the proposed project is not listed as an exempt project, a regional conformity analysis was necessary. Therefore, a regional conformity analysis was conducted, the project was deemed to have less than significant impacts on regional air quality conformity, and the proposed project was included on the State Transportation Improvement Program (STIP).

The team next completed the project-level screening process. The proposed project is located in an attainment area for the PM10 standard. According to the PM10 hot-spot analysis requirements established in the March 10, 2006, final transportation conformity rule (71 FR 12468), no further project-level air quality analysis for PM10 is required. However, the proposed project is located in a county that has been designated as being in non-attainment for PM2.5. The project is not exempt, but it is not considered to be of air quality concern according to 40 CFR 93.123(b)(1)(i-v) and the March 29, 2006 EPA/Federal Highway Administration (FHWA) guidance entitled

“Transportation Conformity Guidance for Qualitative Hot-Spot Analysis in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas.” The EPA has determined that such projects meet the Clean Air Act’s requirements without any further hotspot analysis. The project area is designated as being in attainment for carbon monoxide, and a brief qualitative analysis is sufficient, per *PennDOT Project Level Air Quality Handbook (Pub. 321)*. As the proposed project would be shifting only minor amounts of traffic across the Borough, and as West Main Street (Route 230) has an Annual Average Daily Traffic (AADT) volume of only 12,245 on this segment, the proposed project should have no significant impact on the amount of carbon monoxide in the area.

**The FTA finds that significant regional and project-level air quality impacts are not anticipated under the proposed project.**

#### Water Bodies and Waterways

There are five water bodies in the vicinity of the project area. The Susquehanna River is approximately 6,650 feet (1.25 miles) south of the project area. Swatara Creek and two unnamed tributaries are approximately 2,750 feet (0.5 mile) southeast of the project area, and there is an unnamed stream on the Penn State Harrisburg Campus approximately 1,050 feet (0.2 mile) west of the project area. All five of these waterways are classified as water quality suitable for warm water fishes (WWF) in the Pennsylvania Code Title 25 Chapter 93 Water Quality Standards. A review of the Pennsylvania Department of Conservation and Natural Resources “Pennsylvania Scenic Rivers” website and nationally designated “Wild and Scenic Rivers” website revealed that none of these water bodies are classified as a state or federal wild and scenic river. None of these streams are classified as federal navigable waterways or as coastal zones.

As the proposed project is over 1,000 feet (0.2 mile) away from the nearest stream, **the FTA finds that no long-term or permanent impacts to the identified waterways are anticipated.**

#### Water Quality

No sole source aquifers are located within the immediate project area; therefore, there would be no direct impacts to sole source aquifers.

There are dozens of water wells, public water supply wells, and United States Geological Survey wells within one mile of the proposed Train Station site, including several active wells within 1/8 of a mile of the site.

PennDOT considered potential short-term and long-term water quality impacts caused by implementation of the proposed project. Earth disturbance activities during construction could temporarily impact local groundwater supply yields and/or quality. PennDOT proposes the use of Best Management Practices (BMPs), an Erosion and Sediment Pollution Control Plan (E&S Plan), and/or a National Pollutant Discharge Elimination System (NPDES) permit, as applicable, in order to prevent any significant impacts to water quality within the Area of Potential Effect (APE). Stormwater management for the site would follow *PA Stormwater Best Management*

*Practices*, (363-0300-002), 2006 (or current) PA Department of Environmental Protection. In an area which is already almost entirely paved, the proposed project would create only negligible amounts of new impervious area, if any, and therefore would not affect recharge or water quality long-term.

The use of these management techniques under the proposed project would minimize potential temporary and long-term impacts to local water quality to a less than significant level.

**Therefore, the FTA finds that no adverse impacts to water quality would occur as a result of the proposed project.**

### Floodplains

The Federal Emergency Management Agency (FEMA) conducted flood studies for Dauphin County to locate the extent of the flooding from a 1% annual chance storm. Available FEMA Flood Insurance Rate Maps (Panels 4203880005B and 4203850010C) were reviewed to determine the presence of regulated floodplains within the project area. There are no regulated floodplains in the project area.

Although the project area does not contain regulated floodplains and is already almost entirely impervious, the proposed project could result in minor increases of impervious surface. Impervious surface typically increases the peak flow during storm events. In order to mitigate the increased stormwater quantity, BMPs would be implemented, as needed, to attenuate the stormwater.

**Therefore, the FTA finds that no adverse impacts to any 100-year floodplains or floodways would occur as a result of the proposed project.**

### Wetlands

The United States Department of Transportation (DOT) seeks to assure the protection, preservation, and enhancement of the nation's wetlands to the fullest extent practicable during the planning, construction, and operation of transportation facilities and projects (DOT Order 5660.1A; Executive Order 11990). Through site visits of the highly urbanized project area and review of National Wetland Inventory mapping, it has been determined that no wetlands are located in the project area. As such, there is no potential impact to wetlands due to this project.

**The FTA finds that the project meets federal wetlands requirements.**

### Noise

A noise analysis was completed in order to identify and evaluate all potential air-borne noise impacts of the project. The noise analysis was based on the guidelines in the FTA document, *Transit Noise and Vibration Impact Assessment* (FTA report FTA-VA-90-1003-06).

The preliminary investigation of the land uses near the Station indicates that there are some noise sensitive receptors in the area, including multi-family housing on Genesis Court, a church on Ann/Grant Streets, and single family residences/Penn State Harrisburg athletic fields north of West Main Street (Route 230). The remainder of the land uses near the proposed Station includes commercial businesses, industrial activities, and HIA parking lots.

The FTA screening distance (unobstructed) for noise assessments of parking facilities is 125 feet from the center of the parking facilities. There are no sensitive receptors within a 125 foot radius. Therefore, no further noise assessment of the Train Station parking facilities is required.

A detailed noise analysis of train operations was also conducted. Overall, with cumulative freight train noise, there is virtually no change in the predicted sound levels as a result of the track realignment and the decreased Keystone train speeds approaching and departing the new Station. For commuter train operation noise, independent of freight trains, there are predicted decreases of up to 2 decibels (dBA) as a result of the proposed action.

The noise analyses show that the nearest noise sensitive land uses would not have a predicted increase in either the Day-Night Average Sound Level (DNL) or Equivalent Continuous Noise Level (Leq) as a result of the proposed action. Refer to the EA for additional details.

**Because the noise impact assessment showed no moderate or severe noise impact, the FTA concludes that the project would not result in significant noise impacts.**

### Vibration

A vibration analysis was undertaken to evaluate the potential effects of the proposed action based on the FTA guidelines document, *Transit Noise and Vibration Impact Assessment* (FTA report FTA-VA-90-1003-06).

The preliminary investigation of the land uses near the Station indicates that there are some sensitive receptors, including multi-family housing units on Genesis Court, a church on Ann/Grant Streets, and single family residences/Penn State Harrisburg athletic fields north of West Main Street (Route 230). The remaining land uses near the Station are comprised of commercial businesses, industrial activities, and HIA parking lots.

The analysis results indicate that there would be little change in the vibration levels as a result of the proposed action, because the alignment shift is small. The change is less than  $\pm 0.5$  VdB/dBA, depending if the alignment moves closer to or farther away from the sensitive receptor.

**Because the vibration impact assessment showed no moderate or severe vibration impact, the FTA concludes that the project would not result in significant vibration impacts.**

### Ecologically Sensitive Areas

PennDOT conducted an ecological inventory of existing resources. The project area is almost entirely paved with small amounts of urban vegetation. There are five surface water bodies in the vicinity of the project area, but the proposed project would not impact these water bodies. No wetlands were identified. Additionally, no sanctuaries, refuges, critical or unique habitats, Federal Wilderness Areas, or national or state forests or parks are located within the vicinity of the project area. No threatened or endangered plant or animal species are known to exist in the APE. Based on the land use and cover, the project area most likely supports only common, small mammals, reptiles, and birds.

**Therefore, the FTA finds that no adverse impacts to any ecologically sensitive areas would occur as a result of the proposed project.**

### Endangered Species

The Endangered Species Act of 1973, as amended (ESA), intends to protect threatened and endangered species and the ecosystems on which they depend. The ESA requires a federal agency to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species or to result in direct mortality or destruction or adverse modification of critical habitat of listed species. This requirement is fulfilled under section 7 of the ESA by review of the proposed actions and consultation with the appropriate agency responsible for the conservation of the affected species.

PennDOT conducted a review of the Pennsylvania Natural Diversity Inventory (PNDI) Project Environmental Review through the Pennsylvania Natural Heritage Program. The PNDI Project Review conducts a search of the U.S. Fish and Wildlife Service, Pennsylvania Department of the Conservation and Natural Resources, Pennsylvania Fish and Boat Commission, and Pennsylvania Game Commission databases. No known ecologically sensitive areas that are under the jurisdiction of the above-mentioned agencies were identified by the search.

**The FTA concludes that the proposed Train Station relocation would not have an effect on endangered species and ecosystems.**

### Traffic and Parking

The proposed project site is bordered by West Main Street (Route 230) as well as by two local roads, Ann Street/Airport Drive (State Road 441) and Emaus Street (if extended as proposed). All of these roads are two-directional. Currently, Ann Street/Airport Drive (State Road 441) is signed as the truck detour route around downtown Middletown, and Main Street (Route 230) is the primary east-west thoroughfare in the Borough. According to PennDOT's Internet Traffic Monitoring System, the average traffic volumes are roughly 12,200 vehicles per day on West Main Street (Route 230), about 5,300 vehicles per day on Ann Street/Airport Drive (State Road 441), and approximately 2,000 vehicles per day on Emaus Street.

A Transportation Impact Study (TIS) is ongoing, sponsored by Abbco Real Properties and in concert with the Train Station project. Once the analysis is complete and the TIS is approved by PennDOT, the necessary improvements would be a shared responsibility between the private development and the public transit investment. The anticipated improvements include the extension of Emaus Street and the installation of a signalized intersection with actuated approaches and left turn lane striping on West Main Street (Route 230). A surface parking lot for train patrons would be provided to prevent on-street parking. The Amtrak fleet consists of 14 weekday trains and eight weekend trains. The train arrival and departure times are during non-peak hours, so the proposed project would not have a negative impact on vehicular traffic.

The current site plan includes six access points to Westporte Centre, including two access points from West Main Street (Route 230) (one is currently signalized) and four access points from local roads (Nissley, Wood, and Emaus). The proposed main access to Westporte Centre would be on West Main Street (Route 230) slightly west of the current location. This access point is under study to determine if a signal would be warranted. The proposed Emaus Street extension would provide a connection from the southeast part of the Borough to the west end of the Borough and would relieve traffic congestion on surrounding roads. The proposed Emaus Street extension would also be the sole ingress/egress point to the Train Station parking.

**With the proposed traffic improvement measures described above, the FTA finds that the local roadway system is adequate to support the traffic generated by the proposed Train Station relocation.**

#### Land Acquisitions and Displacements

The project would require acquisition of land from Abbco Real Properties at the proposed Westporte Retail Center (on the AP Green site) for the proposed parking lot. No displacements would be required. The Federal and State guidelines of the Surface Transportation and Uniform Relocation Assistance Act (STURAA) will be followed when the right-of-way phase is initiated concurrent with site design.

#### Land Use and Zoning

The proposed land uses on the Westporte Centre site do not comply with the existing Borough zoning code, but the Borough granted a variance in March 2010 to allow the proposed land uses.

#### Environmental Justice Finding

Executive Order 12898 provides that “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.” The DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations similarly requires agencies to explicitly consider human health and environmental effects related to transit projects that could have a

disproportionately high and adverse effect on minority and low-income populations. It also requires them to implement procedures to provide “meaningful opportunities for public involvement” by members of these populations during project planning and development (DOT Order No. 5680.1). The DOT Order specifically provides for the consideration of mitigation and enhancement measures, as well as project benefits in making determinations regarding disproportionately high and adverse effects on minority and low-income populations.

The EA includes an environmental justice analysis in accordance with the Executive and the DOT’s Orders. Based on the analysis, the project would not disrupt the community, nor have an adverse impact on minority or low-income residents. It would improve passenger rail service, which would have a positive impact on the community and minority and low-income rail passengers.

Based on the analysis of environmental justice included in the EA, **FTA finds that the construction and operation of the Middletown Train Station Relocation Project would not result in disproportionately high and adverse effects on minority or low-income populations.**

#### Safety and Security

The proposed project would improve public safety by providing long, high-level platforms in conformance with Amtrak and ADA standards and by eliminating the necessity of track crossings.

The proposed project designs would meet all applicable Borough of Middletown, Lower Swatara Township, Dauphin County, state, and federal safety codes governing public access facilities. Safety issues related to pedestrian and vehicle conflicts and security issues for both users and employees would be identified and specifically addressed in the final design of the project.

#### Hazardous Materials

The proposed location for an Amtrak Station at Ann Street/Airport Drive (State Road 441) utilizes a portion of a developer owned parcel that was the former location of the Middletown Car Works for many years and, in more recent years, was the AP Green Refractory. The site is actively being demolished by the owner. The background data for the site does not indicate that any subsurface contamination exists. All underground storage tanks have been previously removed with proper Pennsylvania Department of Environmental Protection closure documents. All above-ground materials are being handled by the current owner, Abbco Real Properties. Abbco Real Properties, as part of the site preparation, would be responsible for obtaining demolition and disposal permits, with regard to hazardous materials on site.

**The proposed project would have no significant impact on contaminated sites or hazardous waste and would not introduce any hazardous waste into the APE.**

### Section 106 Compliance

Section 106 of the National Historic Preservation Act of 1966, as amended, requires the review of federally assisted projects for impacts to districts, sites, buildings, structures, and objects listed in, or eligible for inclusion in, the National Register of Historic Places (National Register). Federal agencies must coordinate with the State Historic Preservation Officer (SHPO) and potentially affected Tribes to make this determination.

There are two previously surveyed resources in the APE and three newly identified historic-age resources in the APE. The previously surveyed resources (both eligible) are the Middletown Air Depot Historic District and the Pennsylvania Railroad Main Line. The newly surveyed resources include the Bradley Mansion, the Musselman Mansion, and the Matheson Mansion with Carriage House, all located north of West Main Street (Route 230). In the *Determination of Effect Report* submitted to the SHPO, the Pennsylvania Historical and Museum Commission (PHMC), in February 2011, all three of the newly surveyed resources were recommended as eligible for listing in the National Register. In a letter dated April 25, 2011, PHMC concurred that the proposed project would have no adverse effect on all five of these resources. PHMC also concurred in this same letter that the proposed project should have no effect on archaeological resources.

**Based on the cultural resources analysis and coordination with the SHPO, the FTA finds that the project would have no effect on any identified or likely cultural or historic resources, and that the Section 106 coordination and consultation requirements for this project have been fulfilled.**

### Section 4(f) Finding

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. 303, declares a national policy that a special effort should be made to preserve the natural beauty of the countryside, public park and recreational lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation could not approve transportation projects that adversely affect such resources unless a determination is made that there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm (23 CFR 771.135).

The only 4(f) resource directly impacted by the project is the Pennsylvania Railroad Main Line, which would be affected by re-alignment of tracks and by installation of platforms and a pedestrian overpass. As PHMC concurred that the proposed project would have no adverse effect on the Pennsylvania Railroad Main Line, the proposed project is excepted from Section 4(f) approval, per 23 CFR 774.13(a).

**The FTA finds that the proposed project would not use or significantly impact any historic site, public park or recreational resources protected by Section 4(f) of the DOT Act of 1966.**

### Construction Impacts

Temporary impacts related to construction of the proposed project would be typical, anticipated impacts associated with this type of construction project and would cease immediately after the activity is completed. Construction activities would follow federal, state, and local statutes, regulations, and ordinances, and the proper permits would be obtained and followed. Water quality impacts would be minimized through the implementation of BMPs, an E&S Plan, and/or a NPDES permit, as applicable. A temporary decrease in local air quality could be expected due to the atmospheric dispersion of dirt, dust, and other fine particulates that are commonly associated with the construction process. Temporary increases in noise levels could be experienced during normal working hours due to the construction process.

Temporary construction impacts to vehicular traffic caused by building the parking lot, Emaus Street extension, platforms, and pedestrian overpass should be minimal, as these elements would be constructed on what is currently private and railroad right-of-way. Construction of the traffic signal and turn lane would impact vehicular traffic on West Main Street (Route 230), but impacts would be typical and of short duration due to the minor nature of the project.

**The FTA finds that the Middletown Train Station Relocation Project would not result in significant construction impacts.**

### Secondary and Cumulative Impacts

As a secondary impact, the proposed project would likely provide customers for retailers in the vicinity of the new Train Station site. This could potentially promote additional development in the area surrounding the Train Station, which typically results in adverse impacts to water quality, water quantity, and the existing ecosystems, but often results in positive socio-economic impacts. Overall, due to the small scale of the project, the proposed project would not induce significant adverse secondary impacts.

The need for the proposed project is to conform to Amtrak and ADA standards while eliminating the necessity of track crossings and providing adequate parking. By offering a new, attractive, safe, and ADA-accessible Train Station, Amtrak ridership could potentially increase, resulting in decreases of vehicular air pollutant emissions along the Keystone Line as a cumulative impact. Overall, the proposed project would not significantly contribute to adverse cumulative impacts.

**The FTA finds that the proposed project would not result in significant adverse secondary or cumulative impacts.**

**Environmental Finding**

The following documents are attached and incorporated by reference as part of this FONSI:

- Appendix 1: Environmental Assessment (June 2011)
- Appendix 2: Comments Received During the Environmental Assessment Public Comment Period

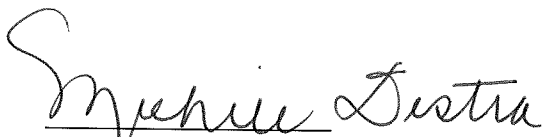
Based on the Environmental Assessment and its associated supporting documents, **the Federal Transit Administration finds pursuant to 23 CFR 771.121 that there are no significant social, economic, or environmental impacts associated with the development and operation of the proposed Middletown Train Station relocation project.**



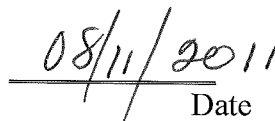
Timothy Lidiak, AICP  
Community Planner  
Federal Transit Administration



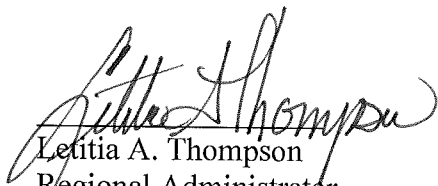
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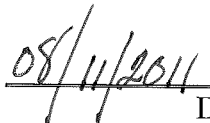
Michele Destra, Director  
Office of Planning and Program Development  
Federal Transit Administration



Date



Letitia A. Thompson  
Regional Administrator  
Federal Transit Administration



Date