Troy Transit Center
Intermodal Rail Passenger Facility
City of Troy
Oakland County, Michigan

FINDING OF NO SIGNIFICANT IMPACT

The City of Troy, Michigan (City or Troy) and the Michigan Department of Transportation (MDOT) have proposed to construct the William J. Huotari Troy Transit Center Intermodal Rail Passenger Facility (Facility), an approximately 2,500 square foot rail passenger facility (Project), to replace an existing inadequate station facility located in the adjacent City of Birmingham. The Project would support existing National Passenger Railroad Corporation (Amtrak) intercity service between Detroit–Pontiac, Michigan and Chicago, Illinois, and Indiana; the planned Midwest High Speed Rail service between Detroit and Chicago; and the planned regional commuter rail service. The Federal Railroad Administration (FRA) selected the application for the Facility for funding under the High-Speed Intercity Passenger Rail (HSIPR) program.

Statement of Purpose and Need

The purpose of the Project is to develop an intermodal transportation facility that increases connectivity among a variety of transportation modes, serves the community in a civic function and supports the City's economic development goals. As an intermodal facility, the Facility would provide a smooth transfer area between rail and other motorized and non-motorized transportation modes (e.g., bus, rail, air, automobile, bicycle, walking, etc.) and would provide a range of passenger services that the existing Birmingham station does not provide. The Facility would serve as a connection between transportation modes that link to various activity centers, contribute to the City's economic health, and would serve as the anchor for planned transit oriented development (TOD) in the area, as well as serve the City's growing transportation needs.

The Project need derives from the inadequacy of the existing local Amtrak station in the City of Birmingham; specifically, a lack of direct access from the City to that station, and the lack of intermodal connectivity at the existing station. The current Birmingham station, which serves Troy and Birmingham, Michigan, consists of a platform with a semi-enclosed shelter adjacent to the tracks. The Birmingham station has only four parking spaces available for station users and on-street parking is limited. There are no fixed bus routes that serve the Birmingham station, nor is there accommodation for buses on the site. Use beyond current demands will overwhelm the Birmingham station.

Alternatives

The proposed Project is located in Troy, Oakland County, Michigan, approximately 15 miles north of downtown Detroit and adjacent to Canadian National (CN) Railroad right of way, and sits on the Troy/Birmingham boundary. Troy is a suburban community, approximately 34 square miles in size, with a mix of low-density residential subdivisions, large industrial

properties, retail shopping malls and strip centers, and office parks. The City is home to many international corporations and about 6,000 individual businesses, with over 18 million square feet of manufacturing/engineering space, 17 million square feet of office space, and 6.59 million square feet of retail space. Troy provides a significant employment base for the Detroit metropolitan area.

The City of Birmingham is a densely populated city approximately four square miles in size. Birmingham was developed in the early 1900s and was a stop along the Detroit Inter-Urban Streetcar line that ran along America's first highway directly from downtown Detroit, through Birmingham, to Pontiac, Michigan to the north. Birmingham has a historic downtown core, and is one of five walkable urban cores within the Detroit metropolitan area. Birmingham is currently served by Suburban Mobility Authority for Regional Transportation (SMART) buses, none of which stop at the existing Birmingham station. Amtrak operates the "Wolverine" service on the CN rail line with six daily (three southbound and three northbound) trips between Pontiac and Chicago, each of which stop in Birmingham.

Three major Southeast Michigan transportation corridors are located within the two cities: 1) Woodward Avenue (M-1), a state trunkline that bisects Birmingham and extends from Detroit to Pontiac; 2) Big Beaver Road (16 Mile Road) that links both the cities with the interstate system; and 3) the CN rail line that runs from Pontiac through Detroit, Lansing, and Kalamazoo, and continues into Illinois.

Troy and Birmingham initially consulted jointly with the FRA, MDOT, and the Michigan Department of Labor and Economic Growth to develop the Facility and to identify alternative sites for the Project. Design concepts and preliminary recommendations were based on stakeholder input that included a two-day design charrette. A Study Area was identified along the CN rail line where the two Cities adjoin the tracks, from Maple Road extending south approximately one-half mile to the east and west of the CN rail line, between Eton Street in Birmingham and Coolidge Highway in Troy. A number of alternative sites adjacent to the rail line were identified and evaluated in the Environmental Assessment (EA) based upon their ability to meet the Project purpose and need.

Alternatives Eliminated from Further Consideration

The four alternatives dismissed from further consideration in the EA after being determined not to be reasonable alternatives were: (1) expansion and renovation of the existing Birmingham station; (2) construction of a new station south of Maple Road in Birmingham; (3A) construction of a new station at the end of Holland Street in Birmingham; and (4) construction of a new station at the east end of Lincoln Street in Birmingham.

Alternative 1 entails the expansion and renovation of the existing station in Birmingham. The existing station is located at the end of Villa Street, and provides easy access to Eton Street, the western boundary of the planned Rail District in Birmingham. The existing station has poor visibility from the main streets and a severe shortage of parking (four designated spaces and limited on-street availability). The area surrounding the existing station has recently been redeveloped with four-story, mixed use buildings that are fully occupied. This station could not

be expanded, absent the taking of the recently developed surrounding property to provide for adequate parking and construction. The current traffic control is adequate, but significant physical modifications would be required to accommodate large volumes of vehicle traffic, and to provide multi-modal connections. Further, additional directional signage would be needed to identify the station's location. As a result of the negative factors identified above, this alternative was dismissed.

Alternative 2 entails construction of a new station in Birmingham, northwest of the existing Amtrak station, adjacent to and east of the CN rail line overpass, south of Maple Road (a major artery into Troy). Approximately two acres in size, the site has frontage and good visibility from Maple Road. The site is located on a steep slope from the roadbed under the railroad overpass, sloping up to the railroad tracks. Given the slope and proximity to the overpass, driver sight distance at the existing driveway intersection is poor. The intersection would have to be completely reconfigured to provide appropriate sight distance and queuing storage for buses accessing the site. Maple Road would need to be widened in the vicinity of the new station to accommodate buses. Intense community opposition has surfaced regarding the prospective widening of Maple Road. Access to the new station, in general, would require major geometric improvements. In addition, this proposed site would not allow for future expansion. The parcel has been developed with an office building and a large surface parking lot, and a cell tower and associated equipment is located on the site. Finally, the Birmingham Grand Trunk Western Railroad Depot Historic District, a National Register Historic District, is located on the west side of the CN rail line, and the expansion of a platform with a covered canopy would have a significant visual impact on the Historic District. As a result of the major access improvements needed and other negative factors identified above, this alternative was dismissed.

Alternative 3A entails construction of a new station in Birmingham approximately 1,200 feet south of the existing Amtrak stop, along the CN Rail line. The long, narrow site is approximately 2.5 acres in size. Initially considered as a joint-cities development in conjunction with Alternative 3B in Troy, the parcel is currently undeveloped, but there is significant outdoor storage of landscaping materials and equipment on the site. Access to the site is across a 12-foot wide easement on an adjacent lot owned by an automobile towing company. The site is not visible from Maple Road or Eton Road, and its development would require major investments in transportation improvements to provide appropriate access, to accommodate buses and a significant increase in traffic volume. Providing another access point would require all station traffic to be routed through the multi-family mixed use development to the north (Eton Street Station), severely affecting the community. The existing intersection at Eton and Hazel and/or Villa Street would need to be reconstructed and signalized. Further inquiries identified an unwilling seller of portions of the surrounding area necessary for this alternative. As a result of the major infrastructure investments, unavailability of the property and other negative factors identified above, this alternative was dismissed.

Alternative 4 entails construction of a new station in the Birmingham approximately 3,000 feet south of the existing Amtrak station at the east end of East Lincoln Avenue. The site is approximately six acres in size and not visible from Maple Road or Eton Street. The parcel is currently unoccupied open space and would accommodate all of the desired elements of the new station. The development of the site would require major investments in transportation

improvement including: accommodations for buses; provision for on-site parking; reconstruction and widening of existing roads; construction of new roads; and intersection reconstruction and signal installation at Eton Street and East Lincoln Avenue. This site was dismissed based on the comparative complexity of access infrastructure needed when compared to Alternative 3B.

Alternatives Retained for Consideration

Two alternatives were retained for further consideration: the No-Build Alternative and Alternative 3B. Alternative 3B was identified as the Preferred Alternative in the EA.

The No-Build Alternative consists of routine maintenance and repairs to the existing road, rail and transit system. The existing station's amenities include a platform with a semi-enclosed shelter adjacent to the tracks in Birmingham. There are only four parking spaces available for station users. There are no fixed bus routes that serve the station, nor is there accommodation for buses on the site. Use beyond current demands will overwhelm the current station. No initiatives would be taken to develop intermodal-type facilities and the existing rail station would remain in use solely as an Amtrak station. The No-Build Alternative would not improve the level and quality of passenger rail service in Birmingham and Troy; would not provide intermodal connections to rail passengers; would not provide additional parking for rail passengers; and would not contribute to economic growth within the region. Although the No-Build Alternative does not meet the Project's purpose and need, this alternative was carried forward for detailed analysis to serve as a baseline for evaluation under the National Environmental Policy Act (NEPA).

Alternative 3B entails constructing a new station in Troy, approximately 1,200 feet south of the existing Amtrak stop in Birmingham, and on the east side of the CN rail line. The 2.73-acre site is part of a 77-acre brownfield redevelopment area owned by Grand Sakwa developers, and is currently partially developed with a 135-car surface parking lot. The site was set aside in 2000 pursuant to a consent agreement between Troy and Grand Sakwa developers to be donated to the City for the purpose of constructing an intermodal facility, with no cost to the City. The site has adequate egress and ingress from Doyle Drive, which directly accesses Maple Road to the north at a signalized intersection and Coolidge Highway to the east. Sufficient room exists along Doyle Drive for bus stops and queuing, as well as for the station building. The existing 135-space parking facility would service users of the Facility. The Amtrak platform would be relocated to the eastern side of the CN rail line, and CN would install appropriate track switch signals to provide access to the platform from the western track. There are ongoing negotiations between the State of Michigan and CN for track facilities and maintenance. With CN's agreement to provide track switch signals, all of the desired elements of the Facility can be accommodated at this site to meet the Project's purpose and need.

A pedestrian bridge would be constructed over the tracks, connecting the station to the west side in Birmingham. Access to the pedestrian bridge would be provided by stairs and elevators on both sides of the tracks. The proposed Americans with Disabilities Act (ADA) compliant Facility would include also the following elements: a 116-vehicle parking facility that includes two electric car charging spaces and eight handicap spaces; bus stop areas to accommodate four full size buses; queuing space for four additional buses; a hub connector service stop to

accommodate a 20-foot long bus; a drop off/pick-up area for passengers and van/sedan service; secured bicycle storage and a bicycle rental/share program; and accommodations for a taxi service queuing area. The approximately 2,500 square foot facility building would be constructed on the site and would provide ticket sales, a large waiting room, public restrooms, and kiosk space for lease. A large plaza area and ADA compliant walkway would provide access from the plaza down to a new boarding platform for access to the eastern rail line on which Amtrak will operate. The new Amtrak platform would be equipped with a wheelchair lift and is otherwise ADA compliant.

Adequate roadway access to the site exists from Maple Street via Doyle Drive and Coolidge Highway. Existing Amtrak train service would continue (no additional passenger rail service is anticipated at this time). SMART bus service has committed to utilizing the Facility as a transit hub. Existing connectivity would be improved by providing a new multi-modal center that will serve as a transfer point and coordination center for Amtrak intercity rail travel, regional SMART bus services, the new direct Hub Connector service, access to ground transportation to Detroit Metro Airport and Troy Oakland County Airport, and local transportation programs.

The Facility would be constructed as a demonstration Project for sustainability, utilizing energy efficient geothermal heating and cooling systems, LED lighting, greywater recycling, a green roof, natural daylighting and recyclable building materials. Leadership in Energy and Environmental Design (LEED) certification would be sought for the Facility through the U.S. Green Building Council.

Benefits of the Selected Alternative

Alternative 3B is chosen as the Selected Alternative because it meets the purpose and need of the Project and, compared to other alternatives, limits impacts to areas with cultural or natural features, reduces the need for major transportation improvements, reduces the overall cost through the utilization of a cost-free property, and provides the greatest potential to support Birmingham and Troy's economic development goals.

Alternative 3B will provide multiple transit services, as well as multi-modal transit connections, increased parking for rail and transit riders, increased safety and convenience, and room for expansion in the future. The Facility will anchor the planned Intermodal Facility District to the east, and will serve as a critical hub for the region's advanced mass transit plan.

Environmental Consequences

The City and MDOT have analyzed the Project's environmental impacts in the EA. Based upon the EA, included by reference in this Finding of No Significant Impact (FONSI) in its entirety, FRA has concluded that the Selected Alternative, including the proposed mitigation measures for unavoidable impacts, would have no foreseeable significant impact on the quality of the natural and human environments. FRA concurs with the preferences of the City and MDOT and finds that Alternative 3B is best able to achieve the Project purpose and need without significant environmental impacts.

This FONSI focuses only on those resources that have a reasonable likelihood to be affected by the proposed action. The following potential impact areas are not located within the Study Area or would otherwise not be affected by the Project, and therefore are not affected by the retained alternatives: solid waste disposal systems; ecological systems; wetland areas; endangered species or wildlife; floodplains; coastal zones; use of water, mineral, or timber resources; public health; recreational opportunities; and Section 4(f) properties. Thus, these resources are not discussed in this finding.

The potential of the Project to result in an environmental impact is summarized in the following sections.

Transportation

The Project is an intermodal Facility that would provide a year-round, 24-hour Facility that would link commuter and intercity passenger rail with bus, taxi and black sedan service. The Project would support a planned transit oriented development (TOD) district for the City.

Rail – The Project would provide an improved passenger rail facility for the existing Amtrak service between Pontiac and Detroit, Michigan. No additional service beyond the current six trains per day is anticipated at this time. Except for the relocation of the existing station, no changes are anticipated.

The Project would not result in significant adverse impacts to rail passenger service.

Freight – Currently the six daily Amtrak passenger trains share the western rail track with freight trains that pass through the Troy/Birmingham area. Freight traffic accommodates passenger stops at the existing Amtrak station in Birmingham. Upon completion of the Facility, Amtrak trains would no longer depart from the western track, and would instead serve the new platform on the eastern track, which would allow the passage of freight trains while the Amtrak trains are stopped. Although there would be no need to change existing schedules, the use of the eastern track for station stops could provide a benefit for scheduling freight transport.

The Project would not result in significant impacts to rail freight transport.

Bus – Upon completion of the Project, SMART has agreed to coordinate all nine Birmingham and Troy fixed bus routes through the Facility to provide enhanced local and regional connections between buses and bus-to-rail connectivity. Changes to the fixed route bus lines to serve the Facility have not been determined, but would likely create a negligible change in travel patterns for the commuter. The Project would become one of ten planned regional hubs in the Detroit Regional Mass Transit (DRMT) plan for the Detroit metropolitan area that includes Wayne, Oakland, and Macomb Counties and the City of Detroit. Detroit Metro Airport and Troy Oakland Airport would also provide transit connections to the Facility. These connections would provide increased inter-modal connectivity for local and regional travelers.

The transit hub would also provide a convenient location for additional transit services to pick up/deliver passengers. Among those services currently offered by SMART that would benefit from the connectivity offered by the Facility are Dial-A-Ride, Job Express, Oakland Mall Job Shuttle, Troy Medi-Go Plus, and ADA Paratransit services.

The Project would not result in significant impacts to bus transportation.

Bicycle and Pedestrian – The Project would provide secure storage areas for bicycles. In addition, a bicycle rental/share program is proposed as well. All SMART fixed-route buses are being equipped with an industry standard bike rack that is reliable, easy to use, and quickly secures up to two bicycles. These racks would allow passengers to switch transportation modes quickly and easily. In addition, Doyle Drive would be re-striped to provide a bicycle lane.

A pedestrian bridge would connect the station to the west side of the tracks. Access to the pedestrian bridge would be provided by stairs and elevators on both sides of the tracks. Sidewalks would be included in the Project Area to provide pedestrian connectivity with the nearby Midtown Square commercial, business and residential areas.

The Project would not result in significant impacts with regard to bicycle and pedestrian transportation modes.

Motor Vehicle Traffic – Analysis of major intersections within the Study Area showed that the Project's effect on roadway and intersection conditions is anticipated to be similar to operations under the No-Build alternative. Based upon the projected number of rail and bus passengers arriving by vehicle and the number of buses that would access the site, the Project is forecast to generate the following future weekday peak hour trips during the AM and PM peak hours: 91 vehicles per hour (vph) in 2012, 122 vph in 2017, 159 vph in 2022, and 201 vph in 2027.

Study Area intersections are projected to operate at an overall failing loss of service (LOS) during the AM and/or PM peak hour, similar to the No-Build projected operations. Also, all Study Area intersections would have the same critical movements operate poorly under the No-Build condition as well as with the completion of the Selected Alternative. The only proposed roadway improvement would be the addition of the westbound Maple Road left turn movement to Adams Road southbound during the AM peak hour (LOS E). Traffic operations at the site access points are expected to be adequate during both peak hours.

Thus, the analysis indicates that operational inefficiencies at the Study Area intersections would not result from traffic generated by the Project. The Project is not anticipated to increase congestion or decrease the LOS at Study Area intersections.

The Project would not result in significant impacts to motor vehicle traffic.

Parking - The Project would include a total of 114 parking spaces for the Facility, including eight handicap spaces and two spaces for electric car charging. Additional spaces are proposed along Doyle Drive. Based on traffic and ridership projections, there would be no anticipated parking conflicts or shortage of parking. The existing parking lot area on the site would allow for consideration of a parking deck in the future if needed.

The Project would not result in significant impacts to parking.

Air Quality

The Project is planned in Troy, Oakland County, Michigan. Oakland County is in attainment for nitrogen dioxide, sulfur dioxide, carbon monoxide, lead and coarse particulate matter (PM_{10}). The County is in maintenance for ozone and nonattainment for fine particulate matter ($PM_{2.5}$). Under the General Conformity Rule, the Michigan Department of Natural Resources and Environment (MDNRE) submitted a State Implementation Plan to the U.S. Environmental Protection Agency detailing its strategy for attaining the annual standard for $PM_{2.5}$. The plan has been implemented and monitoring data indicates that the area is now in compliance with the annual $PM_{2.5}$ standard and the 24-hour daily $PM_{2.5}$ standard. MDNRE has requested that the County be re-designated as in attainment for $PM_{2.5}$. However, that action has not yet occurred, and Oakland County is still considered in nonattainment for $PM_{2.5}$.

SMART bus and taxi/sedan emissions were analyzed based on information provided from the City regarding the additional vehicle miles traveled and the number of SMART bus and taxi/sedan service trips to the Facility. An emissions analysis was performed for the EA. The analysis found that the increase in transit vehicles at the Facility would cause only a minor increase in air quality emissions because of the relatively small increase in additional miles traveled by buses and taxi/sedans.

The analysis shows the increase in emissions from increased bus and taxi/sedan service is relatively low and the emissions from construction activities are of short duration. In addition, the Project does not have the potential to cause the area to exceed the National Ambient Air Quality Standards, lead to the establishment of a new nonattainment area, or delay achievement of standard attainment.

Emissions from construction activities, including equipment operation and the hauling of material, would result in a temporary increase of emissions. Construction emissions are estimated based on an assumed mix of construction equipment operating during facility construction for a specific length of time. Emissions that would result from construction dust associated with exposed soils would be controlled, if necessary, with the application of water or other approved dust palliatives

The Project would have no significant impact on current or future air quality standards.

Noise and Vibration

The Project is located within a planned area consisting of retail, commercial, professional and residential land uses adjacent to the CN rail line. Existing passenger and freight rail activity and vehicular traffic on adjacent roadways accounts for the majority of existing noise and vibration present in the Study Area.

A screening was completed to identify potential noise and/or vibration sensitive land uses within the Study Area. Land uses in the Study Area are mostly commercial, and are not sensitive to noise or vibration impacts. Residential development lies adjacent to the Study Area to the north (Village at Midtown Square in Troy) and west (Eton Street Station in Birmingham); however, these residential areas are sufficiently removed from the Project as to be unaffected by transit

noise and vibration. No additional train service is anticipated at this time, and, therefore, no additional noise or vibration impacts would be anticipated as a result of this Project from rail operations. Traffic noise associated with parking and drop-off areas would increase along Doyle Drive and Coolidge Highway; however, there would be no permanent noise impacts on sensitive areas because of their distance from the Project.

There would be increased noise and vibration levels during the Project's construction activities. These activities would be limited to daytime hours between 7:00 AM and 9:00 PM Monday through Friday as permitted by City ordinances. Increased noise and vibration levels would be short term, occurring only during construction periods. After construction is completed, the Project would not have adverse effects on noise or vibration levels in the Study Area.

The Project would not result in significant impacts in terms of noise or vibration.

Water Quality

The Project would not impact the existing sewer and storm water drainage systems (the Twelve Towns Drain Area). The existing drainage system was constructed in 2000 and included provision for the future development of the Facility. The existing system is considered adequate to accommodate the Facility. Construction of the Facility would increase the directly-measured overall impervious surface area of the site from 46 percent to 71 percent of its design capacity. Any water quality impacts that may result from this increase should be minimal and can be adequately mitigated with stormwater management best management practices (BMPs) that would be included during final design.

A number of measures would be employed throughout the Project area for both the Facility building and parking areas. These measures would effectively reduce the imperviousness by decreasing the peak runoff rate and volume from the site and improving surface water quality as compared to existing conditions. These include the use of a green roof system on the Facility building, rain gardens, underdrains, and rainwater recycling. The Facility would also support the goals of the Red Run Watershed Management Plan through the implementation of Best Management Practices (BMPs) and sustainable station design.

During construction, specific environmental control methods would be employed to minimize water quality impacts. Soil erosion would be minimized by wetting down construction areas, installing soil erosion control measures, seeding disturbed land areas, and covering haul trucks in accordance with City ordinances and Michigan law. Sediment and erosion control measures would be used to minimize any water quality impacts during construction in accordance with the Troy Soil Erosion and Sedimentation Control Ordinance requirements.

The Project would not result in significant impacts to water quality.

Use of Energy Resources

Energy and materials would be used to construct the Project. The Project would require energy for day-to-day operation. The Project would minimize the short- and long-term environmental impacts of development and other activities through resource conservation, recycling, waste

minimization, and the use of energy-efficient and ecologically responsible materials, systems and techniques.

Further, the Project would encourage mode-shift to other transit options through increased connectivity. In addition, the Project would encourage non-motorized transportation opportunities and would provide for storage and rental of bicycles and other types of personal transportation, which would potentially reduce energy consumption. There would also be expected fuel savings consistent with the reduction of vehicle miles of travel shifting from automobile to passenger rail.

The Project would not result in significant impacts in terms of energy use.

Land Use (Existing and Planned)

Existing land use within the Project area consists of a large paved parking area and a small mowed area. Zoning of the site is consistent with its use as a transit station. The Project would not impact land use or zoning. Construction of the Facility would support existing surrounding land uses and planned growth in the surrounding area.

The Project is consistent with local plans. The Project would meet the goals of the City Master Plan in supporting growth and development of the Rail Transit District and in the surrounding area.

The Project would not result in significant impacts with regard to land use.

Social and Economic Environment

The Project would not displace any businesses or residences and would not adversely affect the demographics of the Study Area. Businesses in the surrounding area would benefit from the more efficient transportation of people as a result of the Facility. Population trends would continue regardless of the Facility.

The Project would not adversely affect economic resources. No businesses or government services would be displaced or otherwise adversely affected. It is anticipated that the Project would provide new temporary jobs during construction and permanent employment during operation. The Project would be anticipated to stimulate investment in new commercial ventures adjacent to the Facility, which would provide an additional tax base and employment opportunities.

The residential area of Midtown Square would be within walkable distance of the Facility, providing residents easy access to all modes of transportation. The Facility would be within walkable distance to the commercial areas of Midtown Square.

The Project would not result in significant impacts to socioeconomic resources.

Safety and Security

Public safety for the Project is addressed in the Project's design, including the installation of marked crosswalks, ADA-compliant walkways, ramps, an extended platform with shelters, pedestrian scale lighting, hand rails, and radiant heat under the ramp to melt ice and snow during winter months to reduce slip and fall incidents. Security would also be provided by regular ongoing police patrols. Emergency phones are planned within the Facility building. The increased police presence, cameras, lighting and phones would ensure that the Facility is safe and secure for all of its users.

The Project would not result in significant impacts to public safety and security.

Possible Barriers to the Elderly and Handicapped

The Project would be designed to improve accessibility for the elderly and the handicapped. Designated ADA compliant parking spaces would be provided to assure the availability of parking and decrease the distance for elderly and disabled passengers to travel to the train platform. Access to the platform would be provided by both barrier-free ramps and stairs, and lifts would be provided from the platform to board the trains. Additional design elements of the Project intended to improve safety and accessibility for all users, particularly the elderly and handicapped, include pedestrian scale lighting, hand rails, horizontal landing areas for rest along barrier-free ramps, benches, and radiant heat under the ramp to melt ice and snow during winter months to reduce slip and fall incidents.

The Project would not result in significant impacts in terms of barriers to the elderly and handicapped.

Environmental Justice

Pursuant to Executive Order 12898, Project proponents are compelled to disclose potential disproportionately high or adverse impacts to minority or low-income communities. There are no minority or low-income communities within the Study Area. The Project is expected to have a net positive impact on minority and low-income populations by increasing mobility between underserved areas with high unemployment and areas where job opportunities exist in greater numbers, and by increasing affordable transportation options for local residents.

The Project would not result in any disproportionately high or adverse effect on either minority or low-income populations.

Cultural Resources

The FRA has undertaken consultation with the Michigan State Historic Preservation Office (SHPO) pursuant to Section 106 of the National Historic Preservation Act and received concurrence on May 6, 2011. One architectural resource was identified within the Study Area. The Birmingham Grand Trunk & Western Railroad Depot, which opened on August 1, 1931, is located at the northern edge of the Study Area, west of the CN rail line. The property was listed on the National Register of Historic Places on September 12, 1985. The building was closed as a railroad depot in 1978 and was later restored and converted into a restaurant. The Project would

have no adverse effect on the resource because it is approximately 1,500 feet from this restaurant and there are intervening structures.

The Project would not result in significant impacts to historic resources.

Visual Resources

The Facility would improve the visual interest of the site over the existing conditions. Strong visual impacts would be achieved through the construction of an architecturally pleasing station building, improvements in the parking lot, such as sidewalks and vegetated areas, and an outdoor plaza area. Although the architectural style has not been decided, community preference as determined through public outreach will be considered. In order to meet the required track clearance requirements, the roof of the pedestrian bridge would be approximately 35 feet high, and would be 22 feet above the roofline of the station building. The bridge would be visible from nearby apartments and businesses. However, the bridge would not modify the visual context of the community given the existing urban characteristics of the study area. Landscaping would include small mowed open spaces and native trees.

The Project would not result in significant impacts to visual resources.

Contaminated Sites and Areas of Environmental Interest

The Project would be located within a 77-acre brownfields tract where environmental cleanup operations were completed and documented in accordance with Act 451. All appropriate permits were obtained for the remediation and existing site construction, including the parking area and open space area selected for the Project. The Project would not impact public safety due to hazardous materials, as contaminated soils were removed and remediation was completed.

The Project would not result in significant impacts to public safety from contaminated sites or areas of environmental interest.

Indirect and Cumulative Effects

Indirect Effects – The Council on Environmental Quality (CEQ) regulations define indirect (secondary) impacts as those that are "...caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural system, including ecosystems." (40 CFR § 1508.8b).

The Project would likely result in beneficial indirect impacts. The Project may accelerate land use changes that are recommended in the Master Plans of both the Cities of Birmingham and Troy. The land use surrounding the Facility may shift to land uses compatible with these new transit opportunities, such as higher density TOD mixed-use residential and commercial development designed to maximize access to public transport and incorporate features to encourage transit ridership. As the surrounding area changes, it would be expected that the new land use would support the Facility and would encourage ridership and use.

Indirect effects that would occur as a result of construction of the Project also may include reduced automobile traffic, resulting in less congestion and air and noise pollution. The Project would also increase safety for pedestrians and bicyclists and would lead to improved community livability and cohesion. The anticipated growth of non-vehicle modes of transportation would have the potential to decrease dependence on the automobile. The Project would be consistent with the master plans of both Birmingham and Troy, and their visions for growth.

The Project would have the potential to spur growth of residential development (new or redevelopment), providing greater housing opportunities, and improved access to jobs. This future development may cause indirect impacts associated with natural resources and the existing built environment, including historic resources. The potential increased density may spur further development of business and commercial properties as well. The improved access to transit alternatives may provide more opportunity for minorities and persons at lower income brackets to access Birmingham and Troy to live, work and play, which would increase socioeconomic diversity.

Economically, the Project's indirect effects on commercial, industrial and residential development would result in an increased tax base. An increase in employment opportunities and worker productivity may result due to improved transit and access to the populations of both Birmingham and Troy. Pedestrian activity could result in greater patronage of local businesses and the likelihood of visitors accessing local, civic, and recreational resources.

The Project would not result in any significant adverse indirect impacts.

Cumulative Effects – Under CEQ regulations, cumulative effects are defined as "...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time." (40 CFR § 1508.7).

The cumulative effects analysis considers the aggregate effects of direct and indirect impacts from federal, non-federal, public, and private actions on the quality or quantity of a resource. The intent of the cumulative effects analysis is to determine the magnitude and significance of cumulative effects, both beneficial and adverse, and to determine the contribution of the proposed action to those aggregate effects.

As the Project itself would not significantly affect natural, cultural or socioeconomic resources, there would be little cumulative effect from the Project itself. The determination of effects from other Projects could be diverse, but are not reasonably foreseeable.

Commitments and Mitigation Measures

The following Federal regulations, statutes, and orders apply to this Project:

- Clean Water Act of 1977 (33 USC § 1251-1376)
- Endangered Species Act (50 CFR 17)
- Executive Order 11988, Floodplain Management (42 Federal Register [FR] 26951)
- Executive Order 11990, Protection of Wetland (42 FR 26961)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629)
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121)
- Federal Railroad Administration Procedures for Considering Environmental Impacts (64 FR 28545 and 49 CFR Part 260.35)
- National Environmental Policy Act of 1969 (42 USC § 4321 et seq., signed January 1, 1970)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500–1508)
- Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC § 303)
- Section 6(f) of the Land and Water Conservation Act of 1965 (16 USC § 460)
- Sections 9 and 10 of the Rivers and Harbors Act of 1899 (33 USC § 401)
- Section 106 of the National Historic Preservation Act, as amended (16 USC § 470)
- Section 404 of the Federal Water Pollution Control Act (33 USC § 1344)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 61)
- Americans with Disabilities Act of 1990 (42 USC Chapter 126, and 47 USC Chapter 5)

The following Project commitments and mitigation measures have been identified to further reduce impacts of the Project. Additional measures may also be implemented as necessary and as identified.

Air Quality

Construction dust associated with exposed soils would be controlled, if necessary, with the application of water and other approved dust palliatives. MDOT would also encourage measures that reduce engine activity or reduce emissions per unit of operating time. Construction equipment would be kept clean and in good operating condition. MDOT's Standard Construction Specification Sections 107.15(A) and 107.19 apply to the control of fugitive dust during construction and cleaning of haul roads. All MDOT vehicles and equipment must follow MDOT Guidance #10179 Vehicle and Equipment Engine Idling.

Water Quality

During construction, storm water and sewer systems would be protected through the use and enforcement of Soil Erosion and Sedimentation Control and the applicable National Pollutant

Discharge Elimination System Permits. These permits employ BMPs such as silt fences, check dams and appropriately sized sediment basins. To mitigate the increase in impervious surface area resulting from construction of the Project, a number of measures would be employed throughout the construction area for both the Facility building and parking areas. These measures will effectively reduce such imperviousness by decreasing the peak runoff rate and volume from the site and by improving surface water quality as compared to existing conditions. Such measures would include the use of a green roof system on the Facility building, rain gardens, underdrains, and rainwater recycling.

Noise and Vibration

Construction activities would be limited to daytime hours so as to confine the times of noise and vibration impacts to normal waking hours. Noise would be controlled by measures such as ensuring construction equipment is in good repair and fitted with manufacturer recommended mufflers and other measures as necessary.

Use of Energy Resources

The Project would minimize the short- and long-term environmental impacts of development and other activities through resource conservation, recycling, waste minimization, and the use of energy-efficient and ecologically responsible materials, systems and techniques. Construction of the Facility according to LEED standards will minimize energy use.

Motor Vehicle Traffic

Measures to mitigate unanticipated impacts to traffic would be implemented by the City if operational inefficiencies are realized in the future based on actual traffic growth, including: adding a signal at the intersection of Maple Road and Doyle Drive, modifying traffic signal timings, and adding new turn lanes.

Possible Barriers to the Elderly and Handicapped

The Facility would be constructed in compliance with ADA requirements including accessible entrances, an accessible ramp from the Facility building to the station platform, and accommodations for a wheelchair lift on the platform.

Public Health and Safety

If any contamination is encountered during construction of the Facility, the City would remove and dispose of such contaminants in accordance with the Hazardous Waste Program administered by the Michigan Department of Natural Resources and Environment.

Temporary Construction Impacts

MDOT would ensure that the construction contract specifications require that the selected construction contractor would adhere to all federal, state, and local noise abatement and control requirements. Noise would be controlled by measures such as, but not limited to, ensuring

construction equipment is in good repair and fitted with manufacturer recommended mufflers. MDOT would also encourage measures that reduce engine activity or reduce emissions per unit of operating time. Construction equipment would be kept clean and in good operating condition. MDOT's Standard Construction Specification Sections 107.15(A) and 107.19 apply to control fugitive dust during construction and cleaning of haul roads. All MDOT vehicles and equipment must follow MDOT Guidance #10179 Vehicle and Equipment Engine Idling. Additionally, sediment and erosion control measures would be used to minimize any water quality impacts during construction.

Conclusion

The FRA finds that the Troy Transit Center Intermodal Rail Passenger Facility Project, as presented and assessed in the attached June 2011 EA, satisfies the requirements of FRA's Procedures for Considering Environmental Impacts, and has determined that this Project will have no foreseeable significant impact on the quality of the environment. This Finding of No Significant Impact is based on the EA, which was independently evaluated by FRA and determined to adequately and accurately discuss the need, environmental issues, impacts of the proposed Project and appropriate mitigation measures. The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

Joseph C. Szabo, Administrator
Federal Railroad Administration

9/15/11
Date

This document has been prepared in accordance with FRA's Procedures for Considering Environmental Impacts by the Office of Railroad Policy and Development, with assistance from the Office of Chief Counsel. This document was prepared in July, 2011. For further information regarding this document, contact:

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