

FEDERAL TRANSIT ADMINISTRATION (FTA)

REGION IV

FINDING OF NO SIGNIFICANT IMPACT (FONSI) AMENDMENT

Project: Wave Modern Streetcar

Sponsor: South Florida Regional Transportation Authority (SFRTA)

Location: Fort Lauderdale, Broward County, Florida

The proposed Fort Lauderdale Downtown Transit Circulator Project (Wave Streetcar) is an approximately 2.8-mile modern streetcar system that will serve the area of densest development in Downtown Fort Lauderdale and connect commercial and residential districts on either side of the New River. An Alternatives Analysis (AA)/Environmental Assessment (EA) was prepared for the project in 2012 to develop viable alternatives and to evaluate the environmental effects of the alternatives. Following a Public Hearing for the Project in July 2012, the Federal Transit Administration (FTA) determined that the impacts were not significant and issued a Finding of No Significant Impact (FONSI) on September 10, 2012. This document amends the September 10, 2012, FONSI.

Since the 2012 FONSI, minor changes to the Project have been proposed, including a new location for the vehicle maintenance and storage facility (VMSF), minor refinements to proposed station locations, minor refinements to the alignment along SE 6th Street and SE 7th Street, and an alternative end-of-line treatment at the northern terminus known as the Flagler Loop.

A Supplemental EA for these design modifications was prepared summarizing the potential effects. Based on the evaluation in the Supplemental EA, the proposed design modifications would have no impacts to:

- Ecosystems (Vegetation and Wildlife)
- Water Resources
- Energy and Natural Resources
- Geology and Soils
- Historic, Cultural and Archaeological Resources

Also per the Supplemental EA, the proposed design changes would have no significant impact to:

- Transportation
- Land Use and Economics
- Acquisition, Displacements and Relocations
- Neighborhoods and Populations (Social)
- Noise and Vibration
- Hazardous Materials
- Public Services
- Utilities
- Parklands and Recreational Resources
- Construction Impacts

- Secondary and Cumulative Impacts

Agency Coordination and Public Opportunity to Comment

Public outreach was conducted for the Supplemental EA in a manner consistent with the approved EA/FONSI (2012).

A series of information meetings were conducted with stakeholder groups to provide an update on the Project's progress and to explain proposed design changes, including siting the Project's vehicle maintenance and storage facility (VMSF) at Site K and providing the Flagler Loop alternative end-of-line treatment on the northern end of the alignment. These information meetings were conducted with the following groups.

- Poinciana Park Civic Association on February 11, 2015
- Flagler Village Civic Association on February 18, 2015
- Croissant Park Association on February 24, 2015
- Downtown Civic Association on March 9, 2015
- Tarpon River Civic Association on April 23, 2015

The Supplemental EA was made available for public review on April 8, 2015. Hard copies of the Supplemental EA were available at the Broward County Main Library in Downtown Fort Lauderdale and the City of Fort Lauderdale Transportation and Mobility Building. Electronic copies of the Supplemental EA, along with the notification of the Public Hearing, were available at the Project web site (www.wavestreetcar.com). The official public comment period remained open until May 11, 2015.

A Public Hearing was conducted to explain the proposed design changes to the Project on April 29, 2015. Property owners within 300 feet of the Project's alignment were notified of the Public Hearing 21 days in advance. A comprehensive list of elected and appointed officials, agency staff, community and neighborhood associations, and business representatives was assembled, and these stakeholders received invitations to the Public Hearing. The Public Hearing was also advertised in the Sun Sentinel newspaper and the Florida Administrative Weekly periodical. The Public Hearing included an open house format, followed by a video presentation, and a public comment period. Attendees were encouraged to provide comments verbally during the public comment period, in writing using comments cards, by mail or via e-mail. Comments and responses to the Supplemental EA are documented in the Public Hearing Recap Report, attached to this FONSI amendment as Appendix A.

Determinations and Findings

National Environmental Policy Act (NEPA) Finding

FTA served as the lead agency for the Project under the National Environmental Policy Act (NEPA). FTA reviewed the draft versions of the Supplemental EA. The Supplemental EA was issued on April 8, 2015, for public review. The Supplemental EA found that the project's construction and operation would cause no significant adverse environmental effects that would not be mitigated. This finding would apply to all applicable environmental elements including Transportation, Economic Development, Land Use, Property Acquisition, Neighborhoods and Protected Populations, Safety and Security, Visual and Aesthetic Resources, Historic Resources, Archaeological Resources, Parks and Recreation Lands, Noise and Vibration, Air Quality, Hazardous Materials, Biological Resources and Endangered Species, Water Quality and Hydrology, Utilities, Construction Activities, and Secondary and Cumulative Environmental Consequences.

After carefully considering the analysis in the Supplemental EA and the public comments and responses, FTA finds that the proposed project will have no significant adverse impact on the

environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required.

Transportation

The project will not result in significant adverse impacts to the existing transportation system.

Based on proposed changes to the location of the VMSF, access to that site will be via SW 18th Street. However, access to the surrounding properties along SW 18th Street will not be impacted, as SW 1st Avenue and S Andrews Avenue will be available for alternative access. New traffic signals will be required at the intersections of S 18th Street and S Andrews Avenue, and SW 18th Street and SW 1st Avenue, to facilitate streetcar movements. No additional traffic related issues are anticipated in the vicinity of the new location for the VMSF.

The addition of the Flagler Loop eliminates the need to extend the project alignment on NE 3rd Avenue to the north of NE 6th Street. The removal of the tail track and non-revenue streetcar movements on NE 3rd Avenue to the north of NE 6th Street will reduce the Project's overall impact on traffic operations at the northern end of the alignment. No other impacts to traffic operations are anticipated from the construction and implementation of the Flagler Loop.

Land Use and Economics

The change in the location of the VMSF to Site K will result in placing the facility in an area more compatible with the proposed land use. Economic development impacts will be enhanced. The Flagler Loop will support City neighborhood investment plans, provide improved access to the Wave Streetcar system, and improve connectivity to destinations and employment opportunities along the alignment.

Acquisitions, Displacements and Relocations

In order to construct the VMSF at the new location, the City of Fort Lauderdale will acquire Site K. The Flagler Loop will not require any acquisitions or relocations.

Neighborhoods and Protected Populations

No adverse impacts to neighborhoods or protected populations are anticipated. The proposed Flagler Loop will provide improved access to the Wave Streetcar system for the adjacent low-income population neighborhood, and thus will provide greater connectivity to employment opportunities and destinations.

Visual and Aesthetic Resources

The proposed VMSF location will place the facility in an area that is more compatible with the surrounding land use (industrial); thus, impacts to visual and aesthetic resources will be reduced.

The Flagler Loop addition will require the installation of overhead contact system (OCS) support poles and overhead wires, but the new OCS poles may be able to support streetlights and signage to provide an improved visual image with fewer overall utility poles.

Air Quality

Temporary air quality impacts are anticipated during construction of the improvements. Best management practices (BMPs) will be implemented during construction to minimize impacts.

Noise and Vibration

The City of Fort Lauderdale anticipates implementing soundproofing measures in the design and construction of the fire station, which is proposed to be located on Site K to the north of the Project's VMSF. These soundproofing measure will reduce impacts from both the current Florida East Coast (FEC) Railway, which is located immediately adjacent to Site K, as well as the Project's VMSF.

No impacts to noise or vibration are anticipated with the proposed Flagler Loop.

Hazardous Materials

The proposed new location for the VMSF at Site K has potential contamination concerns. According to the findings in a Phase II Environmental Site Assessment (ESA) prepared for the property, the concentrations of contaminants of concern (COCs) would not deter commercial or light industrial property use. During the design and construction of the Project, the extent of contamination will be assessed and remediated, if necessary.

No medium or high hazardous material rated sites were identified along the proposed Flagler Loop alignment, and thus no impacts are anticipated.

Parks and Recreation Lands

Construction of the VMSF may cause temporary impacts to the noise and air quality surrounding Croissant Park; however, BMPs will be implemented, when appropriate.

No impacts to park or recreation lands are anticipated with the proposed Flagler Loop.

Section 4(f)

Based on the analysis performed in conjunction with the Supplemental EA, no Section 4(f) resources will be used as a result of the proposed project changes.

Utilities

The project will not result in significant impacts to utilities, and disruptions to utilities will be kept to a minimum.

Construction Activities

No permanent impacts from construction activities are anticipated. Temporary impacts are not considered to be significant.

Secondary and Cumulative Environmental Consequences

The proposed VMSF location at Site K will allow Site O to be available for higher intensity uses that are more appropriate for the downtown core; thus, the project will not result in any secondary or cumulative environmental consequences.

The proposed Flagler Loop will provide greater access to the Wave Streetcar system for an area where growth and redevelopment is being encouraged; thus, the project will not result in any secondary or cumulative environmental consequences.

Measures to Minimize Harm

The commitments to minimize harm described in the AA/EA and FONSI issued on September 10, 2012, remain valid. In addition, the Project will implement the following mitigation measures described in the Supplemental EA (May 2015) to avoid or mitigate potential adverse effects.

Acquisitions, Displacements and Relocations

The acquisition of land for the Project's maintenance and storage facility (VMSF) will be performed consistent with federal processes for property acquisition provided in the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

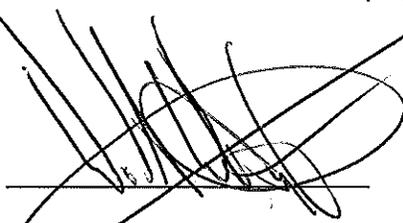
Hazardous Materials

The proposed new location for the VMSF at Site K has potential contamination concerns. During the design and construction of the Project, the extent of contamination will be assessed and remediated per guidelines set by the Florida Department of Environmental Protection and the United States Environmental Protection Agency, if necessary.

Environmental Finding

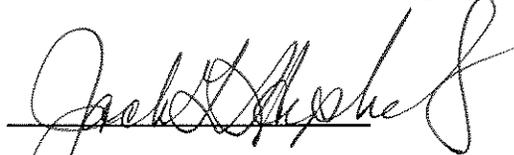
The Supplemental EA (May 2015) is attached and incorporated by reference as part of this Finding of No Significant Impact.

Based on the Supplemental Environmental Assessment and its associated supporting documents, the Federal Transit Administration finds pursuant to 23 CFR 771.121 that there are no significant impacts on the environment associated with the proposed design changes in the development and operation of the Wave Modern Streetcar project.



For Dr. Yvette G. Taylor
Regional Administrator
Federal Transit Administration Region IV

June 10, 2015
Date



Jack L. Stephens, Executive Director
Executive Director
South Florida Regional Transportation Authority

June 2, 2015
Date