

**FEDERAL TRANSIT ADMINISTRATION
REGION 7**

Finding of No Significant Impact

Project: Kansas City Streetcar Main Street Extension Project

Applicant: City of Kansas City, Missouri; Kansas City Streetcar Authority;
Kansas City Area Transportation Authority

Project Location: Main Street, Kansas City, Missouri

FTA Grant No:

Introduction

KC Streetcar Project Team, consisting of the Project Sponsor, the City of Kansas City, MO (KCMO) in partnership with the Kansas City Streetcar Authority (KCSA), and the Kansas City Area Transportation Authority (KCATA), has undertaken to construct an extension to the existing Main Street Starter Line that would extend the Kansas City Streetcar line from Union Station at West Pershing Road & Main Street to 51st Street at the University of Missouri, Kansas City Campus (UMKC) to expand, enhance the Kansas City Region’s transit system by creating a significant central spine around which to organize and integrate regional services. The Streetcar will be operated and maintained by the KCSA.

The Federal Transit Administration (FTA) prepared an Environmental Assessment (EA) to determine the Kansas City Streetcar Main Street Extension Project’s potential social, environmental, historic, and economic impacts in accordance with the National Environmental Policy Act of 1969 (NEPA). On April 18, 2019, FTA issued the EA for public comment pursuant to 23 C.F.R. §771.119. The EA evaluated the Locally Preferred Alternative (LPA) and a No Build Alternative. The LPA consisted of a 3.5-mile alignment that would extend and build upon the existing 2.2-mile starter line completed in May 2016 for a total of 5.7 miles from the north to the south terminus. Funding for the KC Streetcar Main Street Extension is anticipated to be in part from FTA’s Capital Investment Program New Starts Projects and from the streetcar taxing district approved in June 2018.

Proposed Project

The expansion of the streetcar in the Main Street corridor was identified and extensively studied in the NextRail KC study completed in 2013. An extension of the Main Street starter line south from the existing terminus at Union Station to the University of Missouri, Kansas City (UMKC) Campus would extend the alignment 3.5-miles from a northern terminus at the center of Main Street near Union Station and Crown Center, to a southern terminus at the northern edge of the UMKC campus. The streetcar would operate primarily in mixed traffic in the outside travel lane, both northbound and southbound on Main Street and include nine stations with semi-exclusive service in portions of the corridor. In the southern portion, starting near Volker Boulevard, it would operate within the existing Country Club right-of-

way, a transportation right-of-way. Streetcar stops would be spaced approximately every ½-mile with a platform for exiting and loading in each travel direction. Streetcar stops are planned to be similar in scale to the existing streetcar stops located in downtown Kansas City, with some stops shared with existing bus service to facilitate easy transfers. Stops would include platforms, shelters, transit system information and related features. The majority of the platforms would be located on the far side of the cross-street intersections. There would be nine stops northbound and eight stops southbound. Both the UMKC stop and the Plaza stop would be single platform configurations and the remainder would be paired stops, each with a northbound platform on the east side of Main Street and a southbound platform on the west side of Main Street. The existing vehicle maintenance facility (VMF), located in the KC River Market at 3rd and Holmes Streets, would be expanded to accommodate the expanded fleet. An overhead contact system (OCS) would be installed to power the streetcar vehicle. The OCS would require the poles be placed along the alignment along with up to seven traction power substations (TPSSs). The possible TPSS locations will be constructed within existing right-of-way where possible, and comprised of a metal box plus additional enclosed space for a grounding grid and a secured buffer, occupying a footprint of up to 2,100 square feet.

Agency Coordination and Public Opportunity to Comment

The Environmental Assessment (EA) was made available for public and agency review on April 18, 2019. Various public stakeholder engagement meetings have been conducted since the release of the NextRail KC Study in 2013 to solicit comments and gauge public support. Notifications of the EA appeared in local newspapers, and was sent to local, state, and federal stakeholders, including thirteen Federally Recognized Tribes. The EA was also made available on the project website (www.kcstreetcar.org) and at the KCSA reception desk, 600 E. Third Street, Kansas City, MO. Copies of the EA were also made available for viewing at the Kansas City Central Library, 14 West 10th Street, Kansas City, MO and at the Plaza Branch, 4801 Main Street, Kansas City, MO.

Some key elements for which stakeholders were asked to provide input included station stop locations and whether the streetcar should run in the inside or outside lane. Input from the public and stakeholders was derived in several different ways:

1. Working Group Meetings – Stakeholders from 10 organizations along the extension route were invited to participate in a collaborative working group alongside members of the project team. This group met 4-5 times throughout the project development phase.
2. One-on-one/Small Group Interviews – These meetings were held with over 20 different stakeholders along the corridor. The purpose was to gather general feedback from the stakeholder groups and field any questions specific to their interests.
3. Open Houses – Three public meeting open houses were held where interested members of the public could attend and learn about the project and provide feedback. The open houses were informal; attendees were invited to take a self-guided tour through a number of informational boards located around the room. Project team members were stationed near each board to prompt feedback and answer questions. The third meeting also included an overall project presentation video and the results of the draft environmental assessment.

4. Online Survey – Following each of the open houses, the project informational boards were posted online and invitations to provide feedback were distributed via social media, email, and the KCSA website. Each online survey was available for a period of two weeks.

Mitigation Measures to Minimize Harm

Appendix A describes the mitigation measures that are required of the project sponsor as conditions of this FONSI. Those mitigation commitments are based on the potential mitigation measures identified in the EA and this FONSI. The FTA finds that with the implementation of these mitigation measures, the project sponsor, KCMO, and the project team KCSA and KCATA, 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 City of Kansas City, MO in partnership with the KCSA and KCATA prepared an EA in compliance with NEPA, 42 U.S.C. § 4321 et. seq., and with FTA’s regulations, 23 CFR Part 771. The EA analyzes and describes the project’s potential significant impacts.

The KCSA in partnership with KCATA and KCMO completed a corridor planning analysis in November 2018. The Draft EA was issued in January 2019. The EA found that the project’s construction and operation will have no significant adverse impact on the environment. This would apply to all applicable environmental resources including but not limited to; Air Quality; Land Use and Zoning, Environmental Justice, Social Impacts, Transportation, Noise, Geology and Soils, Hazardous Materials, Water Resources, Biological Resources, Visual Quality, Cultural Resources, Recreation and Section 4(F) Resources, Safety and Security, and Public Services and Utilities.

After carefully considering the EA, its supporting documents and public comments, **FTA finds under 23 CFR Part 771.121 that the proposed project, with the mitigation to which KCMO and KCSA have committed, will have no significant adverse impacts on the environment.** The record provides sufficient evidence and analysis for determining that an EIS is not required.

Environmental Justice Findings

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 Department of Transportation similarly requires FTA to explicitly consider human health and environmental effects related to transit projects that may have a disproportionately high and adverse effect on

minority and low-income populations. An environmental justice analysis was performed as part of the EA. Based on that analysis, **FTA finds that the construction and operation of the Project will not have disproportionately high and adverse effects on human health and the environment, or on low-income and minority populations.** The proposed project would likely have beneficial effects on these populations by providing convenient and affordable regional transportation opportunities.

Transportation and Traffic Findings

An evaluation of the projected transportation effects of operating the Streetcar along the proposed route was conducted for the following elements: traffic, transit, parking, loading, access, pedestrians and bicycles. It was found that the Streetcar operations would affect traffic in a manner similar to a bus traveling in the drive lane, including lane blockages during passenger boarding and alighting with an approximate average 20-second dwell time. Unlike along the existing route, however, the extension proposes to maintain two lanes of vehicular traffic in each direction. Therefore, only vehicles in the streetcar lane would be blocked, and those blockage times would likely be reduced (compared to the Downtown streetcar) given that the additional lane could be used to bypass the streetcar and still allow for emergency response vehicles to bypass all vehicular traffic. **FTA finds that the proposed streetcar operations would pose a minimal disruption to the existing traffic patterns due to the engineering and design that allows for mixed traffic operation while maintaining two lanes in each direction.**

Noise Findings

Noise effects from Streetcar-related noise sources were evaluated using FTA's General Noise Assessment guidelines. Existing noise levels were measured at eleven (11) representative locations along the 3.5-mile project corridor. Project-related noise sources were evaluated to determine the potential for noise impacts based on FTA impact thresholds. A Noise and Vibration Analysis Technical Memorandum was also prepared as part of the EA.

General noise assessment results indicate there would be one moderate noise impact at the building located on the southeast corner of Main Street and 34th Street in the western-most group of residential units on the side that faces 34th Street. These units have modern windows and doors; and the area of outdoor use is limited to the front porch, which is not considered noise-sensitive. **FTA finds that the Project does not result in significant noise impacts and no mitigation measures are required.**

Air Quality Conformity

The Clean Air Act (CAA) requires states to take actions to reduce air pollution in nonattainment areas and to provide control measures in maintenance areas. The framework for meeting these goals is the State Implementation Plan (SIP). The CAA and its amendments require that federal agencies and Metropolitan Planning Organizations (MPOs) only approve a

transportation project, program, or plan, if it conforms to the approved SIP. The Mid-America Regional Council (MARC), as the responsible MPO, may not adopt, approve, or accept any transportation improvement project that does not conform to the SIP. The Kansas City region is currently an attainment area for all transportation-related criteria of pollutants, so no conformity analyses or determinations are required. The federal National Ambient Air Quality Standard (NAAQS) for ozone was updated to 70ppb in 2015, and the designation process is currently underway for this revision.

The Project is included in the region's adopted Long-Range Transportation Plan (LRTP), Transportation Outlook 2040. An Air Quality Analysis was conducted by MARC for the projects listed in the LRTP which indicated that regional mobile source emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx) remain below the levels budgeted in the SIP, while accounting for the roadway capacity projects listed in the 2010-2014 Transportation Improvement Program (TIP) and the LRTP as being operational by 2040. Because no adverse local air quality impacts would occur as a result of the Main Street Extension, no mitigation is warranted. **FTA finds that the LRTP and TIP to be in conformance with the transportation planning requirements of Titles 23 and 49 U.S.C., The Clean Air Act Amendments, related regulations, and the SIP.**

Floodplain Findings

Pursuant to Executive Order 11988 (Floodplain Management) and Department of Transportation (DOT) Order 5650.2, (Floodplain Management and Protection), KCMO, KCSA, and KCATA assessed the impacts on the 100-year floodplain and floodway as defined by the Federal Emergency Agency (FEMA), along with locations with reported flooding problems within the project area. The 100-yr floodplain crossing would occur on the existing Brookside Boulevard Bridge over Brush Creek. The new track would be placed on the existing bridge deck approximately 9.5 to 11 feet above the base flood elevation (BFE) at this location. A new bridge structure would not be built over Brush Creek nor within the floodplain of Brush Creek. The installation of streetcar track on the existing bridge at an elevation 9.5 to 11 feet above the BFE is an activity in a mapped floodway that can be permitted by the local Floodplain Administrator (City of Kansas City, Missouri), provided the activity does not involve placement of fill, change of grade, or construction within the channel. A floodplain development permit application will be submitted prior to construction, in order to satisfy compliance under the KCMO Floodplain Management Ordinance and the National Flood Insurance Program. No impact to the floodplain/floodway would occur, therefore, a No-Rise Certificate is not required. **FTA finds that there is no adverse impact to the 100-year floodplain or floodway as a result of the proposed Project.**

Hazardous Materials Findings

A Phase I Environmental Site Assessment (ESA) was conducted for the potential VMF expansion area, which encompasses approximately 2.7 acres and is comprised of a KCMO right-of-way (ROW), two parcels previously-acquired by KCMO, and one other parcel. The Phase I ESA revealed indications of Recognized Environmental Conditions (RECs) in

connection with the properties. Based upon the identification of RECs for the properties, if it is anticipated that groundwater would be encountered during construction activities, groundwater sampling prior to construction was recommended. Soil sampling may be needed to evaluate whether the soil poses a health hazard to construction workers and that fill is disposed of properly. A Phase II ESA was conducted in May 2019. The results indicated that if surface/shallow soils are to be disturbed in the vicinity of boring locations B-1 and B-2 additional sampling for metals and semi-volatile organic compounds should be conducted to identify the extent and concentrations of these contaminants. Based on the outcome of that investigation and coordination with local and state environmental agencies a proper method and cost for remediating those contaminants can be determined.

Section 106 Compliance

Section 106 of the National Historic Preservation Act of 1966, as amended, requires federal agencies to assess the effects of their undertaking on historic resources listed or eligible for listing in the National Register of Historic Places (NRHP), including impacts to districts, sites, buildings, structures, objects, archeological and cultural resources. Federal agencies must coordinate with the State Historic Preservation Officer (SHPO) and potentially affected Federally Recognized Tribes to make this determination. The Advisory Council on Historic Preservation (ACHP) has established procedures for the protection of historic and cultural properties in, or eligible for, the National Register (36 CFR Part 800).

FTA initiated Section 106 consultation with the Missouri State Historic Preservation Office (SHPO) on October 24, 2018. Tribal consultation was initiated on December 20, 2018. FTA defined the project's area of potential effect (APE) to comprise approximately 100 feet on each side of the centerline of the Streetcar route for direct effects and 300 feet on either side of the centerline for indirect effects. The SHPO concurred December 12, 2018. A review of previous archaeological surveys was conducted for the Build Alternative. No recorded archaeological sites would be affected. The architectural survey included 162 properties within the APE – 34 already listed in the NRHP and 16 eligible for listing in the NRHP. The construction of the streetcar alignment, station stops, VMF expansion, and TPSSs would not involve any modification of identified historic properties within the APE and thus would have no direct adverse effect on historic properties. As a result, FTA determined that there would be no adverse effect to historic properties. SHPO concurred with this determination on April 9, 2019.

As part of early coordination with the Tribes in preparation of the cultural resources assessment, scoping letters were sent to the Delaware Nation, Iowa Tribe of Kansas, Iowa Tribe of Oklahoma, Kaw Nation Oklahoma, Miami Tribe of Oklahoma, Osage Nation, Ponca Tribe of Nebraska, Ponca Tribe of Oklahoma, Prairie Band Potawatomi, Sac and Fox Nation of Missouri in Kansas and Nebraska, Sac and Fox Nation Oklahoma, Sac and Fox Tribe of the Mississippi in Iowa, and Wyandotte Nation requesting information on cultural resources. One response was received from the Tribes requesting consulting party participation in the event of

any unanticipated discoveries during project construction. No other requests were received for formal Sec 106 consultation.

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

Section 4(f) Findings

Section 4(f) of the DOT Act of 1966, codified at 49 U.S.C. 303, protects publicly owned parks, recreation areas, wildlife/waterfowl refuge, or land of a historical site of national, state or local significance, as determined by the federal, state or local agency with jurisdiction over the resource. The FTA may not approve the use of a Section 4(f) resource unless deemed by the entity with land-use authority that there is no feasible and prudent avoidance alternative, and that all possible planning occurs to minimize harm to the property resulting from such use, and all impacts to the property have been minimized to the extent possible (23 CFR 774.3).

No historic resources would be impacted by the proposed project, and the only recreation area that would be impacted by the Project would be the Harry Wiggins Trolley Track Trail, located near the southern terminus, between Volker Boulevard and 51st Street. The FTA, in consultation with KCATA, determined that impacts to the Trolley Track Trail are exempt from Section 4(f) under Section 11502 (23 U.S.C. 138(f)/49 U.S.C. 303(h)) and under 23 CFR 774.13 (f)(4). The Country Club ROW property, which houses the Trolley Track Trail, was purchased by the KCATA with the intent of reusing it for transit service. Section 11502 (23 U.S.C. 138(f)/49 U.S.C. 303(h)) exempts from Section 4(f) review the use of railroad and rail transit lines, or elements thereof, that are in use or that were historically used for the transportation of goods or passengers. Since the Country Club ROW has been “reserved for the future transportation of goods or passengers” the Country Club ROW and the Trolley Track Trail within, are considered eligible for this exemption. In addition, 23 CFR 774.13 (f)(4) exempts trails, paths, bikeways, and sidewalks that are an integral part of the local transportation system and which function primarily for transportation. **FTA finds that the proposed Project will not use or significantly impact any park or recreational resource protected by Section 4(f) of the DOT Act of 1966.**

Environmental Finding

Incorporation by Reference

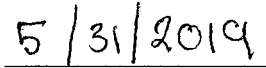
The full text of the Environmental Assessment, prepared by the Project Sponsor, City of Kansas City, MO, KCSA and KCATA, and approved and issued by the FTA, is hereby incorporated by reference in this Finding of No Significant Impact.

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 impacts on the environment associated with the development and operation of the proposed Kansas City Streetcar Main Street Extension Project.

Approved:



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration



Date

Attachments:

Appendix A: Environmental Mitigation Commitments

APPENDIX A

Environmental Mitigation Commitments

The mitigation measures and other features of the project that reduce adverse impacts, to which the Federal Transit Administration (FTA) and the Project Sponsor, City of Kansas City, MO, along with the Kansas City Streetcar Authority (KCSA) and the Kansas City Area Transportation Authority (KCATA) committed in the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) are summarized in the following table. This Appendix A summary is provided in the FONSI to facilitate the monitoring of the implementation of the mitigation measures. The Project Sponsor will establish a process for monitoring the implementation of the mitigation measures as part of its project management oversight. FTA will provide oversight for monitoring environmental compliance through quarterly meetings or as specified by FTA. The City will report on environmental compliance in the quarterly progress reports.

Environmental Permits, Commitments and Mitigation			
No.	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party
1.	Historic and Archaeological Resources	In the event of an unanticipated discovery of archaeological remains, such as human bones, artifacts, or other cultural resources occurs during construction, all work in the vicinity of the discovery will stop immediately and the area protected. The MO SHPO, FTA, and KCMO will be notified immediately, and an evaluation of the discovery to determine significance and whether mitigation through avoidance or recovery is necessary.	KCMO
2.	Hazardous Materials	Per the conclusions and recommendations of the Phase II ESA, and to reduce the Project's environmental liability and risk, additional analysis for the proposed expansion of the vehicle maintenance facility is warranted once 30% design has been completed. The results of the soil borings in areas B1-B6 indicate that contaminants were found in most samples that were above the Default Target Level (DTLs) and in B-2, above the MRBCA Non-Residential levels. Contaminants detected in the groundwater sample (GW-6) were above the DTLs with Arsenic detected above the MRBCA Non-Residential levels. If surface-shallow soils are disturbed in the vicinity of boring locations B-1 and B-2 (proposed expansion) additional sampling for metals and semi-volatile organic compounds should be conducted to identify the extent and concentrations of the contaminants. Based on the outcome of that investigation and coordination with a licensed environmental professional (LEP) and MDNR, a proper method and cost for remediating those contaminants can be determined and reported in the project budget and engineering. All proposed remediation activities will be approved by FTA and MDNR prior to site construction.	KCMO, KCSA
3.	Floodplain Management	A Floodplain Development Permit application will be initiated with the KCMO Floodplain	KCMO, KCSA

		Administrator prior to entering into Engineering of the CIG program and a permit obtained prior to start of construction.	
4.	Aesthetics	The streetcar improvements, including the VMF, Overhead Contact System and TPSS (poles, wires, and substations), and physical elements at the streetcar stops/platforms, and others as necessary for streetcar operation will be designed to fit within the existing surroundings with the intent of enhancing the corridor in a positive manner. The OCS will utilize existing street lights and traffic signal poles where possible to reduce visual clutter and make the OCS less visible. Mature, healthy trees will be avoided where practical, and the City will replace trees as needed to restore the character of the neighborhoods.	KCMO, KCSA, KCATA
5.	Noise and Vibration	The KCSA will ensure best management practices are followed for incorporating noise mitigation in streetcar manufacturing and track design.	KCSA
6.	Construction Impacts	The City will coordinate with property owners to minimize impacts to businesses and residents from access closures and relocations during construction. The City will implement construction management practices to avoid full access closures and provide temporary alternative access and signage as appropriate.	KCMO, KCSA
7.	Water Quality	An Erosion Control Plan and a Stormwater Management Plan will be developed and approved by the City Engineer. BMPs will be implemented to minimize release of sediment into the stormwater system during construction of the track, substations, and VMF expansion as required by the City and MDNR.	KCMO, KCSA