Dearborn Intermodal Rail Passenger Facility
City of Dearborn
Wayne County, Michigan

Federal Railroad Administration

FINDING OF NO SIGNIFICANT IMPACT
and
SECTION 4(f) DETERMINATION

The City of Dearborn, Michigan (City) and the Michigan Department of Transportation (MDOT) have proposed to construct the Dearborn Intermodal Rail Passenger Facility (Facility), an approximately 23,000 square foot intermodal rail passenger facility, to replace an existing facility and combine two existing rail stops in Dearborn (the Project). The Project would support the existing National Passenger Railroad Corporation (Amtrak) intercity passenger rail service between Detroit-Pontiac, Michigan and Chicago, Illinois, 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 Dearborn Intermodal Rail Passenger Facility, submitted by MDOT, 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 and serves the community in a civic function. As an intermodal facility, it would provide a smooth transfer area between motorized and non-motorized transportation modes (i.e., bus, rail, air, automobile, bicycle, vans, and walking, etc.). As a civic facility, it would serve as a gateway to the many cultural and recreational opportunities of the City.

The Project need derives from deficient transit linkages in the Project area. At the station level, the need for the Project arises from three important factors: the size of the existing station, connectivity, and enhancing pedestrian safety (by combining the two stops in the City). The current Dearborn station is the smallest of the Amtrak standard models (about 2,500 square feet), providing seating for fewer than 70 people and cramped support facilities. Americans with Disabilities Act (ADA) accessibility has been accommodated through a series of makeshift improvements over the years. Current demands on the station cause regular overcrowding during summer months and the need for a larger waiting room. Use beyond current demands will overwhelm the facility.

The current station is located on an auto centric site, which was developed in the 1970s when the trend in the community was to design for the automobile. As a result, connectivity from the station to other transportation systems is minimal except for roads and large surface parking areas. Fixed line bus routes do not service the station and there are no non-motorized facilities in the vicinity of the station.

The large tourist population visiting Dearborn annually led to the development of a flag stop at the Henry Ford, a venue attracting 1.7 million people annually. Although this stop does provide

an opportunity to access the Henry Ford's Smith Creek Station, it requires visitors to step down from the train and cross tracks to access the station, creating a pedestrian safety concern.

Alternatives:

The proposed Project is located in the City, within Wayne County, Michigan, approximately 10 miles southwest of downtown Detroit. The City is rich in heritage, social and business diversity, and is a world famous industrial center. The City is best known as the location of the Ford Motor Company World Headquarters. Major tourist attractions include the Henry Ford and the Henry Ford Estate – Fair Lane. Three major Southeast Michigan transportation corridors are adjacent to the City: 1) Michigan Avenue (US-12), a state trunk line, which bisects the City extending from Detroit to Chicago; 2) the Norfolk Southern (NS) rail line that runs from Detroit to Lansing and extends into Illinois; and, 3) the Southfield Freeway, also known as M-39, which links the City with the interstate system.

The City is currently served by SMART (Suburban Mobility Authority for Regional Transportation) and Detroit Department of Transportation (DDOT) bus service and Amtrak train service. SMART serves Wayne County with fixed route service and "community transit service," i.e., curb-to-curb service to accommodate the special needs of people who are unable to access the fixed route service. DDOT serves the Detroit area and has one bus route that provides service to the City. Two Amtrak stations currently operate in the City. The Dearborn Station is located in east Dearborn at 16121 Michigan Avenue, behind the Civic Center. The Smith Creek Station is located in west Dearborn, providing access to the Henry Ford. Amtrak rail service includes the "Wolverine" with travel daily between Pontiac and Chicago.

MIDOT and the City consulted with the Greenfield Village and the Henry Ford Museum, Ford Motor Company, local businesses and downtown development proponents during the development of alternatives for the Facility. A study area was developed within proximity of the existing Smith Creek and Dearborn Stations (the Study Area). The Study Area extends along the Michigan Avenue corridor between downtown East Dearborn and downtown West Dearborn. It is bounded by Michigan Avenue on the north, the NS rail line and the Rouge River on the south, Oakwood Boulevard on the west, and Greenfield Road on the east. A number of alternatives were considered in the Environmental Assessment (EA) based on prior studies, agency and public comment and stakeholder input. The alternatives were identified and evaluated by their ability to meet the Project purpose and need, meet engineering, planning and design criteria, avoid or minimize adverse environmental impacts, and account for benefits to tourism and economic development.

Alternatives Eliminated from Further Consideration:

The three alternatives dismissed from further consideration in the EA were: expansion and renovation of the existing Dearborn Station site; construction of a new station at Site 2 south of Michigan Avenue and east and west of Evergreen Road; and construction of a new station at Site 3 south of Michigan Avenue, north of the Rouge River and west of Southfield Freeway.

The existing Dearborn Station is located behind the Civic Center and police station complex south of Michigan Avenue, and provides easy access to both Michigan Avenue and Greenfield Avenue. However, the route to the station is circuitous and its location behind the Civic Center makes visibility poor. Current traffic control is adequate. Modifications would be required to accommodate large traffic volumes. Expansion of the site to accommodate intermodal

connections (e.g., bus and commuter van) could require taking community recreational property. As a result of the negative factors identified above, this alternative was dismissed.

Site 2 is between Michigan Avenue and the NS rail line, is approximately 15 acres, and has good visibility from adjacent roads. However, the site is narrow, and buses and large vehicles would have difficulty maneuvering into and within the site. In general, access to the site would be limited. Future expansion of the facility would not be possible. Use of Site 2 would require realignment of Michigan Avenue and the combining of five existing signalized intersections into one at Evergreen Road. Major geometrical improvements would be required to provide access to the site. Five percent of the site is open land; a portion of the site is designated as floodplain and the parcel contains the only wetland in the Study Area. As a result of these conditions, Site 2 was dismissed from consideration.

Site 3, comprised of approximately 20 acres of open land, is located immediately north of the Rouge River, south of Michigan Avenue, and west of the Southfield Freeway. Prior study has indicated that contamination may exist on-site. Single-lane frontage roads along Southfield Freeway may not be adequate for projected traffic, and the only entrance to the site is hidden behind a railroad bridge. To provide adequate access would require major transportation improvements including spans over the railroad and across the Rouge River; vehicles entering the site would be required to negotiate over loop ramps of the Michigan Avenue/Southfield Freeway interchange. Because of the major improvements needed to provide access, the alternative was dismissed.

Alternatives Retained for Consideration:

Two alternatives were retained for further consideration: the No-Build Alternative and Site 1. Site 1 was identified as the Preferred Alternative in the EA.

The No-Build Alternative would consist of routine maintenance and repairs to the existing road and transit systems. The existing Dearborn Station would remain in use, solely as an Amtrak station, and the Smith Creek Station would continue to serve the Henry Ford. No initiatives would be taken to develop an intermodal facility in the Study Area. The No-Build Alternative would not meet the Project purpose and need because it would not enhance connectivity between transportation modes or pedestrian safety, and because the existing Dearborn Station is undersized to meet current and future needs.

The second retained alternative entails the construction of a new intermodal transportation facility at Site 1. Elements of the proposed ADA-compliant Facility include: restoration of 2,100 feet of mainline track to provide a double track system through the station area; westbound and eastbound station platforms with a grade-separated overhead walkway providing access to the station platforms; a 331-car surface parking facility; a drop-off area for those not needing to park; bus, van, taxi and limousine service area; daily bicycle storage area; and a small open space that would serve as a trailhead to the proposed Rouge River Greenway. The Facility would offer direct access to eastbound and westbound trains without requiring users to cross tracks on foot, thus representing a safety enhancement over current conditions. The pedestrian overpass would also provide access to the Henry Ford located to the south.

Site 1 is located in the southeast quadrant of the Michigan Avenue/Elm Street intersection and contains approximately 7.5 acres. The site is an unused surface parking lot owned by the Ford Motor Land Services Corporation and is bordered by Michigan Avenue on the north, the Water

Works Office Building on the east, the NS rail line tracks on the south, and Elm Street to the west. The site is within the West Dearborn Business District in the City of Dearborn and is accessed from Michigan Avenue and from Elm Street.

Site 1 is located adjacent to the NS rail line along the south property line and would be designed to maximize views from Michigan Avenue, making the Facility easy to find and easy to access, which will also help facilitate transfers between travel modes. The site amenities would include an approximately 300-car surface parking lot located adjacent to an approximately 23,000 square foot intermodal passenger facility. This surface parking lot would be designed to be accessed from either Elm Street (which would become a public street) or along Station Drive, a new road that parallels the tracks and loops in front of the station, allowing easy pick-up and drop-off options. An additional spur connecting the drop-off area to Michigan Avenue is also planned for those not needing to park. The pedestrian overpass would extend to the north to pass over Michigan Avenue, providing a connection to the existing greenway/bike trail to the University of Michigan – Dearborn Campus, the Henry Ford Community College, and the Fairlane Town Center.

The Site 1 Alternative would combine the existing Amtrak Station with the Smith Creek Station and would have direct access to westbound trains. The Project would include restoration of approximately 2,100-feet of double-track through the intermodal facility. Passenger platforms for both the westbound and eastbound tracks would be constructed. A pedestrian overpass with elevators and stairways would provide passenger access to/from eastbound trains, as well as visitor access to the Henry Ford located south of the tracks. Additional improvements to facilitate visitor access to the Henry Ford include relocation of approximately 100 feet of existing Henry Ford rail track, relocation of an existing coal tender and locomotive and construction of a plaza/gathering space associated with the south tower. Grading, drainage, new sidewalk and landscaping will complete the connection to the controlled access at the Henry Ford Museum.

A new bus facility at the Site 1 Facility would replace the bus transit pulse point at the Fairlane Town Center mall, approximately one-half mile to the north and east. The mall is the current westernmost stop for DDOT and serves an important transfer interface for DDOT and SMART, the suburban bus system. Modal connectivity would be dramatically improved with the relocation of the pulse point to the Intermodal facility since the current connectivity is only between buses. Some buses would continue to service the mall for the large employment base in its vicinity. For bus and work van vehicles, a separate entrance at the eastern edge of the site is designed to separate the regularly scheduled bus traffic from automobiles and keep buses on the higher capacity section of Michigan Avenue.

A small open space is planned in front of the passenger drop-off plaza. The open space would serve as the trailhead for a greenway trail extending east to the Rouge River Greenway, a proposed 16-mile trail system that links historical, recreational, and environmental resources in the area. Per the lease agreement, the existing station reverts to the City once it is no longer used for Amtrak service. Since the station is located in a multi-purpose civic center complex, it would be reprogrammed for another use. The City and the Henry Ford are currently developing a concept to reuse the former station and parking lot area as a recreational vehicle (RV) camping site with the station becoming the service building for the facility. Many visitors come to the Henry Ford via RVs and this facility would provide them with the opportunity to camp and stay in the City with amenities not currently found in the area. It has been a planned addition to the

Henry Ford for several years, and would fulfill their needs while adding another amenity to the community for visitors and tourists.

The FRA has selected construction of the Facility at Site 1 for design and development.

Benefits of the Selected Alternative:

Site 1 has been chosen as the Selected Alternative because it meets the purpose and need of the study and, compared to the other alternatives, limits impacts to areas with open space and natural features, reduces the need for major transportation improvements, and provides the greatest potential for transit oriented development (TOD).

Site 1 would accommodate all of the planned amenities for the Facility, including adequate areas for buses, vans and private vehicles, as well as ample indoor space for users. The Facility would be located and designed to maximize visibility from Michigan Avenue. The Facility would be accessed from both Michigan Avenue and Elm Street, making the Facility easy to find and easy to access, which would also help facilitate transfers between travel modes. Michigan Avenue is a boulevard at this location, which promotes slow driving and thereby enhances the safe operation of the intersection. The site's size and configuration would allow for a separate entrance for bus and work van vehicles. A bus facility at the new station would replace the bus transit pulse point at the Fairlane Town Center mall, efficiently concentrating transit modes at one location. Site 1 would also provide improved access to the Henry Ford.

Environmental Consequences:

The City and MIDOT have analyzed the context and intensity of 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 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 MIDOT and finds that Site 1 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 resources 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; coastal zones; use of water, mineral, or timber resources; wild and scenic/natural rivers; and farmlands. Thus, these resources are not discussed in this finding.

The potential of the Project to result in an environmental impact is described as follows.

Air Quality:

The potential for the Project to impact air quality was assessed considering traffic trends evidenced by existing traffic counts as well as the Southeast Michigan Council of Government's (SEMCOG's) 2009 Regional Transportation Plan and MIDOT's Transportation Improvement Program. The assessment concluded that the proposed Project would conform with applicable air quality standards.

Michigan Avenue is a major state trunk line in the MIDOT system. Given the long term and dramatic changes to the American auto industry and the direct impacts on the City attributable to

the Ford Motor company contraction, current traffic counts on this arterial, approximately 40,000 vehicles daily, are far below Michigan Avenue's capacity. The Project is located on a site that was previously a 700-car parking lot and does not propose any capacity improvements in the surrounding road network. Although it is anticipated that the new station will attract users, the overall effect of increased use of alternative transportation will ultimately decrease vehicle miles traveled. No new passenger trains are being proposed as part of this Project. Consequently, no additional diesel train emissions are anticipated. The Project does not include increased train or bus service and would not result in an increase in vehicular capacity. It is expected that the Project would potentially improve the long-term air quality in the region by diverting travelers from the roads and highways to public transit. The Project will not have a long-term impact on current or future air quality standards including greenhouse gases.

The Project will temporarily increase construction-related vehicle exhaust and emissions and airborne particulate matter during equipment operation and the hauling of material. Construction dust associated with exposed soils would be controlled, if necessary, with the application of water and other approved dust palliatives. In addition, any hydrocarbon, nitrous oxide, or sulfur dioxide emissions, as well as airborne particulates created by fugitive dust plumes, would be rapidly dissipated because the location of the site and prevailing winds allows for good air circulation. Overall, there could be a short-term, temporary degradation of local air quality during construction activities. However, temporary impacts are not anticipated to be significant and would cease immediately after the construction activity is completed.

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

Water Quality:

Surface water impacts would include those associated with storm water runoff from impervious surfaces, which would carry pollutants into nearby surface waters (the Rouge River) and into the existing storm drainage system. The Project site formerly was used as a surface parking lot. The pavement at the site still exists and, as such, creates storm water runoff. Upon completion of the Project, the amount of impervious surface at Site 1 would decrease. This decrease and the incorporation of appropriate storm water management techniques into the design and construction of the Facility would reduce existing runoff impacts from impervious surfaces. Facility site improvements would include storm water management systems that would include Low Impact Development (LID) techniques such as planted medians, grass swales, and landscaping with native species. A portion of the site would be developed as open space. The Project would comply with the Wayne County Department of Environmental Quality Stormwater Ordinance.

A boardwalk on piles is proposed crossing the eastern corner of the existing storm water detention pond on the Henry Ford property. The design of this boardwalk will comply with Wayne County Storm Water Management Standards as required under the County's certificate of coverage (Permit No. MIG6190040) and the General Permit (Permit No. MIG619000), which are administered jointly by the Wayne County Department of Public Services (WCDPS) and the Wayne County Department of Environment (WCDOE) as well as the Michigan Natural Resource & Environmental Protection Act (NREPA), Act 451 of 1994, as amended, Part 31 - Water Resources Protection, Storm Water Management.

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

Discharge Elimination System Permits. These permits require Best Management Practices (BMPs) such as silt fences, check dams, and appropriately sized sediment basins. Following construction, permanent BMPs would be implemented to further reduce impacts. These permanent BMPS may include permanent seeding, establishment of no mow zones near and/or adjacent to water courses, detention basins with restricted outlets, and the use of native vegetation incorporated into the final landscape design.

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

Noise and Vibration:

The Project area is located within a commercial and industrialized area. Residences, hospitals, schools and other sensitive areas where noise or vibration could interfere with the orderly conduct of day-to-day activities are not located in the Study Area. Existing passenger and freight rail activity at existing crossings, and vehicular traffic on adjacent roadways, account for the majority of the existing noise and vibration present in the Study Area.

The Project would serve existing and future rail and bus services. Traffic noise associated with new parking and drop-off areas and rail noise and vibration associated with the rail service would increase. However, there would be no permanent noise or vibration impacts on sensitive areas because of their distance from the Project.

There would also be increases in noise and vibration levels during construction activities for the Project. These activities would be focused between 7:00am and 7:00pm, and would occur only during the period of construction. Given the surrounding land uses, which do not include any sensitive areas within an unobstructed distance of 200 feet from the site, the temporary construction-related noise and vibration impacts are not anticipated to be severe. Additionally, any temporary impacts would cease immediately after the construction activity is completed.

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

Wetlands:

There are no wetlands on or adjacent to the Project site. The Project would not result in significant impacts to wetlands.

Threatened and Endangered Species:

The U.S. Fish and Wildlife Service (USFWS) and the Michigan Department of Natural Resources (MDNR) Wildlife Division were contacted to determine the potential presence of federal or state-listed threatened or endangered species. According to the USFWS, there are no listed or proposed federal threatened or endangered species known to exist in the Study Area.

The MDNR provided information on two state listed threatened species in the Study Area, the compass-plant (*Silphium laciniatum*) and the cup-plant (*Silphium perfoliatum).* Surveys identified a small population of 50 compass-plants located on the north side of the existing rail embankment approximately 2,000 feet east of the Project site; no cup-plants were found during the survey. The MDNR concluded in 2002 and 2007 that the proposed Project should have no impact on the compass-plant population.

The Project would therefore not result in significant impacts to threatened and endangered species.

Floodplains:

The Project site is located outside of the 100-year floodplain associated with the Rouge River. The Project would not result in significant impacts to floodplains.

Energy Use:

Energy and materials would be used to construct the Project. The Project would require energy for day-to-day operations. 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 and techniques. This effort is exemplified by the drive to attain Leadership in Energy & Environmental Design (LEED) certification for the Facility. LEED ("green building") certification indicates that the energy-efficient and environmentally friendly design elements, e.g., graywater recycling, compact fluorescent lighting, etc., would be incorporated in Facility design and construction. Further, fuel savings would be realized in the long-term due to improved efficiencies in the movement of passenger rail to and from intermodal facilities. 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.

Visual Resources:

The Facility would improve the visual interest of the site and would be a landmark in the area. Architecturally, it would provide strong visual interest and would serve as a gateway to west Dearborn. While decisions regarding the architectural style of the building will be made during final design, the style, ranging from modern to historic, has been the topic of public meetings. The local preference for the station is for a "transitional" style which incorporates contextual design cues from the historical roots of the adjacent Henry Ford industrial/crafts building complex, with features such as brick masonry, metal side gable roof forms, Romanesque window arches, limestone roof eave bracket elements, limestone water table, and a front facade clock tower element.

In addition to the building, the site would be landscaped to decrease the mass of the former surface parking lot. A new open space in the foreground of the station would provide increased green space thereby improving the viewshed.

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

Transportation:

Rail:

The Project would provide three principal benefits to freight operations on the NS rail line. First, elimination of the Smith Creek Station and the pedestrian grade crossing would reduce the passenger train dwell time, thereby keeping that segment of track clear for use by freight trains as well as other passenger trains. Second, the track extension from CP Mort to Oakwood with construction of both north and south side platforms would enable freight trains to pass stopped passenger trains. Under the current single track configuration, passenger trains running in either direction effectively tie up the track segment to freight operations. Third, the existing pedestrian at-grade track crossings would be eliminated, thus improving safety and eliminating train/pedestrian conflicts.

The Project would address the need for the existing Smith Creek Station at the Henry Ford and the need for the existing Dearborn Station behind the Dearborn Civic Center with a single station, west of the current Smith Creek Station. Currently, the Smith Creek Station has limited hours of service and very low ridership. Combining this station with the new, larger intermodal facility that would operate 24 hours a day would provide positive benefits for passengers. The Project would serve commuter, intercity and high speed passenger rail services. It would provide a connection to SMART and DDOT bus services and proposed interstate bus and van service, which would provide enhanced services and conveniences for passengers.

The impact of the Project on passenger rail operations would be positive, as the Facility would provide better linkages for public transit commuters to destinations locally and regionally, and would be able to accommodate existing and proposed rail passenger alternatives.

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

Bus:

The impact of the Project on bus service would be positive, as the Facility would provide better linkages for public transit commuters to destinations locally, regionally and outside the state.

The Project would cause a restructuring of existing bus services in the area to serve the new train station and by causing a change in travel patterns for existing commuters. However, these effects are considered benefits. Once the station is completed, SMART would need to reroute some of the fixed route buses to serve the Facility. The bus transfer facility, which is currently located at the Fairlane Town Center, would also be relocated to the Facility. Any changes to origin or destinations along the fixed route bus lines would create a change in travel pattern for commuters. However, bus service to Fairlane Town Center will be maintained. A separate entrance for buses at the eastern edge of the Facility is proposed to allow buses to avoid traversing the passenger vehicle parking areas, and separate bus stop areas would provide for the discharge and pickup of bus passengers. These effects to bus transportation would be considered benefits as the Facility would better serve intermodal transfers for rail commuters as well as bus transfers.

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

Motor Vehicle Traffic:

Additional motor vehicle traffic adjacent to the Project would be generated by the Facility, and existing traffic patterns would likely shift. Traffic access to the site would be provided at two points, the existing parking lot entrance on Michigan Avenue and a new entrance on Elm Street. The Michigan Avenue/Oakwood Boulevard and Michigan Avenue/Facility parking lot entrance intersections would see little change over existing conditions. However, the Michigan Avenue/Elm Street intersection would likely incur additional delay due to the shift in traffic patterns.

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

Parking:

The Project makes use of a former 700-space parking lot that was previously used by Ford Motor Company for a large engineering facility located south of the NS rail line. Ford Motor Company also had over 1,200 additional parking spaces located adjacent to the engineering facility in surface parking lots on the south side of the NS rail line. The engineering facility is now closed, leaving these parking lots available for other uses including the intermodal station parking, accommodation of multi-modal requirements (buses, shuttles, limousines, taxis, bicycles and pedestrians), and future attraction development by the Henry Ford. Ample parking is therefore available for all anticipated intermodal activities in West Dearborn. Approximately 300 surface parking spaces are proposed as part of the Project.

The Project would not result in significant impacts to parking.

Bicycle and Pedestrian:

The Project would provide access to the existing greenway trail north of Michigan Avenue, and would facilitate use of a proposed 16-mile non-motorized trail proposed under the Rouge River Gateway project. In addition, non-motorized trail users would realize new opportunities for access to a range of transit options at the new Facility.

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

Barriers to the Elderly and Handicapped:

The Project site is located on flat, level terrain that would not create barriers to access for the elderly or handicapped. The Facility would be built in compliance with ADA requirements including accessible entrances, escalator and elevator access to the overhead walkway to the south platform, and platforms that would accommodate same height entry to passenger trains.

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

Land Use, Zoning, and Property Acquisitions:

The Project site was formerly a surface parking lot and is owned by the Ford Motor Land Services Corporation. The Project would require acquisition of the proposed 7.5-acre site and would be consistent with surrounding land use and local zoning. The site is zoned General Business District (B-C). Transit facilities are a permitted use under current zoning (Dearborn, 1993). The Project is consistent with all local plans within the City, including the *Master Plan for the City of Dearborn* (1997), which specifically recommends a rail transit station for the Project vicinity. There would be no displacements of residences or businesses.

Construction of the Project on the site would involve the closure of the existing Dearborn Amtrak station to passenger rail. The City currently is exploring reuse plans for the station and its surrounding property. The Smith Creek Station, which provides rail access only to The Henry Ford, also would be closed.

Further, the City is examining the Project area and its proximity to the west downtown as a TOD district. Similarly, as the Master Plan update moves forward, the City's zoning ordinance will be updated to match the requirements of form based design and TOD in this and several other special development areas in the City.

The Project would not result in significant impacts in terms of land use, zoning, or property acquisitions.

Socioeconomic Resources:

A number of community facilities and services are found adjacent to the Study Area including police, fire, schools, and religious institutions. However, there are no community facilities located within the Study Area or on the Project site. Use of the site for the Facility would not adversely affect any community facilities in the City area. Emergency response time would not be affected.

There is no residential population within the Study Area. The Project site is in an area zoned for general business. The Project would not affect population or housing.

Use of the site would not adversely affect economic resources in the Study Area. The site formerly was used as a private parking lot for Ford employees and currently does not accommodate any public use. It is anticipated that construction of the Facility would stimulate investment in new commercial ventures adjacent to it. This would improve the City's economy by providing additional tax base and employment opportunities.

Based on the above analysis, the Project would not result in significant impacts to socioeconomic resources.

Environmental Justice:

Pursuant to Executive Order 12898, potential disproportionately high or adverse impacts to minority or low-income communities were considered. There are no residential populations within the Project area or any adverse community or socioeconomic impacts. Economic data from the 2000 Census indicates that zero to eight percent of the population adjacent to the Study Area are below the poverty level, but this percentage is below the average of 16 percent for Wayne County and the City. Data from the 2000 Census indicates that at the block level, minority populations are present; however, there are no minority populations greater than six percent, which is the percent minority of the surrounding area of the City. In addition, the Project would benefit residents by providing additional public transportation connectivity between communities, employment and shopping centers, and recreational amenities within the region.

The Project would not result in any disproportionately high or adverse impacts to minority or low-income communities.

Public Health and Safety:

The Project would improve public health and safety by replacing outdated facilities. Currently, an automatic crossing gate and flashers provide warning of a train approaching the Elm Street crossing. Electronic track circuits activate the warning system in the presence of a train. Additional warning devices include signage and pavement markings. The signage and warning systems are anticipated to remain in place. The remainder of the rail corridor is fenced in this area to prevent pedestrian access.

Passenger safety would be enhanced when the two-track pedestrian crossing at the Smith Creek Station would be closed, eliminating the current potential pedestrian/train conflict. The single track boarding operation at the existing Dearborn Station would also be eliminated through the restoration of the second track. No train passengers would be required to cross or occupy the

tracks to board or depart from a train. In addition, the Facility would be ADA compliant; ADA wheelchair access to the trains would be provided by portable platforms or train-mounted lifts.

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

Contaminated Sites and Hazardous Waste:

A Phase I Environmental Site Assessment (ESA) was completed for the Project site to determine the presence or likely presence of hazardous substances or petroleum products on the property. The records reviewed as part of the ESA indicated one closed leaking underground storage tank (LUST) site within a one-eighth-mile radius from the Project site. This site was remediated in accordance with regulatory guidelines, and no residual contamination exists.

Additional sites identified from the ESA records review are more than one-eighth mile from the Project site. Given the distance, prevailing subsurface conditions of clay soils and lack of a shallow aquifer in the Study Area, it is not expected that the identified sites would impact or be impacted by the Project. In addition, no spills or other incidents of concern have been recorded for the site, and no known landfill sites are within one-half-mile of the Project site. If unanticipated contaminated soil should be encountered during construction, proper disposal methods would be used to minimize any potential impacts.

Based on the findings of the ESA, the Project would not result in significant impacts to known contaminated sites or hazardous waste.

Parks and Recreational Areas:

The Rogue River greenway system is located near the Project site. Construction of the Facility would have beneficial effects to the Rouge River greenway system by providing a small open space in front of the passenger drop-off plaza that would serve as a trailhead and provide signage to promote recreational use of a greenway trail extending east to the Rouge River Greenway. There would be no direct impact to the Greenway.

The Project would not result in significant impacts to parks and recreational areas.

Cultural Resources:

FRA has undertaken consultation with the Michigan State Historic Preservation Officer (MI SHPO) pursuant to Section 106 of the National Historic Preservation Act. Three architectural historic properties were identified within the area of potential effects: the Greenfield Village and the Henry Ford Museum National Historic Landmark (NHL) (established late 1920s-30s), Fair Lane NHL (built 1914-15), and the National Register of Historic Places (NRHP) eligible Ford Motor Company Engineering Laboratory and Power Plant (built 1923-25 with later additions). The laboratory and power plant was recommended eligible for the NRHP in August 2008 (before FRA became the lead federal agency), with concurrence from the MI SHPO received on September 8, 2008. During that consultation, it was determined that there was a low potential for archaeological recovery, and so no further investigation for archaeological resources was conducted.

The Project would directly affect the Greenfield Village and the Henry Ford Museum NHL by improving a portion of the northern section of the historic district. Improvements would construct a visitor access to the museum complex. However, the improvements would follow the path of an existing walkway, improve the walkway, and add landscaping and an associated plaza/gathering space that would be accessed from the overhead walkway from the new Facility

building. In addition, the alterations would follow the Secretary of the Interior's Rehabilitation Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable rehabilitation guidelines.

Greenfield Village and the Henry Ford Museum NHL district contributors, Fair Lane, and the Ford Motor Company Engineering Laboratory and Power Plant would be located within the indirect APE adjacent to the rail line. However, trees and other vegetation would protect the viewsheds and other qualities of these historic properties from the undertaking. In addition, given the presence of Michigan Avenue and the existing rail line, no adverse atmospheric or audible elements would be introduced.

Therefore, a finding that this undertaking would have No Adverse Effect on historic properties was presented to the MI SHPO on April 29, 2011 (see Appendix). The MI SHPO concurred on June 7, 2011. Because of the existence of two NHLs within the APE, correspondence was also sent to the Secretary of the Interior on April 29, 2011, with a response received on May 26, 2011, concurring with the finding of No Adverse Effect.

Based on these findings, the Project would not result in significant impacts to cultural resources.

Section 4(f) Resources:

Section 4(f) of the U.S. Department of Transportation Act of 1966 as amended (49 USC Section 303) stipulates that the FRA and other U.S. Department of Transportation (USDOT) agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the Section 4(f) properties, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

One Section 4(f) property, the Greenfield Village and the Henry Ford Museum NHL, would be directly affected by the Project, resulting in a Section 4(f) use. The Fair Lane NHL, and the NRHP eligible Ford Motor Company Engineering Laboratory and Power Plant are also Section 4(f) properties; however, use of these properties has been avoided.

FRA notified the MI SHPO and the National Park Service (NPS) on April 29, 2011 of the intent to make a *de minimis* impact determination pursuant to 49 USC § 303, subject to their agreement that the Project would have no adverse effect on the Greenfield Village and Henry Ford Museum NHL. As noted above, FRA received written concurrence from the MI SHPO and the Secretary of the Interior for a finding of No Adverse Effect. Therefore, FRA determines that the use of the Section 4(f) property will have a *de minimis* impact.

Implementation of the Project would therefore not result in significant impacts to Section 4(f) resources.

Construction Impacts:

Construction of the Project would create temporary noise impacts and temporary impacts to air and water during construction. MIDOT would ensure that the construction contract specifications require that the selected construction contractor 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.

MIDOT 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. MIDOT's Standard Construction Specification Sections 107.15(A) and 107.19 apply to control fugitive dust during construction and cleaning of haul roads. All MIDOT vehicles and equipment must follow MIDOT Guidance #10179 Vehicle and Equipment Engine Idling. Additionally, sediment and erosion control measures would be used to minimize any water quality impacts during construction. Any minor temporary impacts would cease upon completion of construction.

Construction would not affect existing passenger rail operations, as the new Facility would be completed and operational before the existing stations (Dearborn and Smith Creek) are closed. Construction would also not affect automobile traffic.

Implementation of the Project would not result in significant construction impacts.

Indirect and Cumulative Impacts:

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 systems, including ecosystems." 40 CFR § 1508.8b. 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 Project may accelerate land use changes in the area surrounding the new station that are recommended in the City of Dearborn Master Plan or plans of adjacent communities. The land use surrounding the Facility may shift to land use compatible with the new transit opportunities such as TOD of mixed-use residential or commercial.

There is also the potential for the Project to spur growth of residential development (new or reuse) providing greater housing opportunities and improved access to jobs. The increased density may spur further development and redevelopment of residential and commercial properties. The improved access to transit alternatives could provide more opportunity for minorities and persons in lower income brackets to access the City to live and/or work, therefore, increasing socioeconomic diversity. In addition, greater access to bus and passenger rail may encourage mode shifts and decrease automobile usage, which could result in less congestion, energy savings, and air quality improvements.

Additionally, the Project could result in an increased tax base due to an increase in commercial, industrial and residential development. It is anticipated that there would be an increase in employment opportunities and worker productivity due to improved transit and access to a skilled labor pool residing outside the Dearborn community. Increased pedestrian activity could result in greater patronage of local businesses and the likelihood of visitors accessing local, civic, and recreational resources.

The Project could result in indirect beneficial development and would not result in any significant adverse indirect or cumulative impacts.

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 Selected Alternative. Additional measures may also be implemented as necessary and as identified.

Air Quality:

Construction dust associated with exposed soils will be controlled, if necessary, with the application of water and other approved dust palliatives. MIDOT 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. MIDOT's Standard Construction Specification Sections 107.15(A) and 107.19 apply to control fugitive dust during construction and cleaning of haul roads. All MIDOT vehicles and equipment must follow MIDOT Guidance #10179 Vehicle and Equipment Engine Idling.

Water Quality:

The Facility will incorporate such storm water management techniques as LID to minimize runoff impacts from impervious surfaces. Inclusion of landscaped areas and a small open space within the site also will lower the amount of impervious surface and aid in storm water management. During construction, surface waters and storm sewer systems will 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. Following construction, permanent BMPs would be implemented to reduce impacts to water quality. These BMPs may include permanent seeding, establishment of no-mow zones near or adjacent to water courses, detention basins with restricted outlets, and the use of native vegetation.

Noise and Vibration:

Construction activities would be focused between 7:00am and 7:00pm so as to confine the timespan of noise and vibration impacts. 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.

Energy Use:

The Facility will be designed and constructed to meet LEED standards, which will minimize energy use. Impacts to energy use will be minimized through resource conservation, recycling, waste minimization, and the use of energy-efficient and ecologically responsible materials and techniques.

Barriers to the Elderly and Handicapped:

The Facility will be constructed in compliance with ADA requirements including accessible entrances, an overhead walkway to the south platform that would eliminate pedestrian/vehicle conflicts, elevator access to that overhead walkway, and accommodations for a wheelchair lift on each platform.

Contaminated Sites and Hazardous Waste:

If any contamination is encountered during construction of the Facility, the City will remove and dispose of contaminants in accordance with the Hazardous Waste Program administered by the MDNRE.

Cultural Resources:

The Project will result in better pedestrian access to the Greenfield Village and the Henry Ford Museum, and appropriate landscaping would visually improve the portion of this NHL property

where construction would take place. In addition, Project design and construction will follow the Secretary of the Interior's Standards for the Treatment of Historic Properties. There will also be continued coordination throughout the process with the Henry Ford Museum. Should the scope of work change in any way, or if artifacts or bones are discovered, the MI SHPO would be notified immediately. The NPS would be notified should the changes or discoveries involve NHLs.

Section 4(f) Properties:

Measures to minimize harm to the affected Section 4(f) property is the Greenfield Village and the Henry Ford Museum historic site are the same as those described for cultural resources.

Construction Impacts:

MIDOT will 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 will be controlled by measures such as, but not limited to, ensuring construction equipment is in good repair and fitted with manufacturer recommended mufflers.

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

Conclusion:

FRA finds that the Project, as presented and assessed in the attached July 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 human 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.

In addition, in accordance with 49 USC 303(d)(2), FRA hereby makes a Section 4(f) *de minimis* impact finding for the Greenfield Village and the Henry Ford Museum.

Joseph C. Szabo
Administrator
Federal Railroad Administration

8/1/11
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 June and July, 2011. For further information regarding this document, contact:

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