

**FEDERAL TRANSIT ADMINISTRATION
REGION IV**

OCT 07 2010

Finding of No Significant Impact -- REVISED

Project: Fayetteville Multi-Modal Bus Transfer Center (MMTC)
Applicant: Fayetteville Area System of Transit (FAST); City of Fayetteville, NC
Project Location: Franklin, Winslow, W. Russell & Robeson Sts., Fayetteville, Cumberland Co., NC
FTA Grant #: NC-04-0033-00

The Federal Transit Administration (FTA) has completed its review of the proposed Fayetteville Multi-Modal Bus Transfer Center (MMTC) in downtown Fayetteville, NC. and has found the proposed project to have no significant adverse impact on the environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) and supplemental documentation for this project. These documents have been reviewed and evaluated by the FTA and determined to accurately discuss the project's purpose, need, environmental issues, impacts, commitments and mitigation procedures. The project is in the approved NC STIP as TD-4708. This revised FONSI is being re-issued as a result of comments received following the issuance of the initial FONSI dated August 3, 2010 as further described on pages 3-4 in the "Comments on the EA" section below; with regard to the presence of an unidentified business on the site which was not previously identified.

Project Description

The City of Fayetteville is proposing the construction of a multi-modal transportation center (MMTC) in Fayetteville, Cumberland County, North Carolina. The project includes the construction of an MMTC on an approximate 2.55 acre downtown city block. The preferred site consists of seven contiguous parcels that are bounded on the north by Franklin Street; on the east by Winslow Street; on the south by West Russell Street; and on the west by Robeson Street. The preferred site is located within the Heavy Commercial district and outside of the City of Fayetteville historic district. The MMTC will centralize and improve the Fayetteville Area System of Transit (FAST) operations by allowing for the expansion of routes to serve new riders and better serve existing riders.

The proposed MMTC will include a two-story building, bus bay platforms, taxi stands and landscaped areas. The Environmental Assessment has been prepared by ECS Carolinas LLP and submitted to FTA in December 2009. A Conceptual Site Plan prepared by URS is included in the EA Exhibits (Figure 4). The building will be constructed in three phases. Phase 1 of the building is anticipated to be approximately 19,700 square feet in area. It will include a lobby, reception areas, a ticketing office, retail space, offices, meeting rooms and restrooms. Phases 2 and 3 of the building are projected to include office and retail suites. It is anticipated that the building will be constructed to Leadership in Energy and Environmental Design (LEED) Silver Certification in accordance with the U.S. Green Building Council.

The proposed MMTC will contain approximately sixteen covered bus bays. The bus bays will be sufficient to accommodate various sizes of transit equipment and hybrid buses. The bus

entrance/exit points are to be to the west and south on Robeson Street and W. Russell Street.

The preferred site was first developed with residential structures sometime prior to the 1910s. Dry cleaning businesses, automobile repair businesses and other commercial businesses have occupied the preferred site since the late 1940s. The preferred site is currently developed with three commercial businesses, asphalt paved parking lots, gravel covered parking lots and landscaped areas. The commercial building located on the southeastern corner of the preferred site is occupied by Import Auto, an automobile repair facility. The buildings located on the central portion of the preferred site are occupied by Cintas. Cintas uses the buildings as a receiving/distribution center for clean and soiled uniforms. The commercial building located on the northwestern corner of the preferred site is occupied by J.P. Electric.

The City of Fayetteville and the Fayetteville Area System of Transit (FAST) commissioned a Feasibility Study on the bus transfer facility and related sites under consideration. Gantt Huberman Architects (GHA) and URS Corporation completed a feasibility study, *Fayetteville Area System of Transit Multi-Modal Transportation Center Study*, dated December 1, 2008, for the preferred site location and an alternative site location. An evaluation matrix in the study compared several sites. The preferred site was chosen due to its central location to the downtown area, pedestrian access, its proximity to the Amtrak Station, City Hall, hospital and area attractions, and its accessibility to major thoroughfares in all directions.

Purpose and Need

The current facility is outdated and has been deemed inadequate to serve the increase in numbers of riders anticipated over the next several years. The current facility is leased, and not owned, by the City of Fayetteville. In addition, the current facility is located in an area that Fayetteville has targeted for redevelopment under the U.S. Housing and Urban Development's Hope VI public housing program. The proposed MMTC will replace the existing bus transfer center and improve transit and bus connectivity across all routes serving the MMTC. The MMTC will be able to accommodate various sizes of transit equipment, including hybrid buses. The current facility is only capable of accommodating the standard public bus. The MMTC will be complimentary to the existing Amtrak Station which is located within one city block of the preferred site. The current facility is more than one mile from the Amtrak Station. The centralized location will improve accessibility to healthcare facilities, City Hall, pedestrian activity centers and nearby businesses.

Project Description and Costs

The project will be financed by the City of Fayetteville, and funds will be sought from the the Federal Transit Administration (FTA) and possibly other sources. The estimated costs for the construction of the MMTC are anticipated to range from \$8,000,000 to \$15,000,000 depending on the possibility of joint development in future phases. These costs include building construction and site improvements. Phases two and three of the MMTC are expected to contain office and/or retail occupants with private financing. The costs for these phases of construction cannot be determined until future tenants and uses are identified.

As noted in the "Hazardous Materials" section of this document, a dry cleaning business operated at the preferred site location for several years and the preferred site is currently a participant in the North Carolina Department of Environment and Natural Resources (NCDENR), Dry-Cleaning Solvent Cleanup Act (DSCA) Program. Soil and groundwater contamination exists beneath the preferred site and are currently being delineated through the

DSCA program. The cost estimates above do not include the cost of remediation of the soil and/or groundwater at the preferred site or for vapor barriers/caps that may be required by NCDENR. These costs will be developed separately based on subsequent soil and groundwater testing and other investigations undertaken in consultation with the City and appropriate state agencies. The city of Fayetteville realizes that FTA will not pay for site remediation.

Agency Coordination and Public Outreach

The final EA was posted from April 15 through May 27, 2010 during the final 30 day public comment period. More than 10 public meetings have been held on the MMTC from 2008 to May 2010 (and two public hearings). An advertised Public Hearing was held on December 8, 2008 as part of a Fayetteville City Council Meeting and again another public hearing on April 26, 2010 at the City Council Chambers. Fifteen persons provided comments or asked questions ("asked and answered" in the Exhibits). A motion was passed by the City Council to approve the MMTC site as the preferred location in 2008. The MMTC project has been discussed during several Fayetteville City Council meetings, Technical Advisory Committee meetings and Citizens Advisory Committee meetings between February 2008 and November 2009. City Council meetings are open to the public. The Draft EA was first advertised for review and posted on the City of Fayetteville's website (www.ci.fayetteville.nc.us/portal/planning_zoning) and the FAST's website (http://www.ridefast.net/about_us/mmc.aspx) on December 24, 2009.

The FAMPO has also provided several opportunities for public comment on the proposed MMTC. The Metropolitan Planning Organization (FAMPO), the Transportation Advisory Committee, and the Transportation Technical Committee all support the MMTC project. Agency coordination includes correspondence with the State Historic Preservation Office, Division of Historic Resources (SHPO), CE, U.S. Fish and Wildlife Services (USFWS), Federal Highway Administration (FHWA), and U.S. Environmental Protection Agency (USEPA) and the North Carolina Dept. of Environment and Natural Resources (NCDENR) – Natural Heritage Program.

Comments on the EA

The Federal Transit Administration (FTA) completed an Environmental Assessment (EA) for a proposed multi-modal transportation center (MMTC) to be located in Fayetteville, North Carolina. The draft EA was available for review and comment on the City of Fayetteville's website (www.ci.fayetteville.nc.us/portal/planning_zoning) and on Fayetteville Area System of Transit (FAST) website (www.ridefast.net/about_us/mmc.aspx), and hard copies were available for review at the Cumberland County Public Library and Information Center as well as the City of Fayetteville City Manager's Office December 24, 2009 through January 25, 2010, as advertised in the public notice. The final EA was also available for public review and comment from April 15 through May 27, 2010. The public comment period closed May 27, 2010. Comments and responses to the comments ("asked and answered") are included in the EA document in Attachment B. The Finding of No Significant Impacts (FONSI) was signed by FTA on August 3, 2010.

On August 20, 2010 FTA received a letter from Garriss Neil Yarborough of the Yarborough Law Firm, P.A. representing J.P. Electric, Inc. This letter questioned the FONSI, issued by the FTA for the subject project and stated that the FONSI "is incorrect because the facts the FTA were given are incorrect." On August 25, 2010 FTA received a letter from W. Lockett Tally of Tally & Tally Attorneys and Counsellors at Law representing Homemaker's Furniture and Interiors, including its' president, Joel A. Smity. This letter also alleged misrepresentation of fact in the

FONSI. Similarly, on September 13, 2010 FTA received a letter from the MacRae, Perry and MacRae, L.L.P. Attorneys and Counselors at Law firm representing Mr. Neill Lindsay. This letter also claimed that there were "a number of findings and assertions in the Finding of No Significant Impact that [were] inaccurate."

As a result of the information in the letters above, the FTA re-evaluated the FONSI in regard to the alleged inaccuracies. After consideration of all points raised in the August 20, August 25, and September 13, 2010 letters discussed above, FTA has determined that there was one instance of an inaccuracy. The EA/FONSI noted that two businesses would have to be acquired and relocated. As pointed out in the letters above, the proposed project would actually require the acquisition and relocation of three businesses. FTA has determined that there are no instances of additional impacts that would raise the level of impacts to the degree of significance requiring an EIS for the proposed project. Therefore, FTA has revised and reissued the FONSI for the proposed MMTC project to include the acquisition and relocation of the J.P. Electric business, which was omitted from the original EA/FONSI. However, FTA has determined that all other points raised in these letters have been addressed adequately in the original EA/FONSI and further revision will not be required.

DETERMINATIONS AND FINDINGS

Impacts to the Human Environment

Social and Economic

The construction of the MMTC is anticipated to be a community asset socially and economically. The central downtown location will allow/increase accessibility to both the downtown business district and recreation areas for all patrons utilizing public transportation. The increased access to employment provided by the centralized transit access will aid the economic viability of area residents. In addition, the construction of the MMTC will likely increase the attractiveness of the area to other businesses/individuals who may be considering relocating to downtown. **FTA concurs that there are no significant impacts to the social or economic status of the immediate area.**

Environmental Justice

Executive Order 12898 requires federal agencies to identify and address disproportionately high and adverse effects of federally funded projects on minority and low-income populations as part of the Environmental Justice (EJ) analysis. According to the 2000 Census, the population within the City of Fayetteville is approximately 51.2% minority and 12% low income. The increase in local and regional transit service to the area is seen as a benefit, providing greater access to workplaces, educational institutions and training, and cultural events. The minority and EJ populations within the MMTC area are stated and similar to those stated above and throughout the city. The increase in local and regional transit service to the area and the resulting employment in the facility are seen as a benefit, providing greater access to workplaces, educational institutions and training, and cultural events. **FTA concurs that there are no disproportionately high and adverse impacts to minority or low-income communities.**

Relocations

The proposed project will require the acquisition and relocation of three businesses: Import Auto, Cintas Uniform Company and J.P.Electric. The acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. Following the issuance of the FONSI (August 3, 2010), the city of Fayetteville acquired Cintas Uniform Company property within the preferred site and Cintas has already been relocated. **As such, FTA concurs that there are no significant relocation impacts.**

Public Facilities

There are no parks or recreational facilities adjacent to the preferred site. Various commercial businesses and a hospital are located adjacent to the preferred site. City Hall and the AMTRAK facility are also near the proposed site and co-location nearby of public facilities is considered a project benefit. Continued operation of these businesses and facilities will be ensured during construction. **Therefore, FTA anticipates no adverse impacts to public facilities.**

Impacts to Land Use and Transportation

Land Use - Zoning

The proposed bus transfer facility function is allowed in the existing C3 Heavy Commercial zoning district in accordance with the City of Fayetteville Code of Ordinances. According to the city, a re-zoning is not required for the MMTC. Further, the City of Fayetteville supports the MMTC project and location. **FTA finds that the planned MMTC and the proposed bus facility is compatible with current land use.**

Land Use - Plans

The construction of the MMTC with potential ancillary retail and office development is consistent with the visions and objectives of the City of Fayetteville's and the FAST's long-term transportation plan. It is also consistent with the long-term goals of the Fayetteville Area Metropolitan Planning Organization. **FTA concurs that the proposed project is compatible with future land use plans.**

Transportation – Traffic

According to a *Traffic Study* dated June 2009 prepared by Ramey Kemp & Associates, six intersections in the immediate vicinity of the preferred site were analyzed by the study. The intersections are Franklin Street and Winslow Street, Franklin Street and Robeson Street, West Russell Street and Robeson Street, West Russell Street and Winslow Street, Hay Street and Robeson Street, and Hay Street and Winslow Street. The intersections were analyzed using the methodology outlined in the 2000 Highway Capacity Manual at AM and PM peak service times. **Capacity analysis indicates that the local roadway system is adequate to support the anticipated bus and automobile traffic expected to be generated by the MMTC.**

Ingress and egress will take place via Robeson Street and West Russell Street. Robeson Street is a north-south arterial that has an average of 15,000 vehicles per day (vpd). West Russell Street is an east-west arterial that has an average of 8,800 vpd. Based on conversations with Ramey Kemp & Associates personnel, both streets would be classified as urban arterials. The report indicates that all intersection approaches are expected to operate at LOS C or better once the MMTC is completed. The report states that degradations in service are minor overall. The minor degradations are generally due to slight changes in modeled traffic

signal timing and phasing. The report concludes that no off-site roadway improvements are recommended to be installed due to traffic expected to be generated by the MMTC. Additionally, the project may enhance local and regional public transportation usage.

FAST currently has thirty-four buses that service twelve routes. Twenty-four of the buses are fueled by diesel. Upon completion, the MMTC plans to operate seventeen hour days with approximately sixteen buses per hour arriving at the MMTC. Approximately 272 buses per day will pass through the MMTC at its full build-out within 10 years. The current level of service on these adjacent streets is LOS C or better. Congestion is not deemed to be a significant problem for the MMTC. **FTA concurs that the local roadway system is adequate to support the anticipated automotive and bus traffic around the MMTC.**

Transportation – Plans

The MMTC is part of the *Fayetteville Area Metropolitan Planning Organization 2035 Long Range Transportation Plan*. Prepared for the area's Metropolitan Planning Organization. The project is in the Transportation Improvement Plan (TIP). The MMTC project's TIP number is TD-4708 and likewise in the FFY 2010 STIP as TD-4708. **FTA concurs that the planned MMTC is consistent with local plans.**

Impacts to Historic and Cultural Resources

Section 106

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

A letter dated June 16, 2009 from SHPO states that they are aware of **no historic resources within the area of potential effect for the project**. A letter dated June 12, 2009 from the Catawba Indian Nation states that the Catawba Indian Nation has no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the proposed project area. Letters and e mails to the Eastern Band of Cherokee Indians elicited no response. In addition, the preferred site is not located in the Fayetteville Historic District. However, if Native American artifacts and/or human remains are discovered during the ground disturbance phase of the project, the Catawba Indian Nation should be contacted. **FTA concurs with the SHPO finding that no historic or Section 106 resources will be adversely impacted by the MMTC.**

Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. 303, declares a national policy that a special effort should be made to preserve public park and recreational lands, historic sites, wildlife and waterfowl refuges, and the natural beauty of the countryside. Based on the finding of No Adverse Effect from SHPO as noted in the "Section 106" section, **FTA concurs that the proposed project will not use or significantly impact any park, historic or recreational resource protected by Section 4(f) of the US Department of Transportation Act of 1966.**

Impacts to the Physical Environment

Aesthetics

The construction of the MMTC will make the preferred site area more aesthetically pleasing. Any potential visual impacts will be offset by architectural details and features of the proposed building and landscaped areas. **As such, FTA finds that there are no adverse impacts to aesthetics as a result of the proposed project.**

Noise

A general assessment of noise impacts associated with the proposed MMTC was performed. This assessment included a qualitative review of noise generated from the existing use in the Heavy Commercial district and from the proposed use. The FTA's *Transit Noise and Vibration Impact Assessment* manual, dated May 2006, was used in the review. While there are nearby noise-sensitive sites, they will not be adversely affected by noise from the MMTC. An increase in noise levels could be expected during the construction of the MMTC. However, these increases are expected to be sporadic and temporary. **FTA anticipates that the proposed transportation center will not generate an appreciably greater amount of noise than the existing use.**

Air Quality Conformity

In the Clean Air Act and Clean Air Act Amendments, the Environmental Protection Agency (EPA) requires that air quality in the United States conform to the standards set forth in the National Ambient Air Quality Standards. Air quality at the preferred site is anticipated to be typical of the air quality within Fayetteville. Fayetteville is located within Cumberland County which is in a Nonattainment Area for ozone levels according to the US EPA. This designation indicates that an area is in violation of national ambient air quality standards or that it contributes to nearby violations. According to the NCDENR, Division of Air Quality, Cumberland County met the 1997 standards but is slightly above the 2008 standard of 0.076 parts per million. Mr. Rick Heicksen, Executive Director of the Fayetteville Area Metropolitan Planning Organization (FAMPO), indicates that the values observed so far this year will bring the average to below the current standard.

According to the NCDENR, Division of Air Quality, Cumberland County is located within an attainment area for PM 2.5 that is identified as moderately below the annual standard. Therefore, a PM 2.5 determination is not required for this facility. We expect the MMTC to improve the public transit system and decrease the number of single occupancy vehicle miles traveled. Therefore, we anticipate that the construction of the MMTC will have an overall positive effect on the air quality within the city and boost use of public transit. **FTA concurs that the MMTC project will not require a micro scale air quality analysis.**

Floodplain

Pursuant to Executive Order 11988 (Floodplain Management), the FAST team reviewed the Flood Insurance Rate Map (FIRM) available from the Federal Emergency Management Agency (FEMA). According to Map Number 3720043700J, the project area is located in Zone X which is determined to be outside the 100 year and 500 year floodplains.

Prime Farmland

The Farmland Protection Policy Act of 1981 establishes criteria for identifying the effects of federal programs on the conversion of farmland to non-agricultural uses. Land that is within city boundaries is exempt from the Act. The preferred site location is within the City of Fayetteville

and is in a downtown commercial area. **FTA concurs there will be no significant impact on floodplain or prime farmland.**

Protected Lands

Protected lands include areas that are protected by state and/or federal government as natural resources. The following are not present on or near the proposed site:

- Streams or rivers
- State or National forests
- Federal gamelands or wildlife/vegetative preservation areas

Neither the Wild and Scenic Rivers Act of 1986 nor the North Carolina Natural and Scenic Rivers Act apply. Additionally, Cumberland County is not one of the 20 coastal counties required to abide by the Coastal Area Management Act. **Accordingly, FTA concurs that there are no impacts to protected lands.**

Utilities

According to the FAST team, the current infrastructure in the area of the preferred site is adequate to support the MMTC. Utility improvements will not be necessary for construction of the MMTC. **FTA concurs that there will be no significant impacts to utilities.**

Stormwater

According to the FAST team, the current stormwater system in the preferred site area is adequate to support the construction of the MMTC. Once final construction design details are completed, the MMTC will be constructed in accordance with the City's stormwater management guidelines. **Therefore, FTA anticipates no significant impacts to stormwater.**

Hazardous Materials

The portion of the preferred site previously occupied by Cintas, addressed 512 West Russell Street, is identified on the Resource Conservation and Recovery Act (RCRA) list as a small quantity generator of hazardous waste. This property is also a participant in the NCDENR, Division of Waste Management (DWM) DSCA Program. The inclusion of the property on these regulatory lists is associated with dry cleaning activities conducted by past occupants of the preferred site including Mayflower Laundry and Dry Cleaning and United Uniform Service.

The preferred site has been impacted by past releases of chlorinated solvents and petroleum products. The contamination at the preferred site is a result of the previous land use by a dry cleaning business. The North Carolina DWM and URS are currently working to characterize the release at the preferred site location in an effort to determine the most appropriate method to conduct remediation of the soil and groundwater contamination. Once the extent of the contamination has been delineated, the DWM will direct the cleanup of the site to the soil and groundwater standards required by NCDENR. The responsible party identified in the DSCA program will be ultimately responsible for the remediation. The remediation standards set forth by NCDENR may allow for low levels of contamination to remain in the soil and/or groundwater because of the commercialized nature of the site (no use of groundwater, no water supply wells in immediate vicinity, etc.). If these areas will be impacted by grading activities during development of the MMTC, these areas must be treated and disposed as regulated wastes. Additionally, vapor barriers and/or mechanical remediation systems may be required by NCDENR to be installed and operated at the MMTC location to protect public health. **FTA anticipates that existing soils and groundwater contamination may be remediated either**

as part of NCDENR processes or in the case of soils contamination as part of the approved grading of the site. The MMTC should not result in further contamination.

Impacts to the Natural Environment

Topography and Soils

The proposed project will require the removal of soils and the placement of fill. Additional drainage structures will be needed. However, consultation with the NCDENR should be conducted prior to any ground disturbance phase of the project. **FTA expects no adverse impacts to soils or topography.**

Water Resources

The direction of shallow ground water flow is estimated to move east and southeast beneath the site. The nearest surface water body is Cross Creek which is located approximately 1,500 feet north of the preferred site. However, an erosion and sediment control plan must be prepared and evaluated by the City of Fayetteville prior to the start of any construction activities to avoid water quality issues. Stormwater retention will be addressed as required by the city of Fayetteville. **As mentioned above, there is some existing groundwater contamination which is being monitored by the NCDENR. However, neither FTA nor FAST anticipate additional groundwater contamination as a result of the MMTC.**

Terrestrial Communities

The preferred site is currently developed with buildings, asphalt paved parking areas and gravel covered areas. Currently, there is little vegetation on the site. In addition, there is little, if any, habitat capable of supporting animal species. **FTA anticipates no significant impacts to terrestrial communities.**

Aquatic Communities

The preferred site does not contain surface waters. Likewise, the FAST team reports there are not surface waters on the adjacent properties. Therefore, neither the preferred site nor adjacent properties contain aquatic communities. **FTA anticipates no impacts to aquatic communities.**

Impacts to Jurisdictional Topics

Waters of the United States

Wetlands and surface waters fall under the category of "Waters of the United States" as defined in 33 CFR 328.3 and in accordance with provisions of Section 404 of the Clean Water Act. These waters are regulated by the U.S. Army Corps of Engineers. Any action that proposes to dredge or to place fill material into surface waters or wetlands falls under these provisions. **The preferred site contains neither wetlands nor surface waters.**

Permits Required

No 404 or 401 permits or certifications from state or federal agencies will be required prior to construction activities.

Endangered Species Act

Federal law under the provisions of Section 7 of the Endangered Species Act of 1973, as amended, requires that any action likely to adversely affect a federally protected species be subject to review by the USFWS. Other species may warrant protection under separate state

laws. Based on information obtained from the USFWS and the North Carolina Natural Heritage Program, several threatened and endangered species exist within Cumberland County and the Fayetteville, North Carolina Quadrangle. However, the preferred site and the properties in the immediate vicinity of the preferred site are located in a downtown area of Fayetteville that contains commercial and industrial development. **The site does not contain habitat capable of supporting any threatened or endangered species.**

Construction Impacts

Temporary increases in air pollution, noise and traffic congestion as a result of construction activities for the MMTC are anticipated. These sources may be dust and emissions and noise from construction equipment and vehicles. Standard abatement measures will be utilized, and we expect these short-term impacts to be sporadic and minimal.

Groundwater and soil contaminated with chlorinated solvents and petroleum constituents are present beneath the preferred site. The NCDENR, DWM and URS Corporation are conducting environmental sampling to characterize and delineate the vertical and horizontal extent of the impacted soil and groundwater. Construction activities should be approved by NCDENR prior to their initiation to protect public health and the health and safety of the construction workers.

As such, FTA concurs that there are no significant construction impacts.

Community Disruption

As stated previously, other than temporary construction activities the MMTC should result in no community disruption. The relocation of several businesses within the community are also anticipated. The MMTC should provide a benefit to the community and to downtown Fayetteville by providing better multi-modal transit connections, connections to attractors like City Hall and the local hospital, and eventually adjacent retail development.

Community Benefits

Public transportation fosters more livable communities by creating corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive. The proposed action will allow FAST to more effectively serve the local community with public transit service. Based on the above analysis, the proposed action will not result in disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.

Environmental Finding

FTA has reviewed the Fayetteville Multi-Modal Bus Transfer Center Environmental Assessment (EA), along with all supporting documentation (attached) and this FONSI documentation. **FTA finds the Fayetteville Multi-Modal Bus Transfer Center project will improve FAST transit operations and its development and operations will have no significant impact on the environment, pursuant to 23 CFR 771.119.**

Approval



Yvette G. Taylor, Ph.D.
Regional Administrator
Federal Transit Administration

Date 10-7-10