

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

FINDING OF NO SIGNIFICANT IMPACT

**Phoenix Sky Harbor International Airport
Sky Train Stage 2**

Phoenix, Maricopa County, Arizona



For further information

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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) for the Phoenix Sky Harbor International Airport (PHX or Airport) Sky Train Stage 2 (Proposed Action). This document is based on the information and analysis contained in the Final EA dated January 2018, which is attached hereto and incorporated by reference.

This document describes the alternatives FAA considered in reaching its decision, summarizes the analysis used to evaluate the alternatives, and summarizes why the Proposed Action would not significantly affect environmental resources. This document identifies conceptual mitigation measures that are part of the preferred alternative.

BACKGROUND. In December 2017, the City of Phoenix, through its Aviation Department, prepared a Draft EA for the Proposed Action. The Proposed Action involves extending the existing Sky Train from Terminal 3 to the Rental Car Center (RCC) to provide more reliable and efficient access between the RCC and Airport facilities. The Draft EA addressed the potential environmental effects of the Proposed Action including various reasonable alternatives to the Proposed Action.

The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) (42 USC 4321 *et seq.*), the implementing regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500-1508), and FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA Order 1050.1F) and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions* (FAA Order 1050.1F). The City of Phoenix published the Notice of Availability for the Draft EA on December 14, 15, and 18, 2017. The City of Phoenix requested comments on the Draft EA between December 18, 2017 and January 19, 2018. FAA approved the Final EA on January 25, 2018.

WHAT SHOULD YOU DO? Read the FONSI to understand the actions that FAA intends to take relative to the Proposed Action.

WHAT HAPPENS AFTER THIS? The City of Phoenix may begin to implement the Proposed Action.

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FINDING OF NO SIGNIFICANT IMPACT**

**PHOENIX SKY HARBOR INTERNATIONAL AIRPORT
PROPOSED SKY TRAIN STAGE 2**

PHOENIX, MARICOPA COUNTY, ARIZONA

- 1. Introduction.** This document serves as the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) for the Final Environmental Assessment (Final EA) for the proposed Phoenix Sky Harbor International Airport (PHX or the Airport) Sky Train Stage 2, Phoenix, Maricopa County, Arizona (the Proposed Action). This document has been prepared in compliance with the National Environmental Policy Act of 1969 (NEPA) (42 USC Section 4321, *et seq.*), implementing regulations issued by the Council on Environmental Quality (CEQ) (parts 1500-1508), and FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, effective July 16, 2015.

The City of Phoenix is the sponsor for PHX. FAA must comply with NEPA requirements before taking the federal action of approving those portions of the City of Phoenix's Airport Layout Plan (ALP) that depict the proposed project. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).

- 2. Purpose and Need of the Proposed Action.** Chapter 1 of the Final EA documents the purpose (goal) and the need (problem) for the Proposed Action. As more fully discussed in Section 1.4, the Airport's purpose of the Proposed Action is to provide more reliable access and decrease travel time for passengers from the Rental Car Center (RCC) to Airport facilities, reduce or eliminate vehicle idling time at the RCC and terminal curb fronts, and reduce on-airport roadway congestion. The need for the Proposed Action is to address the deficiencies in access between the RCC and Airport facilities, and the increasing congestion on on-airport roadways.

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States pursuant to 49 USC 47101 (a)(1).

- 3. Proposed Project and Federal Actions.** As described in Section 1.3 of the Final EA, the Proposed Action will extend the Sky Train from T3, where it currently ends, westward to the RCC. The Proposed Action includes the following elements and connected actions:

Proposed Action:

- Construct the Sky Train from T3 westward approximately 2.2 miles to the RCC;
- Construct a platform on the third level of the RCC for the Sky Train to enter;
- Construct a West Ground Transportation Center (WGTC) Sky Train Station, including platform;
- Construct surface parking to the south and northwest of the WGTC Station to support parking needs;
- Construct a parking facility or mixed-use parking facility with potential retail, office or hospitality secondary users (up to 7 stories), to the northwest of the WGTC Station (when justified by demand);
- Construct surface roads to accommodate the WGTC Station and parking facility;
- Relocate the Ground Transportation (GT) Staging Area to the existing parking lot area north of Buckeye Road, between I-10 and 24th Street;
- Construct a Central Utility Plant for the WGTC, west of 24th Street;
- Expand the Sky Train Maintenance Facility and construct Sky Train wash facility east of 44th Street, as shown in Figure 1.3-1b;

- Construct three propulsion facilities required to support the Sky Train; small enclosed single-story buildings (800 to 1,000 Square Feet (SF)) that house electrical switchgear and transformers to assist with voltage drops along the train's alignment; and
- Construct a switchyard facility adjacent to the alignment along the I-10 corridor (Option A); or Construct an electrical Arizona Public Service (APS) microgrid generator site to tie into the existing 44th Street switchboard (Option B), required to support the Sky Train to accommodate voltage drops and feed power to the train.

Connected Actions:

- Adjust the roadway lane markings under I-10 where the Sky Train would pass under the Interstate;
- Bridge 25th Place to allow access to cargo facilities (Buildings A, B and C) as the Sky Train would be below-grade in this area;
- Demolish the following to accommodate the Sky Train alignment: Parking Offices, Bus Maintenance Facility, Sky Chefs Building, GT Staging Area, and C and D gate areas of Terminal 2 (T2);
- Construct two stormwater management basins south of the WGTC south surface parking lot;
- Demolish the existing APS line and equipment (powering the FAA RT3 Antennae Site, Sky Chefs buildings, and surrounding facilities) and install a new APS "loop feed" line utilizing updated equipment; and
- Modify the stormwater drainage adjacent to the proposed 44th Street microgrid generator site.

Federal Actions:

- Unconditional approval of the ALP to depict the Proposed Action pursuant to 49 USC §§ 40103(b) and 47107(a) (16).
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Approval to impose and use passenger facility charges (PFC) funds.

- 4. Reasonable Alternatives Considered.** The alternatives development process and alternatives considered were identified and evaluated in Chapter 2 of the Final EA. Section 2.2 describes the criteria used for selection of the Preferred Alternative, including meeting the purpose and need; meeting site acceptability; and constructability and environmental considerations. Figure 2.3-1 of Section 2.3 depicts a three-step alternative screening process. Section 2.5 of the Final EA discusses the refinement of 2006 Sponsor's Preferred Alternative and 2010 and 2014 Sky Train Stage 2 studies to support the City's Preferred Alternative carried forward in the Final EA.

The Final EA evaluated two alternatives in detail: Proposed Action alternative (Section 2.6); and, pursuant to 40 CFR § 1502.14(d), the No Action alternative (Section 2.7).

- 5. Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in the Final EA. The FAA reviewed the Final EA and found it to be adequate for the purpose of the proposed Federal action. The FAA determined that the Final EA adequately describes the potential impacts of the Proposed Action. Table 3.1.1 of the Final EA described the environmental impact categories that were not evaluated in detail because these resources do not occur in the Study Area (Figure 3.1-1) or will not be affected by the Proposed Action: Coastal Resources, Farmlands; Noise and Noise-Compatible Land Use, Wetlands, Floodplains, and Wild and Scenic Rivers.

The following environmental impact categories were evaluated in detail in the Final EA to determine the nature and severity of impacts:

A. Air Quality. Table 3.2.2 of the Final EA compares the construction and operational emissions of the Proposed Action with the *de minimis* thresholds. The emission analysis concluded that emissions for all applicable pollutants will be less than the general conformity *de minimis* thresholds. Therefore, no significant air quality impacts are anticipated from the Proposed Action.

B. Biological Resources. As stated in Section 3.3.4 of the Final EA, no federally-listed threatened or endangered species, designated critical or suitable habitats are known to occur in the Study Area. Therefore, there will be “*no effect*” on federally-listed species threatened and endangered species and their habitats. The western burrowing owl, a U.S. Fish and Wildlife Service “National Bird of Conservation” protected under the Migratory Bird Treaty Act (MBTA), has known habitat near the RCC. There will be no intentional takings of the western burrowing owl. Prior to the Sky Train construction, a burrowing owl survey will be conducted in the vicinity of the RCC. If survey identifies the presence of burrowing owls, they would be relocated prior to construction in accordance with the City’s MBTA Special Purpose-Relocate permit.

C. Climate. As noted in Section 3.4.4 of the Final EA, the Proposed Action will not affect the number or type of aircraft using PHX, which is the main contributor to Green House Gas (GHG) emissions. Table 3.4.1 presents GHG 2018-2020 construction and 2021 operation emissions for the Proposed Action. The Proposed Action will result in a net reduction in operational GHG emissions due to the reduction in the Vehicle Miles Traveled.

D. Department of Transportation Act, Section 4(f) Resources. As discussed in Section 3.5.4 of the Final EA, two Section 4(f) properties, *The Phoenix* mural and the Sacred Heart Church are located within the Study Area. *The Phoenix* mural is located in the T2 processor building, and will be relocated prior to the demolition of T2 building under a separate action. Treatment of mural was addressed in a 2006 Memorandum of Agreement (MOA). The City will adhere to the in-place MOA stipulations regarding the mural relocation. Additionally, because the mural is contained within the T2 processor building, it will be shielded from any potential construction-related impacts from the Proposed Action. There will be no physical disturbance or impact to the Sacred Heart Church from the construction or operation of the Proposed Action. Access to the Sacred Heart Church will remain the same during and after construction of the Proposed Action. Therefore, the Proposed Action will not result in a direct or constructive use of any Section 4(f) property.

E. Hazardous Materials, Pollution Prevention, and Solid Waste. Section 3.6.4 of the Final EA discusses hazardous materials, pollution prevention, and solid waste associated with the Proposed Action.

Hazardous Materials: The Proposed Action is not anticipated to use any hazardous materials that will not comply with applicable state and federal regulations. Contractors will be required to store, label, and dispose of hazardous substance in accordance with established regulations. Therefore, the Proposed Action will have no significant short or long-term impacts related to hazardous materials.

Solid Waste: Construction and users of the Proposed Action will generate solid waste. However, such waste will be small in comparison to the overall waste generated by airport activity, and can be accommodated in the Airport’s waste stream that goes to the Butterfield landfill. Thus, the Proposed Action will have no significant impacts with regard to solid waste.

Pollution Prevention: The Airport fueling system, Spill Prevention Control and Countermeasures, and the Stormwater Pollution Prevention Plan (SWPPP) will continue to be inspected, maintained, and updated to reflect operational changes in response to the Proposed Action. The Proposed Action includes installing dewatering wells, and related permits will be obtained by the contractors. A construction SWPPP will be prepared and implemented to prevent contamination due to surface water runoff. Therefore, no significant impacts are expected.

F. Historical, Architectural, Archaeological, and Cultural Resources. The FAA consulted with the Arizona State Historic Preservation Officer (AZ SHPO) in accordance with Section 106 of the National Historic Preservation Act, and its implementing regulations, 36 CFR Part 800. In October 2017, AZ SHPO concurred with FAA’s determinations, findings, and the Archeological Treatment Plan (ATP) to address potential adverse effects on archeological resources. (See Appendix A of the Final EA for Section 106 documents/correspondences).

As discussed in Section 3.7.3.3, *The Phoenix* mural, which is located in the T2 processor building, will not be impacted by the Proposed Action. The mural will be relocated as part of a separate, future action and prior to future demolition of the T2 processor building. A 2006 MOA between various public agencies included stipulations to address the mural relocation.

Section 3.7.4 of the Final EA discusses potential impacts to archeological sites associated with the Proposed Action. Phase I archeological investigation resulted in the discovery of significant archeological features associated with AZ T:12: 389 (ASM)/Canal Salado System (Criterion D) in the Sky Chefs Lot. The Canal Salado System was previously determined eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion D. The Proposed Action will include multiple components within the area where historic canal features were discovered. As a result, the FAA has made a finding of "adverse effect" for the Proposed Action. To resolve adverse effects on the Canal Salado System, prior to implementation of the Proposed Action, the City will conduct a Phase II data recovery for the Canal Salado System in the Sky Chefs Lot in accordance with the prepared ATP per the in-place 2006 MOA.

The proposed Ground Transportation staging area is located within the limits of AZ T: 12:62 (ASM)/Dutch Canal Ruin and portions of AZ T:12:131 (ASM)/ Canal Patricio System, both were deemed eligible for listing in NRHP under Criterion D. Due to the potential for encountering additional archeological features within these sites, archeological monitoring will be conducted for ground-disturbing activities within the GT staging area in accordance with the prepared ATP prepared for this undertaking

G. Land Use. Section 3.8 of the Final EA discussed land use. The Proposed Action will occur entirely on Airport property and no significant impacts related to land use are expected. Appendix F of Final EA contains the required Land Use Assurance Letter from the City of Phoenix to the FAA, dated October 26, 2017.

H. Natural Resources and Energy Supply. Section 3.9.4 of the Final EA states that the Proposed Action will require the consumption of natural resources and energy supply during construction and operation. However, sufficient supply exists to meet the project demands and the use of natural resources in short supply is not anticipated. Therefore, the Proposed Action will not have a significant impact on natural resources or energy supply.

I. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks. As set forth in section 3.10.4 of the Final EA, the Proposed Action will not have a significant impact on socioeconomic conditions, or minority or low-income populations, children's environmental health, and will result in a beneficial impact to surface transportation and traffic. Appendix G of the Final EA contains data and assessments for Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks. Appendix H of the Final EA contains the Traffic Impact Evaluation Memorandum.

J. Visual Impacts (including Light Emissions). As set forth in Section 3.11.4 of the Final EA, the Proposed Action will have no significant light emission impacts or change the existing visual character of the Study Area. The Proposed Action will not result in a visual impact to Section 4(f) resources or historic properties within the Study Area, including *The Phoenix* mural (located within the T2 processor building) and the Sacred Heart Church. There will be temporary views of construction equipment and personnel around the Proposed Action project sites. However, these views will be of relatively short duration and upon completion of construction, the equipment and personnel will be removed from the site. Therefore, construction of the Proposed Action will not result in significant visual impacts.

K. Water Resources. Section 3.12.4 of the Final EA discusses potential impacts on surface and ground water resources. Project designs will adhere to Arizona Department of Environmental Quality and City requirements for stormwater treatment and control, and all necessary permits will be acquired. Therefore, the Proposed Action Alternative will not result in significant impacts to water resources.

L. Cumulative Impacts. An evaluation of cumulative impacts is discussed in Section 3.13.1 of the Final EA. Table 3.13.1 of the Final EA presents the potential cumulative impacts of past, present and reasonably foreseeable future projects which have occurred or may occur within or in the vicinity of the Study Area. The Proposed Action will not result in significant cumulative impacts.

- 6. Public Participation.** The Draft EA was made available for a 30-day public review period from December 18, 2017 through January 19, 2018. A notice of availability for the Draft EA was published in the *Arizona Business Gazette* on December 14, 2017, *La Voz* on December 15, 2017, and the *Arizona Republic* on December 18, 2017. (See Appendix J of the Final EA for Proof of Publications). The City made the Draft EA available on PHX web site, at the local libraries, City's Aviation Department, local United State Post Office, and at the FAA's Phoenix Airports District Office. No comments were received during the public comment period.
- 7. Inter-Agency Coordination.**
In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.
- 8. Reasons for the Determination that the Proposed Action will have No Significant Impacts.**
The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action. The Proposed Action will not involve any environmental impacts, after mitigation that will exceed the threshold of significance as defined by FAA Orders 1050.1F and 5050.4B. Based on the information contained in the Final EA, the FAA has determined that the Proposed Action is the most feasible and prudent alternative. The FAA has decided to implement the Proposed Action as described in Section 3 of this FONSI.
- 9. Finding of No Significant Impact.**
After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

APPROVED:

Mike N. Williams
Manager
Phoenix Airports District Office

2-14-2018

Date

DISAPPROVED:

Mike N. Williams
Manager
Phoenix Airports District Office

Date