



March 28, 2017

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105

**RE: REQUEST FOR DETERMINATION OF CATEGORICAL EXCLUSION FOR PEORIA
PARK-AND-RIDE**

Dear Mr. Rogers:

On behalf of the City of Peoria (Peoria), Valley Metro is submitting this Categorical Exclusion (CE) as the appropriate level of National Environmental Policy Act (NEPA) documentation for the construction of the proposed Peoria Park-and-Ride facility (between 80 and 95 spaces) at the intersections of Grand Avenue (US 60) and West Peoria Avenue in Peoria, Maricopa County, Arizona.

The information presented in this letter is pursuant to NEPA to enable the Federal Transit Administration (FTA) to determine that a Categorical Exclusion (CE) is appropriate for the proposed project under 23 CFR 771.118(c)(9) and complies with the Guidance for Implementation of FTA's Categorical Exclusions (23. C.F.R §771.118) dated January 2016.

PROJECT LOCATION

The proposed park-and-ride (PNR) facility would be situated on a 1.1-acre parcel (8323 West Peoria Avenue) located between Grand Avenue (US 60), West Peoria Avenue, and West 83rd Avenue in the City of Peoria, Maricopa County, Arizona (**Figure 1**). The parcel is paved with a combination of asphalt and concrete, and has a single unoccupied building. The parcel is located on the eastern edge of the Old Town Peoria neighborhood, an urban area that includes a mix of residential, commercial, municipal and light industrial uses. Immediately surrounding the parcel are an active Burlington Northern Santa Fe (BNSF) freight railway, a pocket park – Osuna Park, Grand Avenue (US 60), and commercial buildings (**Figure 2**).

Figure 1: Project Location

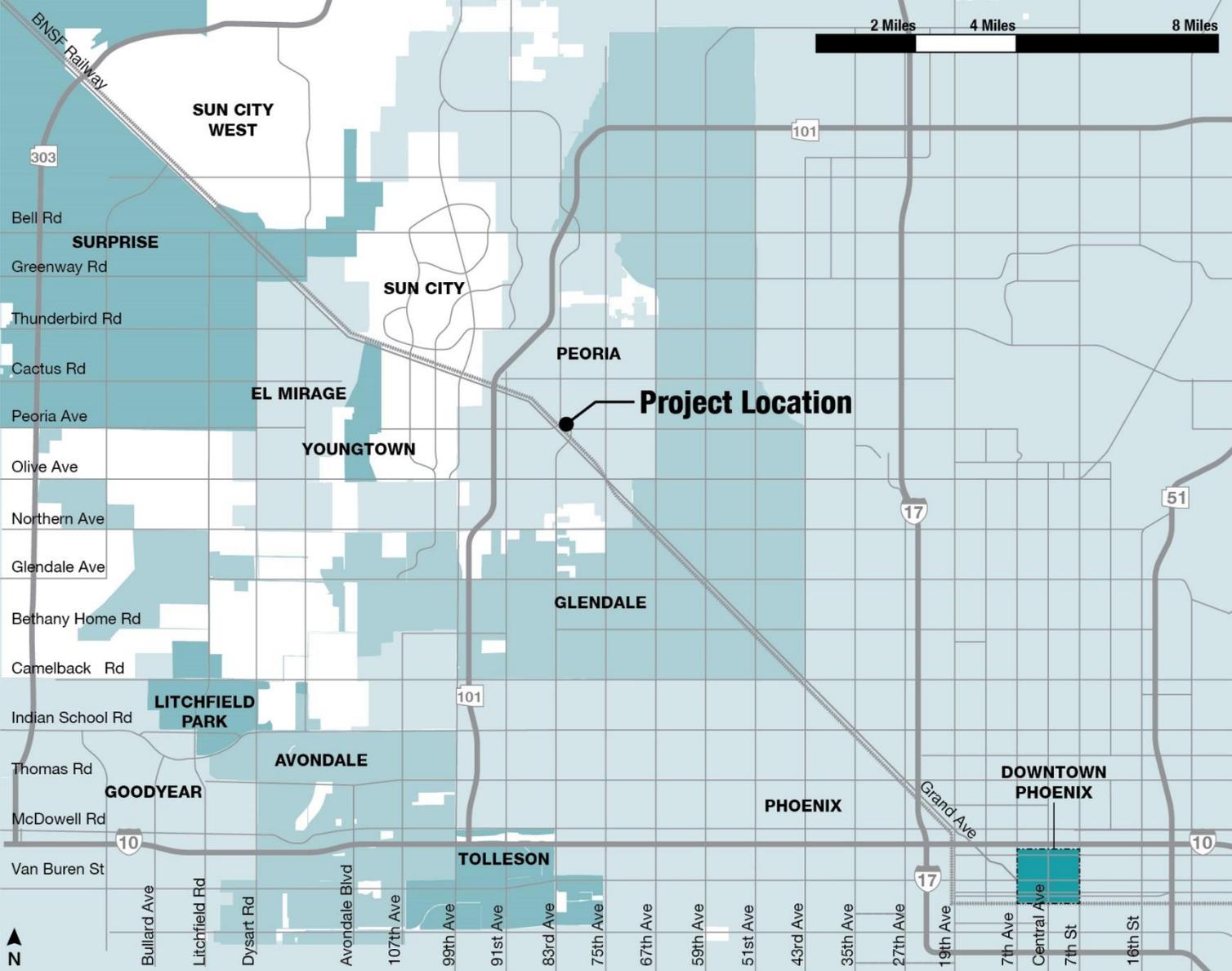


Figure 2: Project Vicinity



The location is optimal for the proposed PNR because it is visible and easily accessible, would reduce bus deviation, and can be expanded in the future based on demand. The location was determined during the Peoria Transit Facility Study which evaluated the type and size of facility that would be suitable to meet Peoria's transit needs. The site alternatives in the study focused on the confluence of Grand Avenue (US 60), Peoria Avenue, and 83rd Avenue based on the efforts identified in previous studies, and the current and future transit service scenarios in Peoria. The study was completed in September 2016 and its results indicated that while a transit facility is warranted in Peoria, the facility's scale is dependent on how transit services evolve over the next several years. This location was selected because of its proximity to Grand Avenue (US 60) – a major transit corridor connecting to downtown Phoenix, and its flexibility to fit the short-, mid-, and long-term transit scenarios of Peoria. In the short-term, this location would serve the existing Grand Avenue Limited (GAL) commuter bus with minor deviations. In the mid-term, the location could potentially serve additional commuter buses on Grand Avenue (US 60). And in the long-term, the location could serve the conceptual commuter rail on the BNSF Railway.

PROJECT NEED

The proposed PNR facility will address several of Peoria's transit needs for residents both today and into the future. Currently, there is a split-lot parking facility, with 82 parking spaces, used to serve Peoria transit commuters, located at the southwest corner of West Washington Street/North 84th Avenue, and the northeast corner of West Jefferson Street/North 84th Avenue (**Figure 2**). The two small lots primarily serve commuter express bus riders traveling on the Grand Avenue Limited route (GAL) and require buses to make costly and time consuming deviations into the heart of the Old Town Peoria neighborhood. Additionally, Peoria lacks a transit facility to meet its short- (2020), mid- (2025) and long-term (2035) transit needs. In the short-term, a new local fixed bus route is planned to serve Old Town Peoria on 83rd Avenue. In the mid- and long-term, additional express or limited stop bus trips on Grand Avenue (US 60), and commuter rail in the BNSF Railway corridor are envisioned.

PROJECT PURPOSE

The purpose of the proposed PNR facility is multifold. The PNR would reduce express buses' deviation from Grand Avenue (US 60), reducing operating costs and travel times. Bus and passenger automobile traffic would be removed from routing through the Old Town Peoria neighborhood.

The location of the proposed PNR would be more visible and accessible from a major thoroughway – Grand Avenue (US 60). Additionally, the location provides the City of Peoria with the opportunity to expand the facility when transit service increases. This PNR would be well situated to serve users of future transit services, such as additional express bus services and the conceptual regional commuter rail.

PROJECT DESCRIPTION

The City of Peoria would acquire one parcel (approximately 1.1 acres), using a combination of regional and federal funds, to accommodate a full build-out of the PNR facility as conceptualized in **Figure 3**. The project would include the following elements and would comply with the requirements of the Americans with Disabilities Act (ADA):

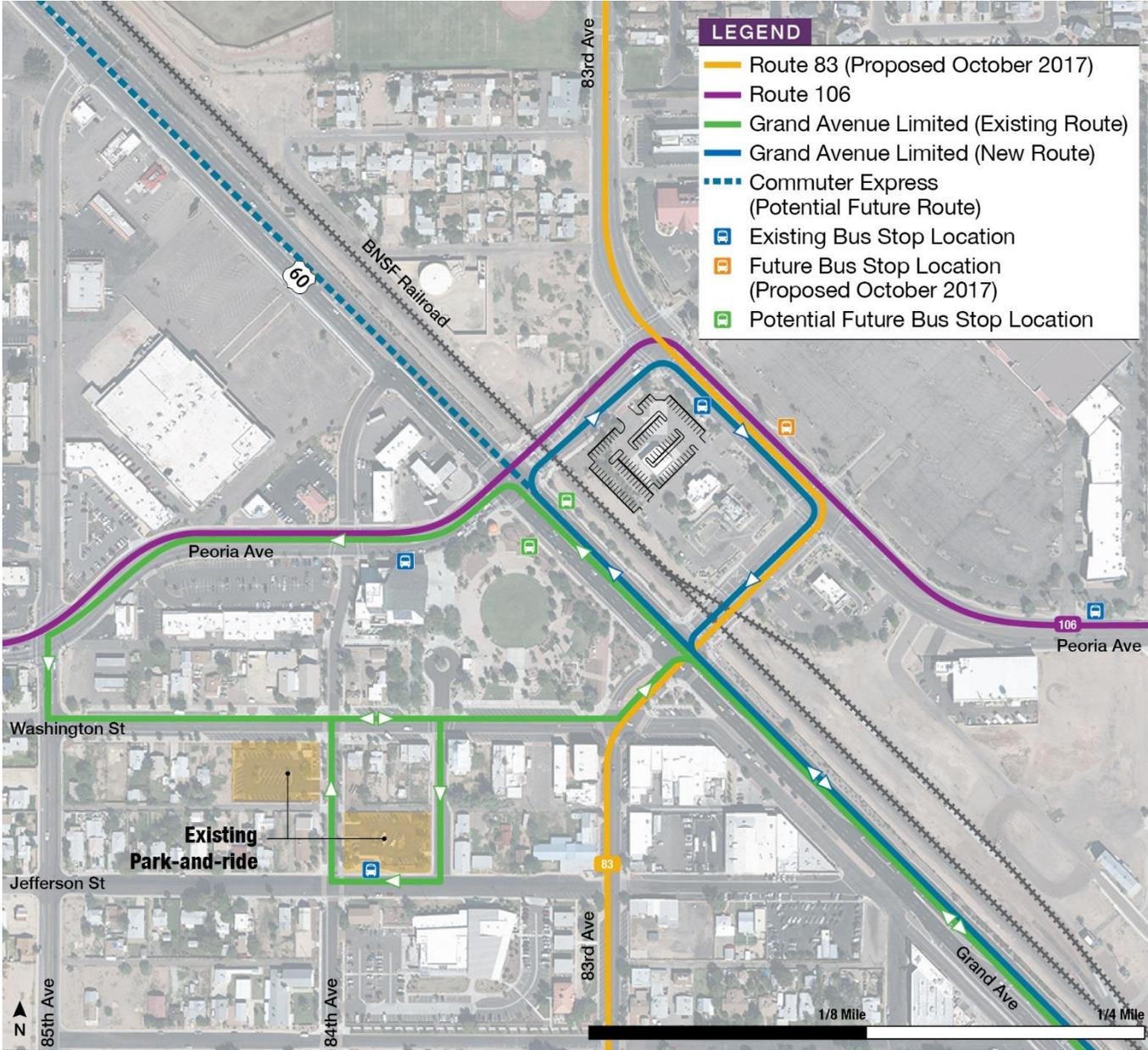
- Acquisition of the parcel at 8323 West Peoria Avenue;
- Demolition of the existing building;
- Grading, leveling and paving of the site;
- Landscaping with low-water irrigation;
- Site lighting;
- Installation of stormwater runoff storage either as a subsurface or surface facility;
- Approximately 80 to 95 parking spaces; and
- Shade canopies on a portion of the spaces.

No additional transit amenities would be included with this project, however in a separate project, a new bus stop is being constructed on Peoria Avenue, east of the proposed PNR. This new bus stop will serve two local fixed route buses, Route 83, which is proposed to be extended in October 2017, and Route 106. The local and Grand Avenue Limited (GAL) buses serving the proposed PNR would use this new bus stop and the existing bus stop on Peoria Avenue. The routing for the GAL would be changed from its existing maneuvering off Grand Avenue (US 60) to access the existing lots on West Jefferson Street/North 84th Avenue. The new routing would shorten the deviation from Grand Avenue (US 60) as shown in **Figure 3** (note that items labeled as “proposed” or “potential” are not part of the project being cleared in this environmental document).

The existing split-lot parking facility at North 84th Avenue between West Jefferson and West Washington Streets would be repurposed to other uses. In the interim, the City plans to use the lot as parking for nearby businesses and events, with the intent to eventually make the property available for future development.

The project is estimated to cost \$4.1 million which includes full acquisition of the parcel. It will be funded through a combination of Federal and regional funds. Construction of the proposed PNR is anticipated to begin in summer 2018 and be completed in summer 2019.

Figure 3: Conceptualized Site Plan



ENVIRONMENTAL CONSEQUENCES

1. LAND ACQUISITIONS AND RELOCATIONS

The proposed project will require the acquisition of a single parcel at 8323 West Peoria Avenue. The parcel is approximately 1.1 acres in size and is under private ownership. It contains a single unoccupied building and therefore will not require any business or residential relocation. The building will be demolished in order to construct the park-and-ride facility. Undeveloped portions of the acquired site would be used as construction staging areas so no temporary construction easements would be required.

2. LAND USE AND ZONING

The proposed project is located on a parcel that is currently zoned as Intermediate Commercial (C-2) in Peoria's latest 2013 Zoning Map Book. The existing surrounding area includes Core Commercial Mix (CCM), Planned Area Development (PAD), and Light Industrial (I-1) uses. The land use planned for the area surrounding the project site in Peoria's 2010 General Plan and the 2011 Old Town Specific Area Plan is Transit Oriented Development (TOD). As stated in the General Plan, the surrounding land use would include a mix of relatively dense (18 to 35 dwelling units per acre) residential, office and retail uses that are integrated into the transit facilities envisioned for the site. The proposed PNR would be consistent with these planned uses as it would support the transit element envisioned for this area.

3. TRAFFIC AND PARKING IMPACTS

The proposed project would move the Grand Avenue Limited (GAL) park-and-ride stop approximately one-half mile east from the existing location. As a result of the proposed project, PNR users would be parking closer to Grand Avenue (US 60) and two other arterials in Peoria.

The proposed PNR would be accessed using any of three arterials adjacent to the parcel – Grand Avenue (US 60), West Peoria Avenue and North 83rd Avenue. There are two existing driveways along West Peoria Avenue and one on North 83rd Avenue that provide access to the proposed site (see **Figure 3** above). Both Grand Avenue (US 60) and West Peoria Avenue are classified as major arterials, and North 83rd Avenue is a minor arterial. Traffic counts that the City of Peoria conducted in 2011 indicate an average daily traffic (ADT) of 24,200 vehicles on Grand Avenue (US 60), 15,400 vehicles on West Peoria Avenue, and 12,700 vehicles on North 83rd Avenue near the proposed PNR location.

Park-and-ride users would primarily access the PNR in the a.m.-peak hours during boarding period of the GAL at 5:45-6:45 a.m. and again at p.m.-peak when the GAL buses return at 5:20-6:20 p.m. Based on the observed average weekday utilization rate at the existing PNR where the GAL currently serves, and assuming for the two additional routes (the fixed local routes 83 and 106) at the proposed PNR, it's estimated that approximately 42 personal

vehicle trips would be made to/from the PNR during the average weekday peak hours (7-9 a.m., and 4-6 p.m.). The turning movements at the intersections adjacent to the proposed PNR would lead to an increase of up to 10 vehicles in the peak hours. These added volumes would not adversely affect the level of service (LOS) on roads around the proposed PNR; in other words, the three arterials surrounding the PNR have the capacity to accommodate the additional bus and passenger vehicle traffic without adversely affecting the flow of traffic during the peak periods. Therefore, there are no changes proposed for the existing street configuration. Additionally, the proposed PNR would not result in the loss of any on-street or off-street parking; therefore, there would be no adverse impact to parking.

4. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

The Maricopa Association of Governments (MAG) is the metropolitan planning organization and regional air quality planning agency for transportation for all jurisdictions in Maricopa County. MAG is responsible for ensuring that transportation projects, programs and plans in the region do not cause or contribute to violations of the federal air quality standards. MAG's Long Range Transportation Plan is structured to make planning decisions and develop projects that incorporate environmental mitigation and resource conservation considerations such as air quality conformity.

The project area is located within a nonattainment area for 8-hour O₃ and PM₁₀ and as a maintenance area for CO. Maricopa County is also designated as unclassifiable/attainment for SO₂, Pb, NO₂ and PM_{2.5}. This proposed project is listed in the MAG Fiscal Year 2017-2021 Transportation Improvement Program (TIP) (page 320) and 2035 Regional Transportation Plan (RTP). The TIP and RTP, as amended, and new conformity analysis were approved by the MAG Regional Council Executive Committee on June 22, 2016. Federal approval by FHWA and FTA was issued on July 21, 2016.

5. CARBON MONOXIDE (CO) HOT SPOTS

The project area is located in a CO maintenance area. To comply with air quality conformity requirements in nonattainment or maintenance areas for CO, a hot-spot analysis is required. The Environmental Protection Agency (EPA) guidance for modeling CO was issued in 1992 (EPA 1992). The demonstrations must be based on quantitative analysis using the applicable air quality models, databases, and other requirements specified in 40 CFR Part 51. The EPA guidance requires a hot-spot analysis when:

- Projects in or affecting locations, areas or categories of sites that are identified in the applicable implementation plan as sites of violation or possible violation;
- Projects are affecting intersections that are level of service (LOS) D, E or F, or those that will change to LOS D, E or F because of increased traffic volumes related to the project;

- Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and
- Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst LOS, as identified in the applicable implementation plan.

The project site is not located in or near any identified violation area, and is not anticipated to result in exceedances in the CO National Ambient Air Quality Standards (NAAQS). In addition, all intersections adjacent to the proposed project location are not expected to exceed LOS C after the addition of the PNR-related traffic. Therefore, the project would have no impact on local or regional air quality.

6. NOISE

The proposed PNR lot is surrounded by transportation facilities that include: Grand Avenue (US 60), West Peoria Avenue, North 83rd Avenue and the active BNSF Railway. The proposed site is also surrounded by light industrial and commercial uses which are not considered sensitive noise and vibration land uses. The closest noise sensitive receptors is a small residential subdivision located approximately 450 feet to the northwest of the proposed site and north of Grand Avenue (US 60). At this distance there would be no noise impacts to this receptor.

There are two additional sensitive receptors, a place of worship (ReNew Church at 8301 West Washington Street) that is approximately 550 feet southeast of the proposed site and a small pocket park, Osuna Park, located approximately 200 feet from the proposed site. Both sensitive receptors are separated from the proposed PNR site by two existing noise sources – Grand Avenue (US 60) and the BNSF Railway. In addition, Osuna Park has no uses where quiet is essential. Therefore, the proposed PNR is not anticipated to result in noise impacts.

The use of heavy equipment during construction has the potential to result in substantial, yet temporary, increases in local noise levels. As stated in the FTA's *Transit Noise and Vibration Impact Assessment* guidance manual (May 2006), average noise levels associated with the use of heavy equipment at construction sites can range from about 76 to 89 dBA at 50 feet from the source. However, there are no sensitive receptors within 50 feet of the proposed project site. As for potential long-term noise impacts, future-related noise levels are not expected to exceed existing noise levels from the adjacent Grand Avenue (US 60) and the BNSF Railway. Project construction times would be restricted to daytime hours to lessen the effects of construction noise.

7. VIBRATION

There are no sensitive vibration receptors in proximity to the proposed PNR facility. Therefore, there are no vibration impacts as a result of operations.

Construction of the PNR facility may result in temporary vibration levels being elevated as a result of heavy equipment; however, that would cease once construction activities have been completed. Therefore, there would be no vibration impacts.

8. HISTORICAL AND CULTURAL RESOURCES

An archaeologist accessed Arizona's AZSITE database as well as the Maricopa County Assessor, Flood Control District of Maricopa County, and the National Register of Historic Places websites to obtain information on any historic or archaeological resources within and surrounding the proposed PNR facility. Archaeological surveys conducted in 1989 and in 2001 covered the majority of the project area and did not identify any sites. Although both surveys are more than 10 years old, new survey at the PNR site is not possible without first removing the existing asphalt and concrete parking lot and the existing building. A new survey of the project area is unlikely to yield new archeological sites based on the negative findings of the past surveys. Nonetheless, if unanticipated buried cultural resource were to be discovered during construction, activities at that location would cease immediately and the Contractor would contact Valley Metro immediately. Valley Metro would contact a qualified archaeologist to make an assessment for the proper treatment of those resources. If human remains or associated funerary objects are discovered, notify the Arizona State Museum as required by Arizona Revised Statutes § 41-865.

There are two historic structures located adjacent to the project area, the historic Santa Fe, Prescott, and Phoenix Railroad (now the BNFS) and the historic alignment of Grand Avenue (US 60). The Santa Fe, Prescott, and Phoenix Railroad has been determined eligible for listing on the National Register of Historic Places (NRHP) under Criterion A for its associations with the development of Arizona's railroad system. Grand Avenue (US 60) has been determined eligible for listing on the NRHP under Criterion D for its potential to provide information of the development of Arizona's transportation system. Neither the construction nor operation of the proposed PNR would result in direct or indirect effects to either historic structure.

9. SECTION 4(f) USE

Osuna Park is a small 3.5-acre park that is owned by the City of Peoria and includes a shaded picnic area, restrooms, open space, a jailhouse museum, and a seasonal farmer's market. Therefore, the park is considered a Section 4(f) resource. The BNSF Railroad, is a NRHP eligible (Criterion A) property that is also considered a Section 4(f) resource.

The BNSF Railroad and Grand Avenue (US 60) are located between the proposed PNR facility and Osuna Park (**Figure 2**). The BNSF Railroad is located adjacent to the proposed PNR. In addition, neither Osuna Park nor the BNSF Railroad contain any noise sensitive activities or have any visual elements that contribute to their Section 4(f) eligibility. Therefore, the proposed PNR would have no direct or constructive use of either Section 4(f) resource.

10. COMMUNITY DISRUPTION

The proposed PNR is located in an urbanized area that includes commercial, light industrial, residential and municipal uses. Several community facilities and places of religious worship are within a half mile of the proposed PNR. However, the proposed PNR would not disrupt the following community characteristics:

- Neighborhood or community boundaries would not be split or altered.
- Community facility service areas would not be reduced.
- Community area access would not be reduced.
- Existing circulation patterns would not be disrupted.
- Physical or psychological separation or barriers in the community would not be created.

In addition, the PNR would provide community benefits by relocating the existing PNR and bus and passenger automobile traffic out of central Old Town Peoria neighborhood. The proposed PNR location is more accessible to the surrounding community by Grand Avenue (US 60), West Peoria Avenue and North 83rd Avenue.

11. ENVIRONMENTAL JUSTICE

The study area for this analysis is within approximately one-half mile of the proposed PNR. Maricopa County has been selected as the unit of geographic analysis for comparison to the study area level in accordance with FTA Circular 4703.1. The county was selected as the unit of comparison because it includes Valley Metro's transit service area, which is one of the geographic units the FTA circular recommends for comparison. Data used to evaluate both minority and low-income populations within the study area were based on 2010 to 2014 American Community Survey 5-year estimates and were aggregated at the census tract (CT) level because this was the smallest geographic level at which data for both groups were available.

The study area features high concentrations of both minority and low-income populations (**Table 1**).

**Table 1: Minority and Low-Income Populations
 within One-Half Mile of Project Location**

Census Tract	Minority			Low-income		
	Minority Population	Total Population	Percent Population Minority	Low-Income Population ¹	Population for Which Low-Income Status is Defined ²	Percent Population Low-Income
04013071906	2,916	5,844	50	1,349	5,791	23
04013071910	3,445	7,303	47	2,522	7,288	35
04013071911	1,705	3,450	49	649	3,389	19
04013071913	2,964	5,109	58	1,852	5,109	36
Maricopa County	1,666,248	3,947,382	42	821,297	3,895,963	21

Source: American Community Survey (ACS) 2014 5-year Estimates (2010-2014).

¹ Low-income is defined as a person whose median household income is at or below 150 percent of the poverty level as determined by the U.S. Department of Health and Human Services.

² Defined as the population for whom poverty status is determined by the U.S. Census Bureau. Excludes persons living in college dormitories and institutional group quarters.

All four CTs feature concentrations of minority populations that exceed the 42 percent for Maricopa County. The percentage minority population in the study area CTs ranges from 47 to 58 percent, with two of four CTs at or above 50 percent. Similarly, three of the four CTs contain concentrations of low-income populations that exceed the 21 percent concentration of Maricopa County. The percentage of the total population with incomes at or below 150 percent of the U.S. Department of Health and Human Services poverty level in these CTs ranges from 19 to 36 percent. Therefore, for this analysis' purposes, the study area is considered to consist of low-income and minority households.

No displacement of, or interruption of access to businesses or residences would result from the project. No minority or low-income populations would be subjected to disproportionately high and adverse human health or environmental affect by construction of the PNR. In the long-term, the proposed PNR would provide several benefits to all residents, including minority and low-income residents. Benefits include the following:

- The proposed PNR would be relocated closer to Grand Avenue (US 60), a major transit corridor connecting to downtown Phoenix, and other major roadways making it more visible and accessible to the surrounding community.
- The proposed PNR would reduce costly and time consuming bus deviations by being closer to Peoria's major roadways.
- The proposed PNR would be at a centralized location that can meet short- and long-term (2035) transit needs, something the current facility cannot accomplish.

12. HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment (ESA) was conducted consistent with American Society for Testing and Materials (ASTM) Practice (E 1527-13). The Phase 1 ESA was based on reasonably ascertainable information, site and area reconnaissance, and research into the past and present uses of the property.

The proposed PNR is the site of a former gas station and the three underground storage tanks were pulled in 2001; no leaks were detected. To verify the results of the Phase I ESA, the City of Peoria, would perform a parcel-specific Phase I ESAs as part of their pre-construction acquisition process.

Additionally, if hazardous materials are encountered during construction of the PNR, the material will be properly handled and treated in accordance with all applicable state (Arizona Administrative Code [Title 18, Environmental Quality]) and federal regulations (29 Code of Federal Regulations, Part 1910 [Hazardous Waste Operations and Emergency Response] and Part 1926 [Personal Protective Equipment]).

13. FLOODPLAINS

A review of the Federal Emergency Management Agency (FEMA) Flood Map #04013C1705L indicates that the proposed PNR is not located within a 100-year floodplain area. Therefore, the proposed project would not impact a 100-year floodplain.

14. WETLANDS

A review of the National Wetlands Inventory indicates that no protected wetlands are present within or adjacent to the proposed PNR site. Therefore, the proposed project would not have any impacts on wetlands.

15. WATER QUALITY, NAVIGABLE WATERWAYS AND COSTAL ZONES

The project is not located in or near any surface waters, navigable waterways or coastal zones; therefore, there will be no impacts to surface waters, navigable waterways or coastal zones.

No aquifers, including designated principal or sole-source aquifers (Section 1424(e) of the Safe Drinking Water Act) are within the project area (EPA 2015c). The project does not involve additions or withdrawals of groundwater, and is not expected to impact the recharge of local groundwater or deplete groundwater supplies. The proposed PNR facility would not increase the presence of impermeable surfaces above what already exists for the current use of the parcel. The paved surfaces of the PNR will drain to a storm water storage area that would be either be a surface or subsurface storage facility.

An Arizona Pollutant Discharge Elimination System (AZPDES) permit will be required for the proposed project because more than 1.0 acre of land will be disturbed. To comply with the terms and conditions of the AZPDES permit, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented. These precautions and preparations will require that the proposed project use the best practices for storm water and erosion control, and therefore minimize the transport of sediment. Therefore, the project will not have a negative impact on water quality.

16. SAFETY AND SECURITY

The proposed site is located in a busy commercial area and is readily visible from three adjacent roads: Grand Avenue (US 60), West Peoria Avenue and North 83rd Avenue. The project design will incorporate security measures, including lighting. Two intersections in proximity to the proposed location are at-grade roadway crossings with the BNSF Railway and incorporate automatic warning devices. These devices include railroad crossing gates, flashers, bells, pavement markings and warning signs. Additionally, pedestrian safety features including improved sidewalks and crossing have recently been implemented surrounding the site.

17. ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES

A list of federally protected species and their critical habitat with the potential to occur within and adjacent to the study area was obtained from the U.S. Fish and Wildlife Service (USFWS) and the Arizona Game and Fish Department (AGFD). The USFWS Information, Planning, and Conservation System was accessed in August 2016 and identified three endangered species (California least tern, Yuma clapper rail, and lesser long-nosed bat), one threatened species (yellow-billed cuckoo), and one proposed threatened species (roundtail chub) with the potential to occur within and adjacent to the study area. The USFWS did not identify any listed or proposed critical habitat for any federally listed or proposed species. Additionally, the AGFD's Heritage Database Management System identified the federally threatened Chiricahua leopard frog as having the potential to occur within 3-miles of the study area.

To assess and evaluate suitable habitat for listed species a biologist conducted a field survey of the study area on August 2, 2016 (**see attached**). Based on this assessment/evaluation, it was determined that the study area does not contain any suitable habitat for any of the species listed above. The proposed PNR site is in an urban setting that has been developed/disturbed with some landscaped vegetation that includes mature palo verde and mesquite trees and does not support ecologically sensitive habitats.

18. CONSTRUCTION

The project would entail activities normally associated with a standard construction project taking place in a developed area, including, but are not limited to, demolition of the existing

structure and asphalt pavement, removal of some landscaped vegetation, grading, installation of new asphaltic pavement and lighting. These construction activities would be undertaken in accordance with local, state, and federal rules and regulations, and are anticipated to take approximately 9 to 12 months to complete. These rules and regulations provide mitigation of potential impacts arising from construction including noise, disruption of utilities, disposal of debris and soil, water quality and runoff, access and distribution of traffic, air quality and dust control, and safety and security.

Options to minimize impacts could include:

- The contractor shall comply with all local air quality and dust control rules, regulations, and ordinances that apply to construction of the PNR. Best management practices during construction would reduce air pollution and fugitive dust emissions. Examples of these best management practices include:
 - a. Locate laydown, staging and equipment storage areas away from adjacent parcels.
 - b. Limit unnecessary idling of equipment.
 - c. Use watering trucks to minimize dust.
 - d. Minimize dirt track-out by washing or cleaning trucks before leaving construction sites.
 - e. Sweep and clean roadways regularly.
- The Arizona Pollutant Discharge Elimination System permit and the City of Peoria's Stormwater Management Program require developing and implementing best management practices that may include the following:
 - a. Diverting stormwater runoff from construction areas to temporary sedimentation basins to settle silt and sediments before discharging runoff to surface water and storm water runoff drainage facilities.
 - b. Wetting down exposed or stockpiled dirt, trackout "rumble" devised at stockpile and concrete wash-off containment facilities.
 - c. Sweeping and cleaning roadway to reduce first-flush concentration of pollutants at construction completion.
- Contractor would transport debris and soil generated by construction to approved disposal sites and would obtain the necessary state and local permits
- Access to all building and community facilities would be maintained
- The contractor would comply with the noise control ordinance for the City of Peoria.
- Install temporary fencing around the site.
- Provide security to prevent unauthorized persons from entering.

Construction of the PNR facility may require the relocation or protection in place of utilities that could conflict with any construction excavations. Temporary interruptions in service (typically lasting less than 1 hour) could be experienced during relocation or rerouting of utilities. Utility companies are typically responsible for notifying their customers of potential disruptions. It is customary for Valley Metro and the City of Peoria to inform businesses and

residents of any service disruptions and provide a timeframe for the approximate beginning and end of any service disruptions.

19. PUBLIC OUTREACH

The process to select the proposed PNR facility site and determine the type and size of facility included public engagement and input at an open house meeting that was held on February 8, 2017. No negative input about the proposed PNR location was received from the public.

Outreach to invite participants to the meeting included print newspapers, physical postings and a website. Advertisements were placed in four local newspapers, including one Spanish language publication. Additionally, a display board with bilingual information about the open house was posted at the existing GAL bus stop. Both the newspaper ads and the display board were posted two weeks before the open house. Finally, a webpage has been established for the project and includes project background, timeline and updated information.

CONCLUSION

The proposed park-and-ride would expand public transportation services, position Peoria for enhanced transit services in the future, and:

- Would be consistent and compatible with Peoria's zoning and 2010 General Plan.
- Would not adversely affect traffic patterns, volumes or level of service.
- Would not adversely affect air quality.
- Would not have adverse noise or vibration impacts.
- Does not contain any known historic or archaeological resources; no historical properties would be affected.
- Would not adversely affect Section 4(f) properties.
- Would not adversely affect community resources.
- Would not have a disproportionate adverse effect on environmental justice populations.
- Does not present any hazardous materials concerns for project construction.
- Is not located within a 100-year floodplain or other special flood hazard area.
- Would not adversely affect wetlands, water bodies, or natural resources.
- Would not adversely affect ecologically sensitive areas or endangered species.
- Would be required to comply with all AZPDES requirements including Best Management Practices (BMPs) before, during, and after construction.
- Would incorporate safety and security measures into the final design.
- Would be constructed in accordance with City of Peoria, AZPDES, and other applicable requirements to reduce adverse impacts of construction.

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This project is consistent with the categorical exclusion under 23 CFR 771.118(c)(9). Preliminary project design was completed in February 2017 and final design is anticipated to begin in summer 2017. Construction would begin in summer 2018 with completion anticipated summer 2019.

Thank you for your continued assistance with this matter. Please contact Robert Forrest, Environmental Program Manager, Valley Metro, at (602) 322-4514 with any questions regarding this request or if you need additional project information.

Sincerely,



Robert Forrest
Environmental Program Manager

ATTACHMENTS

MEMO



To: Project File
From: Robert Forrest
Date: August 3, 2016
Re: Peoria Park-and-Rode Facility
Ecological-Sensitive Areas and Endangered Species Technical Memo

1.0 INTRODUCTION

This Ecosystems and Natural Resources Technical Memo is being prepared to support the Categorical Exclusion (CE) for the Peoria Park-and-Ride (PNR) Facility located between Grand Avenue (US 60), West Peoria Avenue, and West 83rd Avenue in the City of Peoria, Maricopa County, Arizona.

A description of the affected environment is presented in Section 2.0 to provide information about the baseline conditions in the corridor. Section 3.0 describes the methodology used to conduct the impact evaluation. The potential operational and construction impacts and mitigation for the alternatives being considered are discussed in Section 4.0. Section 5.0 summarizes the cumulative impacts from project construction and operation, and Section 6.0 includes a bibliography.

2.0 AFFECTED ENVIRONMENT

2.1 REGULATORY SETTING

Environmental regulations that address ecosystems and natural resources associated with the proposed PNR are summarized below.

Federal Endangered Species Act

The Endangered Species Act (ESA) of 1973, as amended, provides for the listing and protection of species designated as threatened, endangered, candidate, or proposed. Under Section 7 of the ESA, lead federal agencies are required to consult with the U.S. Fish and Wildlife Service (USFWS) to ensure that their actions do not jeopardize the continued existence of threatened or endangered species, or result in the destruction of any designated critical habitat upon which they depend. As defined under Section 9 of the ESA, it is unlawful for any person to “take” a threatened or endangered species without a special permit. A “take” is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” The

USFWS has the authority under the Section 7 consultation process to issue an “incidental take” permit for a threatened or endangered species so long as the proposed activity does not jeopardize the species’ survival or recovery.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, was implemented for the protection of migratory birds and is administered by the USFWS. Specific provisions of the statute include establishment of a Federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention . . . for the protection of migratory birds...or any part, nest, or egg of any such bird" (16 United States Code 703).

The list of migratory birds protected by the Act includes most bird species native to the United States. Any project-related activities such as bridge demolition and reconstruction that remove or destroy active nests (i.e., eggs or young present) of migratory species would violate the MBTA.

Wetlands

Wetlands are biologically diverse areas providing important hydrologic functions. Wetlands are defined as “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas” (U.S. Army Corps of Engineers 1987)

Wetlands are protected under Executive Order 11990 and Section 404 of the Clean Water Act. These regulations require federal agencies to avoid adversely impacting wetlands when practicable alternatives exist and to minimize adverse effects and provide mitigation for those impacts that are unavoidable.

2.2 STUDY AREA SETTING

The Peoria PNR study area occurs within the highly urbanized setting of the City of Peoria. The environmental setting for the project occurs within the Basin and Range physiographic province at an elevation of 1,250 feet above mean sea level. The local topography is relatively flat with the Agua Fria River located approximately 1.8 miles to

the west. Other prominent features include the Grand Avenue (US 60) and the BNSF Railway located immediately to the southwest of the project area.

The project falls within the Lower Colorado River Valley Subdivision of the Sonoran Desert, a biotic region characterized by high temperatures and low precipitation throughout most of the year (Brown 1994)¹. Dominant vegetation associated with this Subdivision consists of drought-tolerant desert scrub species that vary according to water availability. Due to the high degree of urbanization within the study area, most naturally occurring desert scrub vegetation has been removed.

Vegetation

Historically, native vegetation associated with the Peoria PNR project area would have consisted of Sonoran Desert scrub species such as drought-tolerant shrubs and trees, various species of cacti, and herbaceous winter annuals (Brown 1994). The project area, however, occurs within a highly urbanized corridor and most of the vegetation is either ornamental (native and non-native species) or weedy in origin and is very sparse. Landscaped borders that surround the proposed PNR site include palo verde (*Cercidium* sp.), mesquite (*Prosopis* sp.) and various species of shrubs and herbaceous perennials.

Wetlands

There are no wetlands located within the study area. No further analysis is required.

Ecologically Sensitive Areas

The study area is not located in or near woodlands, prairies, marshes, bogs, streams, scenic areas, landforms and geological formations, or pristine natural areas. No further analysis is required.

Wildlife

No large mammals are expected to persist within the study area due to the high degree of urbanization. Alternatively, smaller mammals such as rodents that are adapted to urban conditions are likely to occur within the study area. A wide variety of birds exploiting diverse urban habitats and food resources also inhabit the area. Common birds that occur within the study area and were observed in various landscaped settings include: white-winged dove (*Zenaida asiatica*), mourning dove (*Zenaida macroura*), Inca dove (*Scardafella inca*), house sparrow (*Passer domesticus*), and pigeon (*Columba*

¹ Brown, D.E., 1994. *Biotic Communities of the Southwestern United States and Northwestern Mexico*. University of Utah Press, Salt Lake City, UT. 1994

livia). Finally, smaller reptiles such as lizards can be expected to inhabit abandoned lots and landscaped sites located within the study area.

Threatened and Endangered Species

A list of federally protected species and their critical habitat with the potential to occur within and adjacent to the study area was obtained from the U.S. Fish and Wildlife Service (USFWS) and the Arizona Game and Fish Department (AGFD) (Appendix A). The USFWS Information, Planning, and Conservation System was accessed in August 2016 and identified three endangered species (California least tern, Yuma clapper rail, and lesser long-nosed bat), one threatened species (yellow-billed cuckoo), and one proposed threatened species (roundtail chub) with the potential to occur within and adjacent to the study area. The USFWS did not identify any listed or proposed critical habitat for any federally listed or proposed species. Additionally, the AGFD's Heritage Database Management System identified the federally threatened Chiricahua leopard frog as having the potential to occur within 3-miles of the study area. An assessment of habitat requirements and potential for occurrence for each of the federally listed species is found in Table 1.

Table 1. Threatened and Endangered Species for Maricopa County

Species Common Name Scientific Name	Status	Habitat Requirements	Potential for Occurrence
California least tern <i>Sterna antillarum browni</i>	E	Open, bare or sparsely vegetated sand, sandbars, gravel pits, or exposed flats along shorelines of inland rivers, lakes, reservoirs, or drainage systems.	None. The project area does not contain open, bare or sparsely vegetated sand, sandbars, gravel pits or exposed flats along the shoreline. Therefore, no suitable habitat occurs within the study area.
Lesser long-nosed bat <i>Leptonycteris curasoae yerbabuena</i>	E	Desert grassland and shrubland up to oak transition; in Mexico, the species occurs from desertscrub at low elevations to pine/oak and ponderosa pine forests in upper elevations; elevation range is 1,600 to 11,500 feet; this species roosts in caves, abandoned mines and unoccupied buildings at the base of mountains where agave, saguaro and organ pipe cacti are present. It forages at night on nectar, pollen and fruit of paniculate agaves and columnar cacti.	None. The project area does not contain columnar cacti, which are used for foraging, and does not contain any abandoned mines used for roosting. Therefore, no suitable desert scrub habitat occurs within the study area.
Yuma clapper rail <i>Rallus longirostris yumanensis</i>	E	Fresh water and brackish marshes.	None. The project area does not contain any fresh water or brackish marshes. Therefore, no suitable marshland habitat occurs within the study area.

Species Common Name Scientific Name	Status	Habitat Requirements	Potential for Occurrence
Yellow-billed cuckoo <i>Coccyzus americanus</i>	C	Large blocks of riparian woodlands (cottonwood, willow, or tamarisk galleries).	None. The project area does not contain any riparian woodlands. Therefore, no suitable habitat occurs within the study area.
Roundtail chub <i>Gila robusta</i>	PT	Cool to warm waters of rivers and streams. Often occupies the deepest pools and eddies of large streams.	None. The project area does not contain any rivers or streams. Therefore, no suitable habitat occurs within the study area.

Note: E: Endangered; T: Threatened; PE: Proposed Endangered; C: Candidate; PT: Proposed Threatened

Special Status Species

The Arizona Game and Fish Department’s (AGFD) *On-Line Environmental Review Tool* was accessed on May 23, 2016 to determine special status species occurrences and critical habitat within approximately 3 miles of the project vicinity. Where applicable, this list also includes Wildlife of Special Concern (WSC) in Arizona, defined as species whose occurrence in Arizona is or may be in jeopardy, or with known or perceived threats or population declines, as described by the AGFD’s listing of WSC in Arizona. The On-Line Environmental Review Tool identified the federally threatened Chiricahua leopard frog as occurring within the project vicinity. However, the proposed project area does not contain any suitable habitat for the Chiricahua leopard frog.

3.0 METHODOLOGY FOR IMPACT EVALUATION

A combination of literature review and field survey was conducted (August 2, 2016) to document biological resources (vegetation, wetlands, wildlife, threatened and endangered species, and special-status species) located within the study area. Published lists of threatened, endangered, proposed or candidate species, as well as other special-status species for Maricopa County, were also analyzed by a biologist to determine species with potential for occurrence within the study area. The proposed PNR facility was analyzed to determine the potential for impact on biological resources.

4.0 POTENTIAL OPERATIONAL AND CONSTRUCTION IMPACTS AND MITIGATION

Vegetation

Construction and operations of the PNR would occur exclusively within an existing developed site. As such, no impacts to native vegetation communities are anticipated as none are present within the study area. However, construction of the PNR would require the removal of landscaped plantings consisting of native and non-native

species. These impacts are anticipated to be minimal because of the limited density of landscaped plantings around the proposed PNR site.

Wildlife

Construction of the PNR would be located exclusively within existing paved areas and otherwise developed sites. Impacts on urban-adapted wildlife may result from excavations, noise, and removal of existing vegetation. Since most of these species are opportunistic and can survive in urbanized settings, it is anticipated that these impacts would be minimal and temporary.

Threatened and Endangered Species

Construction of the PNR facility would be located exclusively within an existing developed site. The project area does not contain any suitable habitat for any threatened and/or endangered species identified in the USFWS Information, Planning, and Conservation System or the AGFD's Heritage Database Management System. Therefore, the proposed project would not have an effect to any threatened and/or endangered species.

4.2 MITIGATION

No mitigation measures are required for the proposed PNR.

APPENDIX A

Peoria Park-and-Ride

IPaC Trust Resources Report

Generated August 02, 2016 08:37 AM MDT, IPaC v3.0.8

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



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- IPaC Trust Resources Report [1](#)
- Project Description [1](#)
- Endangered Species [2](#)
- Migratory Birds [4](#)
- Refuges & Hatcheries [7](#)
- Wetlands [8](#)

Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list either from the Regulatory Documents section in IPaC or from the local field office directly.

The list of species below are those that may occur or could potentially be affected by activities in this location:

Birds

California Least Tern *Sterna antillarum browni* Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B03X

Yellow-billed Cuckoo *Coccyzus americanus* Threatened

CRITICAL HABITAT

There is **proposed** critical habitat designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B06R

Yuma Clapper Rail *Rallus longirostris yumanensis* Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B00P

Fishes

Roundtail Chub *Gila robusta*

Proposed Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=E02Z

Mammals

Lesser Long-nosed Bat *Leptonycteris curasoae yerbabuenae*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=A0AD

Critical Habitats

There are no critical habitats in this location

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish & Wildlife Service.^[1] There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

1. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.birdscanada.org/birdmon/default/datasummaries.jsp>

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B008	
Bell's Vireo <i>Vireo bellii</i>	Bird of conservation concern
Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0JX	
Bendire's Thrasher <i>Toxostoma bendirei</i>	Bird of conservation concern
Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0IF	
Black-chinned Sparrow <i>Spizella atrogularis</i>	Bird of conservation concern
Seasons: Wintering, Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?sPCODE=B0IR	

Brewer's Sparrow <i>Spizella breweri</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HA	Bird of conservation concern
Burrowing Owl <i>Athene cunicularia</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC	Bird of conservation concern
Common Black-hawk <i>Buteogallus anthracinus</i> Season: Breeding	Bird of conservation concern
Costa's Hummingbird <i>Calypte costae</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JE	Bird of conservation concern
Elf Owl <i>Micrathene whitneyi</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0GV	Bird of conservation concern
Gila Woodpecker <i>Melanerpes uropygialis</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EH	Bird of conservation concern
Gilded Flicker <i>Colaptes chrysoides</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EG	Bird of conservation concern
Golden Eagle <i>Aquila chrysaetos</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0DV	Bird of conservation concern
Gray Vireo <i>Vireo vicinior</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0G5	Bird of conservation concern
Lawrence's Goldfinch <i>Carduelis lawrencei</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0J8	Bird of conservation concern
Le Conte's Thrasher <i>toxostoma lecontei</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0GE	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B092	
Loggerhead Shrike <i>Lanius ludovicianus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY	Bird of conservation concern

Long-billed Curlew <i>Numenius americanus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S	Bird of conservation concern
Lucy's Warbler <i>Vermivora luciae</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0DL	Bird of conservation concern
Mountain Plover <i>Charadrius montanus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078	Bird of conservation concern
Peregrine Falcon <i>Falco peregrinus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU	Bird of conservation concern
Pinyon Jay <i>Gymnorhinus cyanocephalus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0I0	Bird of conservation concern
Prairie Falcon <i>Falco mexicanus</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0ER	Bird of conservation concern
Rufous-crowned Sparrow <i>Aimophila ruficeps</i> Season: Year-round http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0MX	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD	Bird of conservation concern
Sonoran Yellow Warbler <i>Dendroica petechia</i> ssp. <i>sonorana</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F7	Bird of conservation concern
Swainson's Hawk <i>Buteo swainsoni</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070	Bird of conservation concern
Western Grebe <i>aechmophorus occidentalis</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA	Bird of conservation concern
Willow Flycatcher <i>Empidonax traillii</i> Season: Breeding http://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F6	Bird of conservation concern

Wildlife refuges and fish hatcheries

There are no refuges or fish hatcheries in this location

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

This location overlaps all or part of the following wetlands:

Riverine

[R5UBFx](#)

A full description for each wetland code can be found at the National Wetlands Inventory website: <http://107.20.228.18/decoders/wetlands.aspx>

Arizona Environmental Online Review Tool Report



Arizona Game and Fish Department Mission

To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:

Peoria Park-and-Ride Facility

Project Description:

Construct a new park-and-ride facility for the express bus service in the area.

Project Type:

Transportation & Infrastructure, New roadway facilities, Roadway rest areas, emergency pull offs, run away truck ramps, cinder storage, additional storage or maintenance areas

Contact Person:

Robert Forrest

Organization:

Valley Metro

On Behalf Of:

OTHER

Project ID:

HGIS-03632

Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

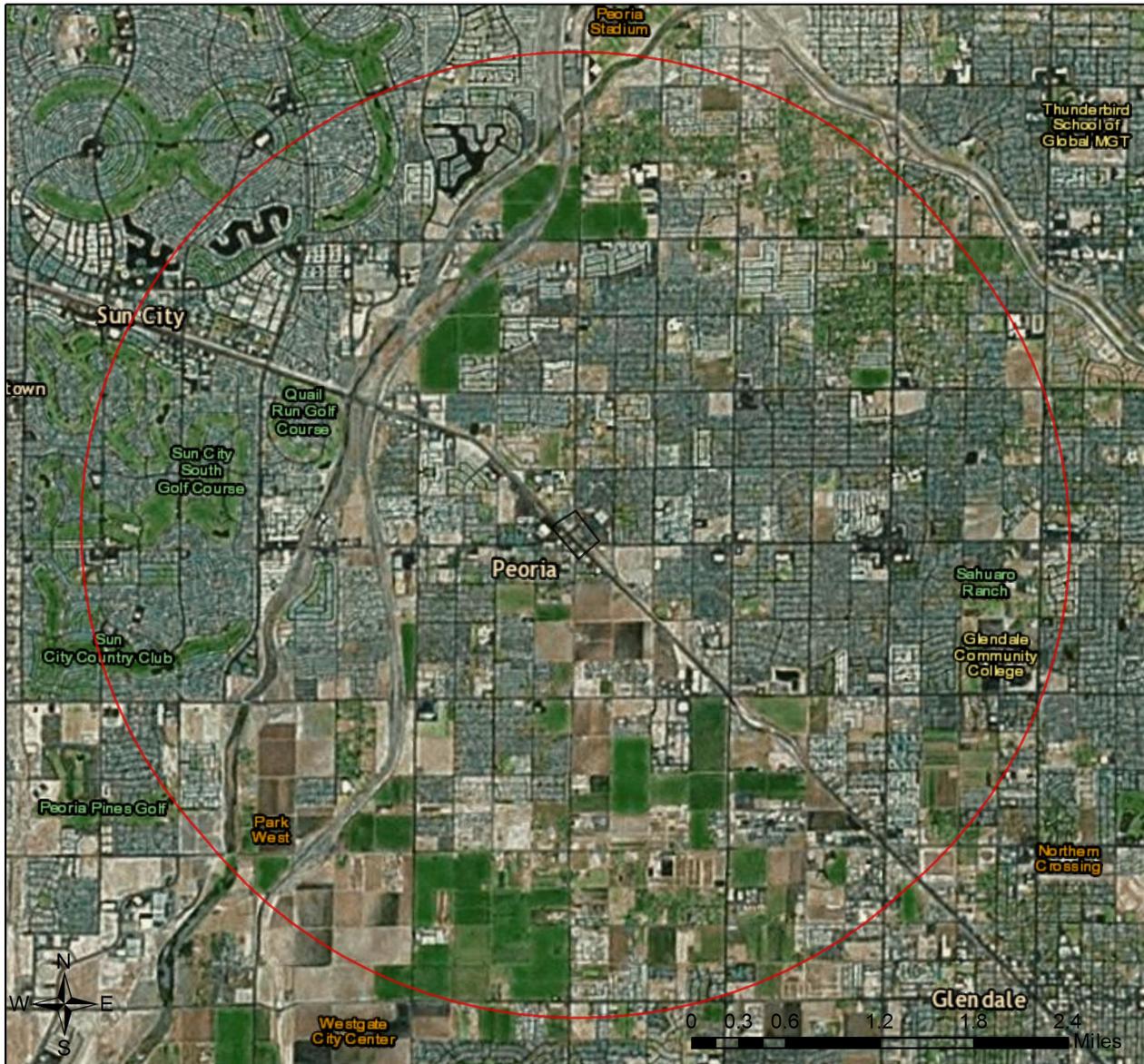
Locations Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
Project Evaluation Program, Habitat Branch
Arizona Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85086-5000
Phone Number: (623) 236-7600
Fax Number: (623) 236-7366
Or
PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

Peoria Park-and-Ride Facility Aerial Image Basemap With Locator Map



- Project Boundary
- Buffered Project Boundary

Project Size (acres): 30.30

Lat/Long (DD): 33.5818 / -112.2372

County(s): Maricopa

AGFD Region(s): Mesa

Township/Range(s): T3N, R1E

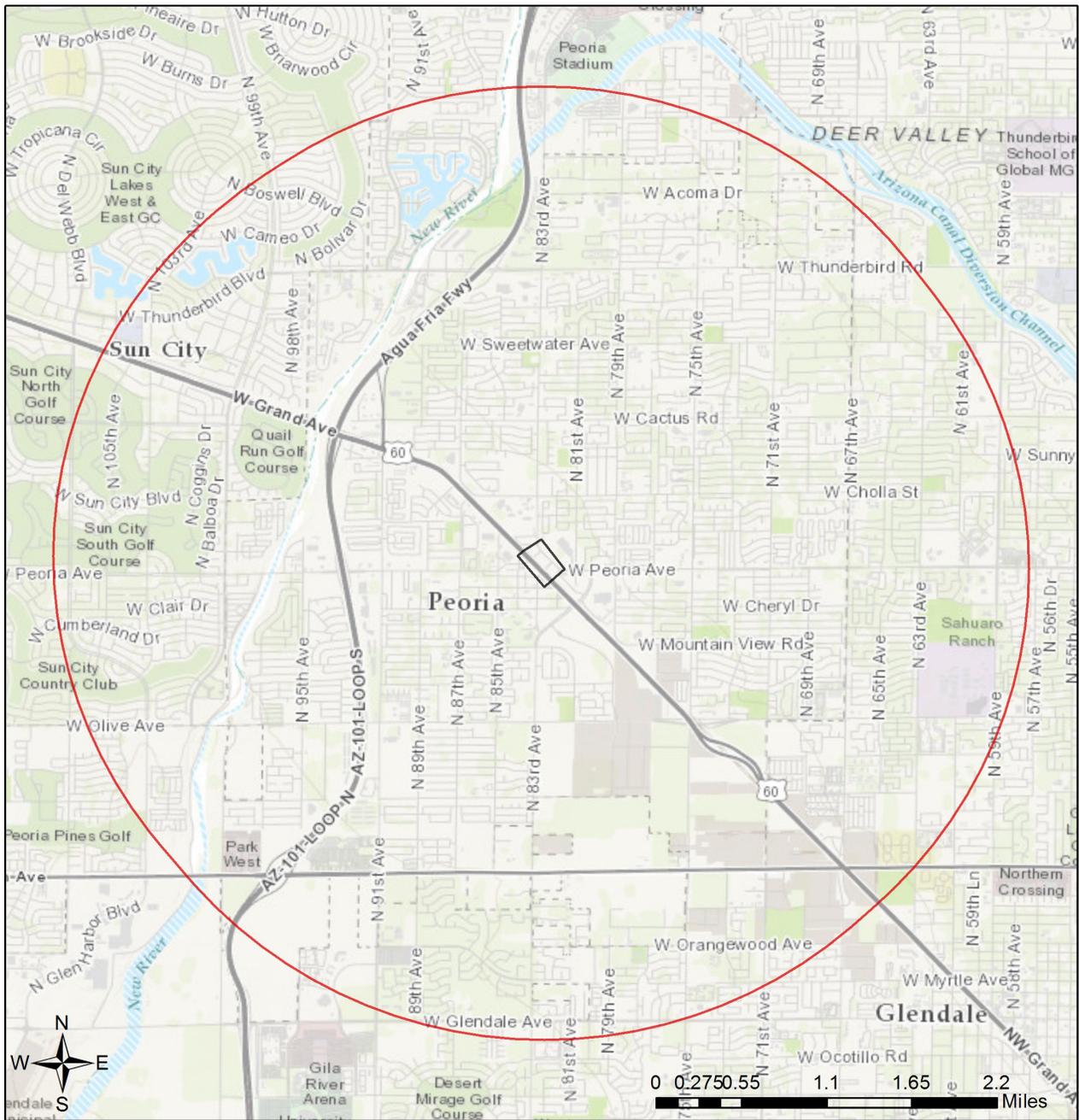
USGS Quad(s): GLENDALE

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),



Peoria Park-and-Ride Facility

Web Map As Submitted By User



-  Project Boundary
-  Buffered Project Boundary

Project Size (acres): 30.30

Lat/Long (DD): 33.5818 / -112.2372

County(s): Maricopa

AGFD Region(s): Mesa

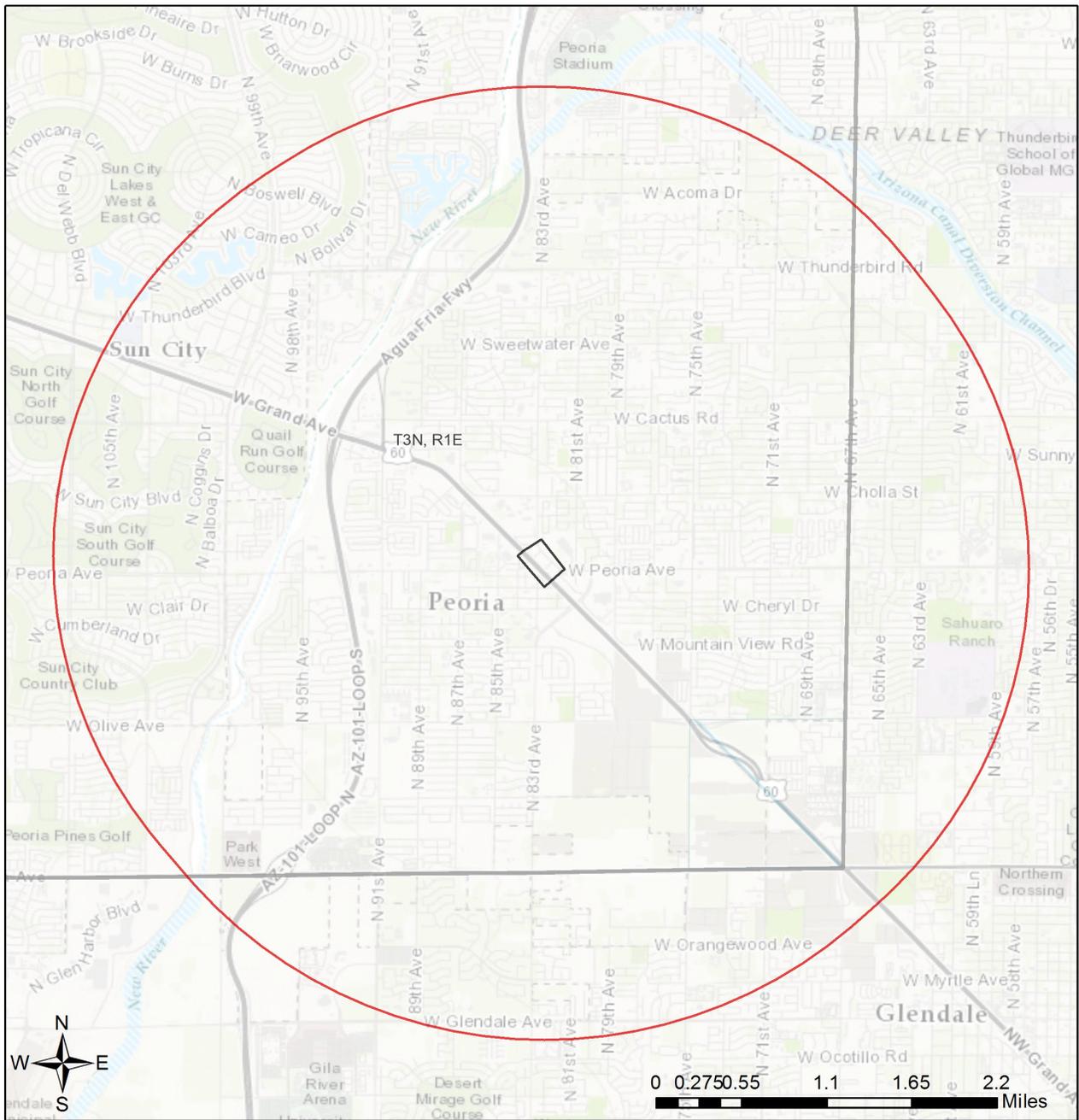
Township/Range(s): T3N, R1E

USGS Quad(s): GLENDALE

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Peoria Park-and-Ride Facility

Topo Basemap With Township/Ranges and Land Ownership



- | | | | |
|--|---------------------------|--|--------------------------|
| | Project Boundary | | Mixed/Other |
| | Buffered Project Boundary | | National Park/Mon. |
| | Township/Ranges | | Private |
| | AZ Game and Fish Dept. | | State and Regional Parks |
| | BLM | | State Trust |
| | BOR | | US Forest Service |
| | Indian Res. | | Wildlife Area/Refuge |
| | Military | | |

Project Size (acres): 30.30
 Lat/Long (DD): 33.5818 / -112.2372
 County(s): Maricopa
 AGFD Region(s): Mesa
 Township/Range(s): T3N, R1E
 USGS Quad(s): GLENDALE

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Lithobates chiricahuensis	Chiricahua Leopard Frog	LT				1A

Note: Status code definitions can be found at http://www.azgfd.gov/w_c/edits/hdms_status_definitions.shtml.

**Species of Greatest Conservation Need
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Aix sponsa	Wood Duck					1B
Ammospermophilus harrisi	Harris' Antelope Squirrel					1B
Anaxyrus microscaphus	Arizona Toad	SC				1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern					1B
Buteo regalis	Ferruginous Hawk	SC		S		1B
Chilomeniscus stramineus	Variable Sandsnake					1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	SC				1A
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
Colaptes chrysoides	Gilded Flicker			S		1B
Coluber bilineatus	Sonoran Whipsnake					1B
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus tigris	Tiger Rattlesnake					1B
Euderma maculatum	Spotted Bat	SC	S	S		1B
Eumops perotis californicus	Greater Western Bonneted Bat	SC		S		1B
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Gopherus morafkai	Sonoran Desert Tortoise	C*	S			1A
Haliaeetus leucocephalus	Bald Eagle	SC, BGA	S	S		1A
Heloderma suspectum	Gila Monster					1A
Incilius alvarius	Sonoran Desert Toad					1B
Kinosternon sonoriense sonoriense	Desert Mud Turtle			S		1B
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leopardus pardalis	Ocelot	LE				1A
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1A
Macrotus californicus	California Leaf-nosed Bat	SC		S		1B
Melanerpes uropygialis	Gila Woodpecker					1B
Melospiza lincolni	Lincoln's Sparrow					1B
Melospiza aberti	Abert's Towhee		S			1B
Micruroides euryxanthus	Sonoran Coralsnake					1B
Myotis occultus	Arizona Myotis	SC		S		1B

**Species of Greatest Conservation Need
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Myotis velifer	Cave Myotis	SC		S		1B
Myotis yumanensis	Yuma Myotis	SC				1B
Nyctinomops femorosaccus	Pocketed Free-tailed Bat					1B
Panthera onca	Jaguar	LE				1A
Passerculus sandwichensis	Savannah Sparrow					1B
Perognathus longimembris	Little Pocket Mouse					1B
Phrynosoma solare	Regal Horned Lizard					1B
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Setophaga petechia	Yellow Warbler					1B
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox					1B

Species of Economic and Recreation Importance Predicted within Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, New roadway facilities, Roadway rest areas, emergency pull offs, run away truck ramps, cinder storage, additional storage or maintenance areas

Project Type Recommendations:

Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on the home page of this application at <http://www.azgfd.gov/hgis/guidelines.aspx>.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, cantered, or cut to ensure that light reaches only areas needing illumination.

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, <https://agriculture.az.gov/>. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, <http://www.usda.gov/wps/portal/usdahome>. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information http://www.azgfd.gov/h_f/hunting_rules.shtml

Follow manufacturer's recommended application guidelines for all chemical treatments. The U.S. Fish and Wildlife Service, Region 2, Environmental Contaminants Program has a reference document that serves as their regional pesticide recommendations for protecting wildlife and fisheries resources, titled "Recommended Protection Measures for Pesticide Applications in Region 2 of the USFWS", http://www.fws.gov/southwest/es/arizona/Documents/ECReports/RPMPA_2007.pdf. The Department recommends that direct or indirect impacts to sensitive species and their forage base from the application of chemical pesticides or herbicides be considered carefully.

Based on the project type entered, coordination with the Environmental Protection Agency may be required (<http://www.epa.gov/>).

Based on the project type entered, coordination with State Historic Preservation Office may be required (<http://azstateparks.com/SHPO/index.html>).

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at <http://www.azgfd.gov/hgis/guidelines.aspx>.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (<http://www.azdeq.gov/>).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (<http://www.usace.army.mil/>)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Project Location and/or Species Recommendations:

HDMS records indicate that one or more listed, proposed, or candidate species or Critical Habitat (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at <http://www.fws.gov/southwest/es/arizona/> or:

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Fax: 928-556-2121

HDMS records indicate that Chiricahua Leopard Frogs have been documented within the vicinity of your project area. Please review the Chiricahua Leopard Frog Management Guidelines found at: <http://www.azgfd.gov/hgis/documents/FINALLithchirHabitatGdlns.pdf>.

