

Federal Transit Administration-Region 6

Application# (Agency Use Only)

Categorical Exclusion Worksheet

This Worksheet will assist grantees in complying with the National Environmental Policy Act. This worksheet will also help identify C or D list Categorical Exclusions and provide grantees with a template for documenting a D list Categorical Exclusion. Please contact Region 6 at 817-978-0550 or your FTA Planner if you need any assistance with filling out this form.

Section I:

Project Title: Plank-Nicholson Bus Rapid Transit (BRT) Project

Project Description (Include the following information in the description):

- Reason for the proposed project

The City-Parish of East Baton Rouge (City), along with the Capital Area Transit System (CATS) and in partnership with the Federal Transit Administration (FTA), will be implementing Baton Rouge's first Bus Rapid Transit (BRT) route known as the Plank-Nicholson BRT. The Plank-Nicholson BRT project is intended to deliver a premium transit service to the City, conveniently and efficiently linking the north and south side of the city downtown. Plank Road is one of CATS' highest volume corridors and serves a high percentage of transit-dependent passengers. The route passes through well-organized neighborhoods that are characterized by high concentrations of minority and low-income residents, and recent focus along the Plank and Nicholson corridors has spurred investment in infrastructure and economic development opportunities. The Plank-Nicholson BRT will expand local and regional mobility options, improve job access, support transit-oriented development (TOD) and enhance livability along the corridor.

- Project size or scale

The Plank-Nicholson route is approximately nine miles in length (one way) between North Baton Rouge (Airline Highway) and the Louisiana State University (LSU) campus.

- Scope of Work

Most station improvements will be within existing right-of-way. However, some station areas may require the acquisition of small portions of right-of-way from adjacent properties. The scope of work proposed for the project includes the following:

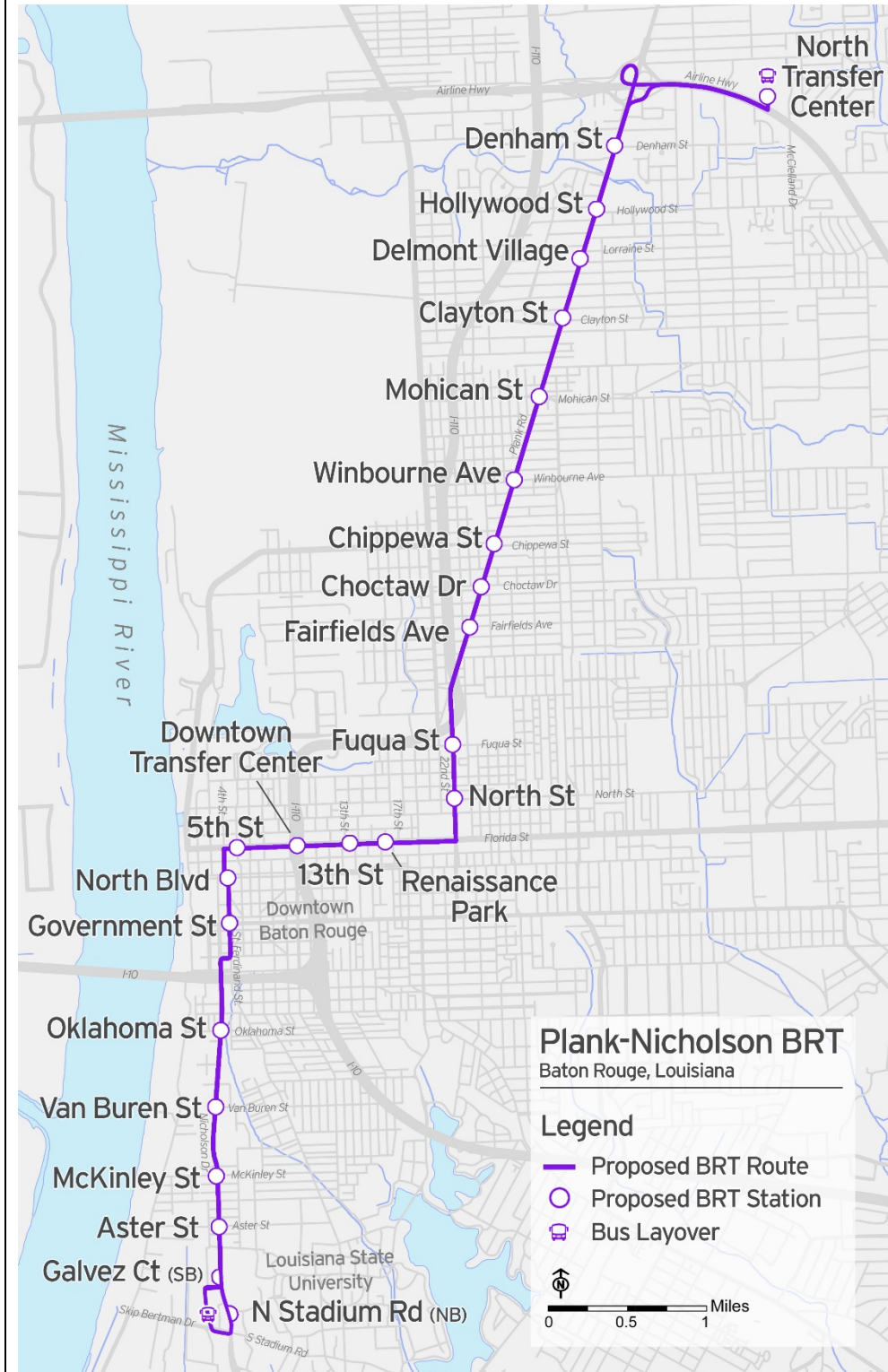
- Construction of up to 44 station locations (22 station pairs), a transfer center, and a layover location at LSU. The proposed standard station design has a typical total footprint of 10 feet by 55 feet.
- High-amenity, modern stations will be constructed and will each include a shelter, level boarding platform, station marker, real-time arrival (RTA)

displays, bicycle facilities, benches, trash receptacles, and ADA accommodations.

- A 2.55-acre parcel located along Airline Highway just east of Plank Road has been identified by CATS to serve as a transfer center. The property will provide transfer connections to several local routes serving North Baton Rouge and provide premium transit amenities, waiting areas, and park-and-ride facilities.
- Guideway improvements include transit signal priority (TSP) and narrowed travel lanes to reduce vehicles speeds, thus improving safety in the corridor. Queue jumps may be located at intersections, where appropriate, and will provide preferences to buses at intersections through the addition of travel lane at the intersection approach to signalized intersections.
- Roadway improvements include roadway resurfacing, new curb construction, restriping, and utility adjustments in the vicinity of station locations necessary to accommodate station improvements and narrow the four-lane roadway section to four 11-foot lanes (two lanes in each direction).
- Construction of new sidewalks along sections of both sides of Plank Road from the Denham stations south to I-10.
- The Plank-Nicholson BRT will feature a fleet of specifically designed BRT vehicles that will be uniquely stylized and branded. The BRT fleet is planned to utilize all-electric propulsion technology to enhance air quality and passenger experience.

Attach an image of the project site. If the project involves construction include:

- Project location



Section II: Answer the following questions:

Will the project **significantly** impact the natural, physical, social, and/or economic environment?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
- No, continue

Is the significance of the project's natural, physical, social, and/or economic impact unknown?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
- No, continue

Is the project likely to generate intense public discussion, concern, or controversy, even though it may be limited to relatively small subset of the community?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
- No, continue

Will the project have disproportionately high and adverse impacts on minority/low income populations?

- Yes, contact Region 6, this project may not qualify for categorical exclusion
- No, continue to Section III

Will the project be located on historic property or within the vicinity of a historic district?

- Yes, contact Region 6, this project may require consultation with the SHPO.
- No, continue to Section III

Coordination with the Louisiana State Historic Preservation Officer was initiated as part of the Project Kick Off on October 29, 2019. Formal consultation on the Cultural Resources Report was initiated on March 10, 2020.

Will the project be located within a 100-year floodplain?

- Yes, contact Region 6, this project may require further evaluation under Executive Order 11988.
- No, continue to Section III

There are 11 preferred station locations that were identified to fall within the 100-year floodplain. The construction of these station locations is not expected to affect flood flows in a manner that could increase flood-related risks to human life or property, nor will it have adverse

effects on natural and beneficial floodplain values. Any potential support of secondary development would be mitigated by local building codes that enforce compatible floodplain development. The locations were reviewed with the City of Baton Rouge Floodplain Administrator and it was found that the project would not have adverse effects on floodplains, flood flows or flood levels, and will not result in a significant floodplain encroachment as defined in federal regulations.

Final design for the project will be performed in close cooperation with the City-Parish Department of Public Works, Drainage and Flood Office, to comply with all ordinances, building codes, and permitting requirements related to floodplain management, flood protection, and flood damage prevention.

Section III: Select the most appropriate C or D list Categorical Exclusion

Note: More information on Categorical Exclusions can be found [here](#) (Adobe Page 20) and [here](#) (Adobe Page 13). These numbers are from the regulations, so some numbers are omitted (reserved).

C-List Categorical Exclusion(s)

- (1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.
- (2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.
- (3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, AND
 - Employs construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.
- (4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.
- (5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation

of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) AND

Does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint AND

Do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) AND

Uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

(10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project AND

Do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

(11) The following actions are for transportation facilities damaged by an incident

resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

- (i) Emergency repairs under 49 U.S.C. 5324; and
- (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
 - (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
 - (B) Is commenced within a 2-year period beginning on the date of the declaration.

Note: (c)(11) should be used for Emergency Actions only.

(12) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

(13) Federally-funded projects:

(i) That receive less than \$5,000,000 of Federal funds; or

(ii) With a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.

(14) Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

- (15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.
- (16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

**If your project falls within one of the above categories,
you may stop and proceed to the signature block.**

D-List Categorical Exclusion(s)

If your project falls within any of the categories listed below, please mark the appropriate category and proceed to Section IV.

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
- (4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives has been completed.
- (5) *Reserved for future use.*
- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight

distance at railroad crossings.

(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

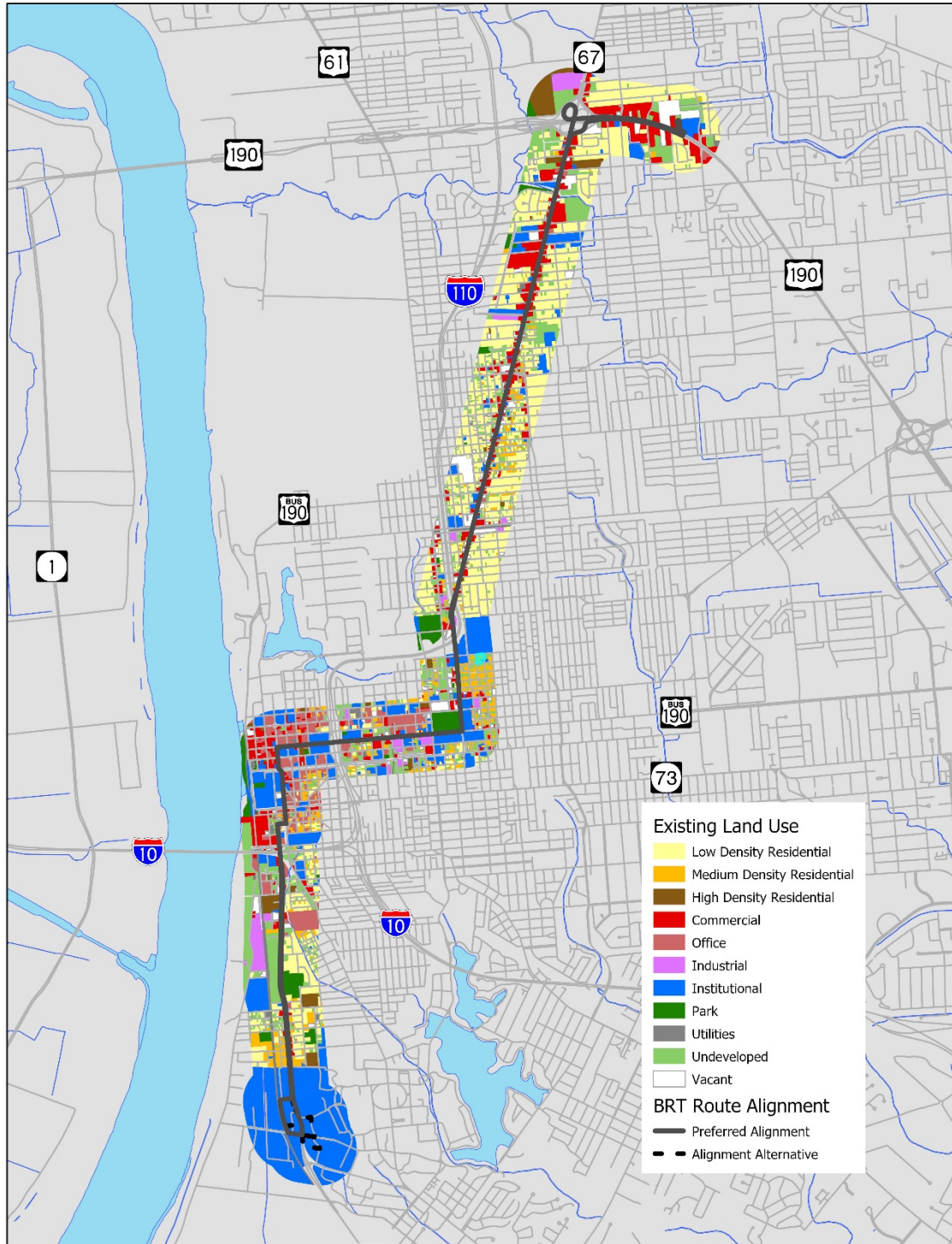
Other: General exclusion (no specific activity category applies, but the project is still exempt per the conditions of 23 CFR 771.118(a) and (b))

**If your project does not meet the C- or D-list criteria listed above,
it may not qualify for a Categorical Exclusion.
Contact Region 6 for more information.**

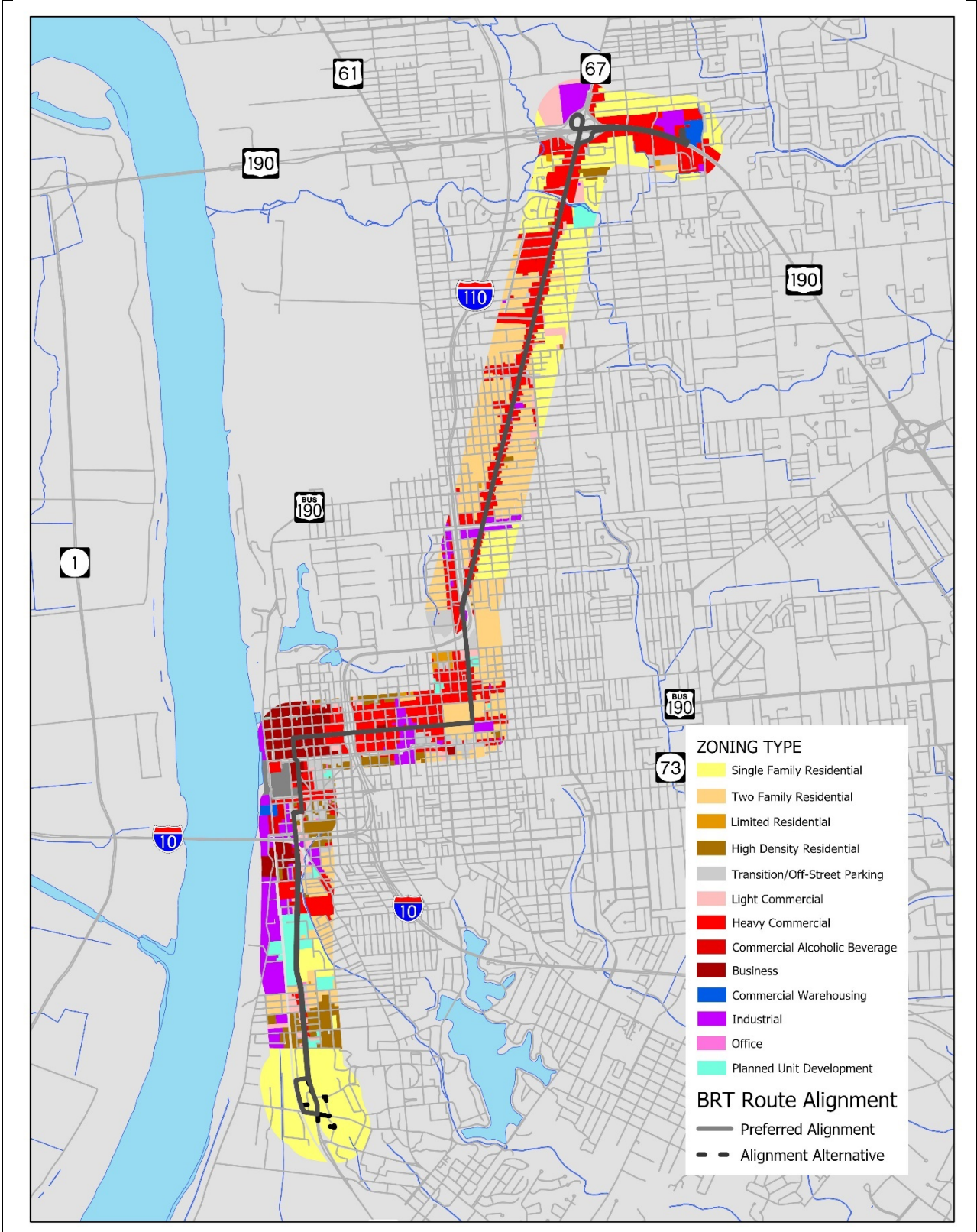
Section IV: The purpose of this section is to check to make sure criteria for D-List Categorical Exclusions are satisfied and that **significant** environmental effects will not result.

Land Use/Zoning:

Existing Land Use



Zoning



Traffic:

- Describe potential parking/traffic impacts, if any?

Parking is largely off street on most of the alignment and is not expected to be affected by the implementation of the BRT. In the downtown segment, there are approximately 15 on-street parking spots that may be impacted to accommodate a level-boarding platform. Ample parking is located nearby. Potential impacts will be weighed with other site-specific considerations in preliminary and final design.

- Indicate whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic.
The Plank Nicholson BRT will operate up to a 15-minute headway service frequency in the peak period which is 4 buses per hour. Both the Nicholson and Plank corridors have adequate capacity to handle the increased bus service.
- Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.
The Plank Nicholson BRT will provide connectivity to the Downtown Transfer Center, North Transfer Center and 13 CATS routes along the corridor. The BRT will also provide a connection to the LSU Tiger Trails system at the southern terminus at LSU. This will provide connections to 3 Tiger Trails routes.
- If the project will modify an existing roadway configuration include a map/diagram.

Noise:

Note: Refer to [FTA's Noise and Vibration Manual](#)

Does the project have the potential to increase noise?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 4-1 of FTA's Noise and Vibration Manual.

Yes, please attach a general noise assessment.

Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

Vibration:

Note: Refer to [FTA's Noise and Vibration Manual](#)

Does the project cross or have the potential for vibration impacts?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 9-2 of FTA's Noise and Vibration Manual.

Yes, please include a general vibration assessment.

Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

Environmental Justice:

Note: Refer to [FTA's Circular on Environmental Justice](#)

- Determine the presence of minority/low-income populations within the project area.

A review of the 2017 U.S. Census American Community Survey (ACS) 5-year estimate block group data indicated that 88% of the block groups within ¼ mile of the project corridor contain minority populations of 61.4% or more. The ACS data also showed that throughout the block groups within the Project corridor, 69% contain low-income populations of 25.1% or more, and some adjacent areas contain low-income populations of 50% or more. The project would benefit minority and low-income populations by providing additional and improved transit service and amenities for connections to housing, wellness, community facilities, and employment centers. CATS is prepared to conduct a Title VI equity analysis at least a year before the BRT starts revenue service.

- Indicate whether the project will have disproportionately high and adverse impacts on minority/low-income populations.

The proposed project would not result in the displacement of any minority or low-income persons or businesses, and there would be no substantial or long-term impacts to any other resources within the project corridor. Therefore, there will be no disproportionately high or adverse impacts to minority or low-income populations, when compared to the general population.

- Describe any outreach efforts targeted specifically at minority/low-income populations

Throughout the Project's timeline, elected officials, key stakeholders, and the public have been providing feedback, shaping the project, building consensus, fostering project champions, and obtaining community support. Table 1 outlines key engagement activities to date for the project.

Table 1 - Key Project Engagement Activities

| Meeting Date | Topic |
|---------------------|---|
| December 4, 2018 | BRT Advisory Committee |
| December 4, 2018 | Elected Official Briefing |
| December 4, 2018 | Downtown Stakeholders Briefing |
| December 4, 2018 | Plank Road Stakeholders Briefing |
| December 5, 2018 | LSU Facilities Briefing |
| December 5, 2018 | Old South/Nicholson Drive Stakeholders Briefing |
| January 28, 2019 | Public Meeting – Old South Neighborhood |
| January 29, 2019 | Public Meeting – Downtown Neighborhoods |
| January 29, 2019 | Public Meeting – Plank Road Neighborhoods |

Historic/Cultural Resources:

Note: [Refer to Section 106 process and Section 4\(f\) Handbook](#)

- Describe any cultural, historic, or archaeological resource that is located in or around the immediate vicinity of the proposed project.

An architectural survey was conducted within the Plank-Nicholson BRT APE. A total of 58 structures were examined. Five structures recorded during the survey are considered eligible for listing on the NRHP. These are the Old Public Library at 700 Laurel Street (17-00100), the Chase Bank building at 451 Florida (17-04042), the First Baptist Church and Educational Building at 529 Convention Street (17-04043), the U.S. Post Office at 750 Florida (17-04044), and the Louisiana Workforce Commission building (17-04046) located at 1001 North 23rd Street. One building, the Accardo-Roppolo Gen. Merchandise was determined not eligible for listing on the NRHP under Criterion C, but may be eligible under Criterion A or B. However, more research (beyond survey-level) is needed to make that determination.

- Describe the potential for the project to affect that resource. (Attach any relevant documentation and correspondence). If the project has the potential to affect historic resources the Section 106 process must be followed. Contact your FTA planner for further guidance.

The proposed Plank-Nicholson BRT project would have no adverse effects on NRHP eligible or listed properties, or potentially eligible properties located within the APE. If project plans change at or near the locations of historic and potential historic properties, then the effects will be reassessed at that time. The Louisiana State Historic Preservation Officer provided concurrence that the project would have no adverse effect on the properties located within the APE on March 18, 2020.

Because it was not feasible to conduct an archaeological survey, as 100 percent of the existing ROW is inaccessible due to development, and areas of additional ROW are unknown at this time, the effects on archaeological resources could not be evaluated at this time. Archaeological monitoring is recommended for high and moderate to high probability areas, where ground disturbance (e.g., concrete removal, utility placement, etc.) is planned, especially outside of the existing ROW. No further work is recommended in areas of low or low to moderate archaeological probability. If any unknown discoveries are encountered during the implementation of the project, FTA will be notified.

Section 4(f) Resources (Public Parks/Recreation Areas, Historic Sites):

Note: Refer to [Section 4\(f\) Handbook](#)

Is the project located in or adjacent to a publicly-owned park, recreation area or wildlife or waterfowl refuge, or a publicly or privately owned historic district/property?

No

Yes, describe the potential impacts to the park/recreation area

The Cultural Resources identified one property listed on the National Register of Historic Places, the former U.S. Post Office and Courthouse, and four structures

that are within the Beauregard Town National Register Historic District were identified within the Area of Potential Effect (APE). It was determined in consultation with the Louisiana State Historic Preservation Officer that the project would have no adverse effect on these properties.

Biological Resources:

Note: Refer to [U.S. Fish & Wildlife Service](#) and the [National Marine Fisheries Service](#)

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act?

No

Yes, describe any critical habitat, essential fish habitat or other ecologically sensitive areas within or near the project area.

Project information was submitted on the U.S. Fish and Wildlife Service’s (USFWS) IPaC (Information for Planning and Consultation) webpage in order to retrieve information regarding federal-listed species that could occur in the project area. An official reply was received on November 19, 2019 (see attachment). The reply letter listed that there is a total of one threatened, endangered, or candidate species on the analyzed species list. The listed species is the federally threatened West Indian manatee (*Trichechus manatus*). The Project is not located within the USFWS or National Marine Fisheries Service critical habitat for this species. Due to the lack of critical and suitable habitat for the West Indian manatee within the project area, and the no impact determination from the Louisiana Department of Wildlife and Fisheries (LDWF), the project would have no effect on state or federal-listed threatened or endangered species (see attached correspondence from USFWS and LDWF).

Property Acquisition/Relocations:

Will property be acquired for this project?

No

Yes, indicate whether acquisition will result in relocation of individuals/businesses.

Attach maps or graphs of affected parcel including relocations.

The 44 station platforms and guideway improvements may require small portions of right-of-way - a total of approximately 0.13 acre of new right-of-way for the entire project and up to .08 of temporary construction easements (see Plank-Nicholson BRT right-of-way map book attachment). The project will not include relocation of individuals or businesses. The high-level right-of-way assessment is based on GIS parcel data from the City of Baton Rouge and East Baton Rouge Parish. The right-of-way and temporary construction easements will be refined as design progresses through a survey of the potential locations.

Wetlands:

Note: Refer to [Wetlands Info Packet](#)

Will the project affect potential/on site/adjacent wetlands?

No

Yes, describe the impact and attach correspondence with the US Army Corps of Engineers

A desktop GIS review of the National Wetlands Inventory (NWI) maps and the National Hydrography Dataset indicated that there are no wetlands or navigable waterways within this urbanized and highly developed corridor. A windshield survey conducted by a qualified wetland scientist on October 29, 2019, verified the lack of wetlands or navigable waterways. Although the Plank Nicholson BRT route crosses Hurricane Creek, there are no proposed station areas at these locations; therefore, none of these streams will be impacted by the proposed project, including discharge of fill material. As a result, no Section 404 Permit is required from the U.S. Army Corps of Engineers to implement the project.

Water Quality:

Does the project have the potential to impact water quality, including during construction?

No

Yes, describe potential impacts and best management practices which will be in place

[Click here to enter text.](#)

Will there be an increase in new impervious surface or restored pervious surface?

No

Yes, describe potential impacts and proposed treatment for storm water runoff

[Click here to enter text.](#)

Is the project located in the vicinity of an EPA-designated sole source aquifer?

No

Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also, include the approximate amount of new impervious surface created by the project.

The City of Baton Rouge and the project are located within the boundary of the Southern Hills Regional Aquifer System SSA. Although soil boring data is not available, the Natural Resources Conservation Service (NRCS) soil survey data for the project area was reviewed regarding available water table depth information. To establish the Area of Interest, the Area of Potential Effect developed for the Section 106 was utilized. The data indicated that the water table depth in the majority

(75.8%) of the areas around the station locations is greater than 6.5 feet (NRCS, 2020). Due to the NRCS available water table depth information indicating the water table depth in the areas along the project corridor is greater than 6 feet, the likelihood of encountering groundwater during excavation activities is very low. The project will result in approximately 3.67 acres of new impervious surface.

Air Quality:

Is the project located in an Environmental Protection Agency designated non-attainment or maintenance area?

No

Yes, indicate the criteria pollutant below and contact FTA to determine if a hot spot analysis is necessary.

Carbon Monoxide (CO)

Ozone (O₃)

Particulate Matter (PM_{2.5})

Particulate Matter (PM₁₀)

Nitrogen Dioxide (NO₂)

Sulfur Dioxide (SO₂)

Describe any impacts to air quality resulting from the project.

The Plank-Nicholson BRT will improve air quality through emissions reductions with a mode shift from auto to bus. The FTA Simplified Trips-on-Project Software (STOPS) travel demand model was used to predict the ridership impact of the of the Plank-Nicholson BRT and projected an annual reduction of 362,170 vehicle miles of travel.

Does the project require conformity analysis?

No, it is exempt from conformity analysis under 40 CFR Part 51 §93.126

Yes, it is not exempt under §93.126 or §93.127

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

No

Yes, Date of USDOT conformity finding: [Click here to enter a date.](#)

Hazardous Materials:

Is there any known/potential contamination at the project site?

Contamination may include lead/asbestos, above/underground storage tanks, or a history of industrial sites.

No, describe the analysis used to determine whether hazardous materials were present

A review of the US Environmental Protection Agency (USEPA) Facility Registry Service (FRS), and the Louisiana Department of Environmental Quality hazardous material databases indicated that there are 75 properties (unique addresses) with listed or potential hazardous material concerns located near the proposed stations. There is a low risk of contamination during construction of the stations because the hazardous materials on these sites are contained within the buildings or located in areas that are set back from the street right-of-way line. In addition, some sites have already gone through cleanup procedures and therefore pose a low risk of contamination. If any hazardous materials are encountered during construction, the proper handling, treatment, and disposal of those materials will be in full compliance with all federal, state, and local requirements.

Yes, describe mitigation and clean-up measures that will be taken to remove hazardous materials. If the project includes property acquisition, a Phase I Environmental Site Assessment may be required for the land to be acquired. Contact the FTA planner to discuss the Phase I Environment Site Assessment requirements.

[Click here to enter text.](#)

Prime and Unique Farmlands:

Note: Refer to [Farmland Protection Policy Act](#)

Does the proposal involve the use of any prime or unique farmlands?

No

Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

[Click here to enter text.](#)

Safety/Security:

Describe all measures that would need to be taken and that have been included for the safe and secure operation of the project after its construction.

Crime Prevention Through Environmental Design (CPTED) principles have been incorporated into the planning and design of the project. Safety would be enhanced through the

incorporation of improved station areas.

Construction Impacts:

Describe temporary impacts associated with construction activities such as noise, air quality, sidewalk and road closures, traffic detour/access change, construction schedules (e.g., local ordinance may restrict late night work activity in residential neighborhoods). Describe mitigation measures to address the impacts, if applicable.

During construction, small linear areas (1 to 2 feet wide) of adjoining private parcels at some proposed stations or sidewalk improvements may be temporarily disturbed to accommodate concrete/pavement work but will be restored to pre-construction conditions – or better- upon completion. Access to all adjacent properties will be maintained. Partial closures of street travel lanes and sidewalks at station areas may be needed to accommodate construction of bus pads, sidewalks, and station platforms, although these closures will be temporary and short-term. Construction noise will be temporary, will comply with City regulations, and will cease when construction is complete.

Mitigation Measures:

Describe all measures, if any, to be taken to mitigate project impacts.
Final design for the project will be performed in close cooperation with the City-Parish Department of Public Works, Drainage and Flood Office, to comply with all ordinances, building codes, and permitting requirements related to floodplain management, flood protection, and flood damage prevention.

Submitted by:
Robert Hosack, HNTB Corporation

Title:
**City of Baton Rouge
Consultant**

Date:
4/16/2020

Region 6 Contacts:

Federal Transit Administration
819 Taylor St. #8A36
Fort Worth, Texas 76102
Phone: 817-978-0550
Fax :817-978-0575

Don Koski
Director of Planning and Program Development
<mailto:donald.koski@dot.gov>
817-978-0571

Melissa Foreman
Community Planner
<mailto:melissa.foreman@dot.gov>
817-978-0554

Lynn Hayes
Community Planner
<mailto:lynn.hayes@dot.gov>
817-978-0565

Ronisha Hodge
Community Planner
<mailto:ronisha.hodge@dot.gov>
817-978-0576

Tony Ogboli
Community Planner
<mailto:tony.ogboli@dot.gov>
817-978-0566

Pearlie Tiggs
Community Planner
<mailto:pearlie.tiggs@dot.gov>
817-978-0567

Robb Ramos
Sr. Environmental Protection Specialist
Resource Management Concepts, Inc.
<mailto:roberto.ramos.ctr@dot.gov>
817-978-0552