



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION V  
Illinois, Indiana,  
Michigan, Minnesota,  
Ohio, Wisconsin

200 West Adams Street  
Suite 320  
Chicago, IL 60606-5253  
312-353-2789  
312-886-0351 (fax)

February 8, 2023

Brian Stepp  
Senior Director, Grants Management & Accounting  
Metra  
547 W. Jackson Blvd.  
Chicago, IL 60661

Re: Metra Harvey Intermodal Transportation Center Project - Environmental Review Approval

Dear Mr. Stepp:

The Federal Transit Administration (FTA) has evaluated environmental review documents submitted by the Northeast Illinois Regional Commuter Railroad Corporation DBA Metra for the proposed Harvey Intermodal Transportation Center project (Project) in Harvey, Cook County, Illinois. FTA finds that the proposed Project meets the criteria for a National Environmental Policy Act (NEPA) categorical exclusion in accordance with 23 C.F.R. § 771.118(c)(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.*

The proposed undertaking is a partnership between Metra and Pace Suburban Bus to combine the Pace Harvey Transportation Center Bus Facility and Metra Harvey Station into a modern intermodal transportation center with expanded park-and-ride facilities. Both current facilities have exceeded their useful lives. The Project will feature an improved site plan and includes new signage, curb ramps, and elevator, expand capacity for additional transit services by adding 40% more station bays for Pace buses and extending the Metra boarding platforms to accommodate more train cars.

The Project will replace and expand the existing Pace Harvey Transportation Center Bus Facility and renovate and expand the adjacent existing Metra Harvey Station. The Project extends from 153rd Street south to 155th Street along Park Avenue in the City of Harvey. Project limits include 155th Street, 154th Street, and 153rd Street from the railroad on the east to Broadway Avenue on the west, fully encompassing the southern leg of Main Street. Key elements of the Project include: station improvements for passengers, Metra and Pace staff, and bus drivers with the installation of new security cameras and emergency call boxes; replacement of an existing elevator at the 154th Street entry and installation of an elevator at the 155th Street entry; the reconstruction of Metra platform with a new canopy along the entire length of the platform; extension of the platform to meet the Metra platform design standards; the demolition of the current Pace bus facility; reconstruction and reconfiguration of new Pace bus bays and covered bus boarding, including additional space for bus layover and paratransit vehicles; providing for future electric

buses; improving bicycle routing and parking; consolidating and improving the commuter parking; building a new southern gatehouse entry to the Metra station at 155th Street and Park Avenue; reconstruction of the headhouses; right-of-way improvements along 153rd Street, 154th Street, 155th Street and Park Avenue; signal improvements to facilitate bus routing; and access changes to the existing roadway system.

FTA reviewed project plans and determined that Section 106 compliance is achieved through the *Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way, Appendix A: Exempted Activity List, Section II.L* for Project work occurring within the railroad rights-of-way (ROW) and/or on properties that have a demonstrable relationship to the function and operation of a railroad. As required, several exempted activities have been reviewed by individuals that meet the Secretary of the Interior's (SOI) Professional Qualification Standards in Architectural History, Architecture, and/or Historic Architecture.

The *Program Comment* was determined not applicable to Project activities occurring outside rail right-of-way and were the subject of Section 106 consultation. On October 17, 2022, in accordance with 36 C.F.R. § 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), FTA provided the Illinois State Historic Preservation Office (SHPO) with the Area of Potential Effect (APE) determination and the eligibility and effects determinations for the proposed Project. FTA determined that the proposed Project would result in *no adverse effect* to historic properties. On November 1, 2022, SHPO provided concurrence with this determination. FTA finds, in accordance with 36 C.F.R. Part 800, that the Section 106 coordination and consultation requirements for the proposed Project have been fulfilled.

This determination applies only to the proposed Project as described in the aforementioned correspondence and supporting materials. Any changes to the proposed Project which would result in environmental impacts not outlined in this documentation, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this proposed Project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

If you have further questions regarding this determination, please contact Tony Greep, Community Planner, at (312) 353-1646 or [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov). Thank you.

Sincerely,

R. Stewart McKenzie, AICP  
Director, Office of Financial Management and Program Oversight

cc: Tony Greep, FTA  
Rita Yamin, Metra