
Finding of No Significant Impact

Introduction

In compliance with the National Environmental Policy Act (NEPA), the National Park Service (NPS) and U.S. Fish and Wildlife Service (USFWS, Service), in cooperation with the National Aeronautics and Space Administration (NASA) and the Florida Department of Transportation (FDOT), prepared an Environmental Assessment (EA) to examine alternative actions and environmental impacts associated with the proposed project to construct the Space Coast Trail on Merritt Island National Wildlife Refuge (NWR, refuge) and Canaveral National Seashore (CANA or Seashore) with three segments: an East-West segment from the A. Max Brewer Memorial Bridge to the Atlantic Ocean, a north-south segment from the intersection of Playalinda Beach Road and Kennedy Parkway north to US 1, and a loop trail from the Merritt Island NWR visitor center. The Proposed Action to develop the Space Coast Trail is the Service's Preferred Alternative.

The Space Coast Trail will serve as a key link for the Coast-to-Coast (C2C) Trail and St. Johns River-to-Sea Loop Trail. The purpose of the C2C Trail is to provide a continuous multi-modal opportunity to enjoy natural, cultural, and recreation resources within a statewide context and provide users the opportunity to explore central Florida from the Gulf of Mexico in St. Petersburg to the Atlantic Ocean at the CANA. The purpose of the St. Johns River-to-Sea Loop Trail is to provide users an opportunity to explore natural cultural, and recreation resources from the St. Johns River to the Atlantic Ocean.

The purpose of the Space Coast Trail is to serve the purposes of the Merritt Island NWR and CANA, while also serving as a major component of the C2C Trail and the St. John's River-to-Sea Loop Trail, providing the easternmost section of the C2C trail between Titusville and the Atlantic Ocean and providing connectivity for the St. Johns River-to-Sea Loop Trail. Supporting the purposes and goals of Merrit Island NWR and CANA, the Space Coast Trail will provide opportunities for the enjoyment of appropriate and compatible outdoor recreation; promote awareness and appreciation of natural resources; and protect, conserve, and manage wildlife, habitat, and cultural resources for the benefit of present and future generations, while also meeting NASA operational and security requirements.

A joint EA was prepared by NPS and USFWS, with independent decision documents being prepared by each agency for their respective areas of responsibility. The statements and conclusions reached in this Finding of No Significant Impact (FONSI) are based on documentation and analysis provided in the EA and associated decision file. To the extent necessary, relevant sections of the EA are incorporated by reference below.

Alternatives

A preliminary alternatives analysis was completed prior to the initiation of the EA to identify alternatives viable for further consideration (documented in the Space Coast Trail Preliminary Alternatives Report, incorporated herein by reference). Other alternatives, in addition to the Proposed Action Alternative, were considered, but ultimately dismissed because they could not meet the stated purpose and need as described in Section 2.3 of the EA.

Two alternatives were analyzed for the proposed Space Coast Trail: No-Action Alternative (Continue Current Management) and Proposed Action (Develop the Space Coast Trail). The Service adopted the Proposed Action Alternative as the Preferred Alternative following public comment and input on the EA.

No Action Alternative (Continue Current Management)

The No-Action Alternative assumes that the Space Coast Trail would not be constructed, and the Merritt Island NWR and CANA would continue to be managed per existing management plans. It provides a benchmark for comparative purposes with the Proposed Action Alternative. The No-Action Alternative is a viable alternative throughout the study and can be applied to the entire project or segments of the project.

Under the No Action Alternative, bicycles would continue to be allowed on the Merritt Island NWR and on CANA roadways in the lane of travel with cars, in accordance with applicable rules and regulations and in conformance with NASA restrictions at Kennedy Space Center that prohibit bicycles on the roadways from 6:00 to 9:00 am and from 3:00 to 6:00 pm. In accordance with the 2008 Comprehensive Conservation Plan for Merritt Island NWR, the Service would continue to pursue the siting and development of bicycle paths to move bicycle users from inappropriate locations to help minimize user conflicts and wildlife and habitat impacts.

Proposed Action Alternative (Develop the Space Coast Trail)

The Proposed Action Alternative consists of the following: constructing a paved shared-use path from the Merritt Island NWR boundary at Playalinda Beach Road to Parking Area No. 1 within CANA; constructing paved buffered bicycle lanes along Kennedy Parkway North from the intersection of Playalinda Beach Road to US 1; and constructing the Interpretive Loop Trail as a pervious pathway with a paved section from the Merritt Island NWR Visitor Center to the East-West Segment. To support these trail alignments, bicycle/pedestrian roadway crossings will be added at: (1) the Playalinda Beach Road entrance to the refuge to connect the trail on the north side of the road with the existing parking area, kiosk, and observation deck on the south side of the road; (2) the east side of the railroad crossing at Titusville Road; (3) Playalinda Beach Road to connect the refuge's visitor center area to the E-W Segment and the Interpretive Loop Trail; (4) the north side of the railroad crossing at Kennedy Parkway North; (5) the east side of the railroad crossing along the Seashore's entrance road before the fee booth; and (6) at the Seashore's curve where the entrance road turns north toward the parking areas. Railroad crossings will also be added at: (1) the Pump House Road railroad crossing immediately before the Titusville Road crossing, and (2) the railroad crossing to connect the E-W Segment and Interpretive Loop Trail to the refuge's visitor center.

Maps and figures related to the Proposed Action were provided in the EA. The Proposed Action will include signage and interpretive/educational kiosks throughout the Merritt Island NWR to ensure consistency with the refuge's mission and purpose to provide environmental education and interpretation. A Visitor Education Masterplan was provided in Appendix C of the EA; it outlines opportunities for visitor engagement. During construction, a professional Archaeologist will monitor the short trail segment that passes along the margin of the Crook/Watton Cemetery. All related construction contracts will include an unanticipated site/burial discovery clause that briefly outlines measures to be taken if human remains or other types of cultural material are encountered during construction in compliance with all applicable laws, regulations, and policies, notably the Native American Graves Protection and Repatriation Act, 43 CFR Part 10 and Florida's Unmarked Human Burial Act, §872.05, Florida Statutes.

E-W MINWR (from Parrish Park/MINWR Boundary to Kennedy Parkway North): The Proposed Action will begin the trail at the newly constructed eastern terminus of the Coast-to-Coast Trail at the refuge's western boundary on Playalinda Beach Road. The entrance will include a bicycle/pedestrian crossing from the trail on the north side of the road to the existing entrance parking area, kiosk, and observation deck on the south side of the road. This includes the former roadway alignment that

previously served as the entrance road. Pump House Road, Dike T-10A, and Dike T-10F are all part of a former roadway with remnants of the roadbed still in place. The Proposed Action for this segment will consist of constructing a 12-foot wide paved shared-use path on top of Dike T-10A and continuing along Pump House Road. Pump House Road is currently not paved and serves as a maintenance road with no public access. At the eastern terminus of Pump House Road, the trail will cross over a canal (unnamed) and continue along Dike T-10F. The trail will cross over the NASA railroad and Titusville Road adjacent to the existing railroad crossing and immediately turn towards the east to continue along the north side of the rail tracks. The typical section may be reduced to 10-foot wide in areas of severe environmental constraint. In areas where the trail will cross wetlands, the trail will utilize boardwalks to minimize impacts. This segment of the trail is located entirely within the boundaries of Merritt Island NWR and the USFWS will be responsible for future maintenance activities.

Interpretive Loop Trail: The Proposed Action for this segment will consist of a 12-foot wide trail using a pervious surface that will connect to the E-W Segment and will loop between the Merritt Island NWR Visitor Center, Center Road, and the trailhead for the Oak and Palm Hammock trails. The trail alignment will follow existing unpaved maintenance roads. This will include a paved bicycle/pedestrian crossing of Playalinda Beach Road from the refuge's visitor center area to provide direct access to the E-W Segment and the Interpretive Loop Trail. This segment of the trail is located entirely within the boundaries of Merritt Island NWR and the USFWS will be responsible for future maintenance activities.

E-W CANA (from Kennedy Parkway North to Parking Area No. 1): The Proposed Action for this segment will consist of constructing a 12-foot wide paved shared-use path along the north side of the existing NASA railroad up to Playalinda Beach Road, and an 8-foot wide paved shared-use path along the south side of Playalinda Beach Road to CANA's Parking Area No. 1. An 8-foot wide paved shared-use path will be constructed from the crossing of Playalinda Beach Road to Parking Area No. 1 due to environmental constraints. As part of this alternative, the curve where CANA's entrance road turns north toward the parking areas will be reconfigured into a T-intersection. In addition, the section of CANA's entrance road from the curve to Parking Area No. 1 will be shifted approximately 13 feet to the west to avoid the sand dune. In areas where the trail crosses wetlands, the trail will utilize boardwalks to minimize impacts. The Proposed Action for this segment will include bicycle/pedestrian crossings at: (1) Kennedy Parkway North adjacent to the existing railroad crossing; (2) the Seashore's entrance road at the existing railroad crossing; and (3) the re-alignment of the curve where the Seashore's entrance road turns north towards the parking areas. The section of the trail from Kennedy Parkway North to the railroad crossing at Playalinda Beach Road is located within the management overlap area and the USFWS will be responsible for future maintenance activities. NPS will be responsible for the section of this segment from the railroad crossing at Playalinda Beach Road to Parking Area No. 1 within CANA.

N-S MINWR (from Playalinda Beach Road to US-1): The Proposed Action will consist of constructing northbound and southbound buffered bike lanes along Kennedy Parkway North from Playalinda Beach Road to US-1 with the exception of the crossing over the Haulover Canal bridge. Sharrow markings will be provided over the Haulover Canal bridge, then continuing with the buffered bike lane along Kennedy Parkway North to US-1. A three-foot wide steel metal plate along each direction of travel will be attached to the bridge surface to aid bicyclist during wet/slippy conditions. This segment of the trail is located entirely within the boundary of Merritt Island NWR. Because the buffered bike lanes will be connected to the existing roadway, future maintenance activities for the buffered bike lanes could rest with USFWS, NASA, or a combination of USFWS and NASA.

Selection Rationale

The Proposed Action Alternative is selected as the Service's Preferred Alternative for implementation because it directs the development of programs to best achieve the purpose and need stated in the EA, serving the purposes, vision, goals, and objectives of Merritt Island NWR; serving the missions of the USFWS and National Wildlife Refuge System; and meeting the Service's appropriateness and compatibility requirements, while also meeting the needs of CANA and NPS and meeting NASA operational and safety needs at Kennedy Space Center. A central shared use trail will provide the framework to develop additional trails, education opportunities, interpretive displays, and wildlife viewing and photography areas on Merritt Island NWR. At the same time, these management actions provide balanced levels of compatible public use opportunities consistent with existing laws, Service policies, and sound biological principles. The Preferred Alternative provides the best mix of program elements to achieve desired long-term conditions. Under this alternative, all lands and waters of Merritt Island NWR under the management and direction of the Service will be protected, maintained, and enhanced to best achieve national, ecosystem, and refuge-specific goals and objectives within anticipated funding and staffing levels.

Environmental Effects

Implementation of the Service's Preferred Alternative is expected to result in environmental, social, and economic effects as outlined in the EA and summarized below. Construction and operation of the trail on Merritt Island NWR will result in minor to negligible effects to the human environment, including natural resources, cultural resources, physical resources, socioeconomic, and administrative and management.

Natural Resources

Floodplains

While the Preferred Alternative will result in the listed impacts to the 100-year floodplain with direct paving of the E-W Segment, N-S Segment, and Visitor Center connection totaling an estimated 13.44 acres within the refuge, it will represent a small percentage of the refuge and will not impair the flood storage function of this area. The FEMA-FIRM maps show Pump House Road, portions of Playalinda Beach Road, and the east side of Kennedy Parkway North in the 100-year floodplain. Depending on the actual elevation, the roads, adjacent shoulders, and berms may have been built above the flood elevation; thus, the actual potential impacts on the 100-year floodplain could be less.

Because of the location of the refuge within and adjacent to the Indian River Lagoon and Mosquito Lagoon, complete avoidance of floodplains is not possible with a build alternative. Floodplain impacts have been minimized to the extent practical, by locating the trail on existing berms and previously developed/disturbed areas. The Space Coast Trail will minimize floodplain encroachments by constructing the trail as near the existing ground levels as possible or with the construction of boardwalks for water crossings. While the pavement of the trail will decrease the pervious surface area, given that the refuge and CANA are large managed natural areas, the negative impacts to the pervious surface will be minor to negligible.

Wetlands and Surface Waters

The Preferred Alternative will result in unavoidable impacts to wetlands and surface waters including 0.94 acres of direct impacts and 24.95 acres of secondary impacts. Because of the expansive number of wetlands within the refuge and the location of many of the wetlands immediately adjacent

to the existing roads, berms, and railroad, complete avoidance of wetlands is not possible. The Preferred Alternative was designed to minimize potential adverse impacts to wetlands and surface waters by locating much of the trail on existing berms, former roadways, and previously disturbed areas (e.g., railroad and road shoulders), where practical. In accordance with Executive Order 11990, USFWS, NPS, and FDOT have undertaken all actions to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities. Nonetheless, there is no practicable alternative to construction impacts occurring in wetlands. Any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function. While the Preferred Alternative will have adverse impacts to an estimated 0.94 acres of wetlands and surface waters within the refuge, given the small size of these impacts in comparison to the amount of wetlands and surface waters on the refuge and given the mitigation commitment, the adverse impacts of the Preferred Alternative on wetlands and surface waters of the refuge are anticipated to be minor to negligible.

Essential Fish Habitat

The Preferred Alternative will result in no impacts to seagrass habitat and 0.07 acres of direct impact to mangrove swamps within the refuge. Impacts are anticipated to the water column and sediments in areas where the pedestrian bridge crosses over a waterway. The extent of potential water quality impacts from construction, including pile driving, are anticipated to be minimal and Best Management Practices (BMPs) will be implemented to minimize impacts. These minor adverse impacts will be limited in time and scope to the period of construction and to the immediate area surrounding construction activities. The Preferred Alternative is anticipated to have minor to negligible adverse impacts to Essential Fish Habitat on the refuge. The Service will coordinate with the National Marine Fisheries Service (NMFS) during permitting to minimize and address these impacts.

Water Resources

The waters within the refuge are designated by the State of Florida as Outstanding Florida Waters. There are no aquatic preserves within the study area. Impacts on water quality will be minimized by avoiding and minimizing direct impacts to wetlands and surface waters. Based on Chapter 62-330.051 of the Florida Administrative Code (FAC), the construction of a shared-use path or buffered bike lanes is exempt from stormwater management requirements; thus, a stormwater management system is not proposed. During construction, BMPs for erosion control will be employed to minimize impacts to the adjacent habitats, water column and sediments. BMPs could include hay bales and turbidity curtains. The adverse impacts of the Preferred Alternative to water resources of the refuge will be minor to negligible.

Biological Resources

The Preferred Alternative will result in 3.72 acres of habitat impacts on the refuge; however, based on the total amounts of these habitat types located within the refuge, the associated adverse habitat impacts of the Preferred Alternative will be minor to negligible.

Fifteen (15) federally listed species and one candidate for listing under the Endangered Species Act were evaluated to determine if the project would affect these species (Table 3.2.4 in the EA). Based on review of available data, in conjunction with field reconnaissance and surveys, the listed effects determinations were made as shown in Table 1.

TABLE 1
FEDERAL SPECIES EFFECTS DETERMINATIONS

Federally Listed Species	Effect Determination
West Indian manatee	May affect, not likely to adversely affect
Southeastern beach mouse	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Florida scrub-jay	May affect, not likely to adversely affect
Audubon's crested caracara	No effect
Piping plover	No effect
Red knot	No effect
Atlantic green sea turtle	No effect
Hawksbill sea turtle	No effect
Kemp's ridley sea turtle	No effect
Leatherback sea turtle	No effect
Loggerhead sea turtle	No effect
Eastern indigo snake	May affect, not likely to adversely affect
Atlantic saltmarsh snake	May affect, not likely to adversely affect
American Alligator	No effect
Gopher tortoise	May affect, not likely to adversely affect

Forty-nine state-listed species were evaluated in this study (Table 3.2-4 in the EA) (Florida Fish and Wildlife Conservation Commission 2018 and 5B-40.0055 FAC). No adverse effects are anticipated to these species.

In an email, dated September 6, 2019, NMFS concurred with a no effect determination for swimming sea turtles and smalltooth sawfish and they did not anticipate a need for Section 7 consultation with NMFS for the project. USFWS's Jacksonville Ecological Services Field Office Section 7 consultation resulted in concurrence with the effects determinations shown in Table 1.

Cultural Resources

Based on the background research and results of the field investigations, the Preferred Alternative will have no effect on any archaeological resources that are listed, determined eligible, or that appear potentially eligible for listing in the National Register of Historic Places (NRHP) within the archaeological Area of Potential Effect. In addition, the three eligible historic resources (8BR02931, 8BR02932, and 8BR02957) will not be affected by the Preferred Alternative, considering NASA Kennedy Space Center has proactively completed mitigation measures of these historic properties scheduled for modification or demolition. This work was approved by the State Historic Preservation Officer (SHPO) in 2013 and 2014. In addition, the linear historic resource, New Smyrna to Haulover Canal Road (8BR02230/8VO08880), appears eligible for listing in the NRHP. The resource is located within the N-S Merritt Island NWR segment. The N-S MINWR segment will consist of constructing a seven-foot buffered bike lane on both sides of the roadway. This will remove the grass shoulder and add pavement. Overall, the undertaking for the N-S Merritt Island NWR segments will retain the existing roadway features and will not result in the removal or destruction of significant cultural resources. The Preferred Alternative is not anticipated to have adverse impacts on cultural resources of the refuge.

The Cultural Resource Assessment Survey was submitted to the SHPO for concurrence on the findings. The SHPO concurred with the determination in a letter dated August 6, 2019, that no historic properties will be adversely affected by the undertaking on the condition that a qualified archaeological monitor be present during ground-disturbing activities in the vicinity of the Crook/Watton Cemetery (8BR01626). The SHPO also requested that Florida Statutes Chapter 872.05 regarding unanticipated finds be referenced.

Physical Environment

Air Quality

The Preferred Alternative includes a trail for pedestrians and cyclists, which will not result in a direct increase of emissions and long-term air pollution. Construction activities will cause short-term air quality impacts in the form of dust from earthwork. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Soils

The Preferred Alternative locates the trail along existing disturbed areas such as dikes, railroad beds, and roadbeds. The adverse impacts of the Preferred Alternative to existing soils of the refuge will be minor to negligible.

Contamination

There are two known contamination sites within the Preferred Alternative area: Hot Spot 1 Interim Measure/Wilson Corners site (Site 4 in Appendix G of the EA) and Wilson's Corner Railroad Yard / SWMU 71 (Site 1 in Appendix G of the EA). All other sites evaluated will not pose a significant risk to the development of the Preferred Alternative and are considered low risk sites. Both sites are under Land Use Control Implementation Plans (LUCIPs). Site 4 is located adjacent to Playalinda Beach Road and thus is not directly adjacent to the Preferred Alternative, but the facility is in the vicinity of the site. The Wilson Corners facility utilized chlorinated solvents [trichloroethene (TCE)] to clean various components of rockets, including fuel lines and other larger components. All wastes were discharged into on-site drain fields. In 1977, groundwater contamination was identified with TCE observed at concentrations of several thousand micrograms per liter. Because of the identified contamination, a Land Use Control Implementation Plan (LUCIP) was prepared that identified an approximately 18-acre plot of land that documents the limits of groundwater contamination, which is predominantly located north of Playalinda Beach Road. The LUCIP prohibits the use of groundwater at this site, in the form of an institutional control that is implemented by the Kennedy Space Center Environmental Program Office, under a MOA between NASA, FDEP, and the U.S. Environmental Protection Agency (EPA), effective February 23, 2001. Other restrictions associated with the LUCIP include development and reuse for the area; these will remain in place until a land use change is implemented and the concerns of the LUCIP are mitigated. Any change in land use control management must be approved by FDEP and EPA and implemented by modification of NASA's operating permit.

Any soil excavations and/or dewatering effluent generated during construction will be handled appropriately using BMPs to preclude the potential migration of contaminants within the project corridor. In addition, any construction activities conducted within a potentially contaminated area must protect the health of workers and the public. All construction activities will be closely coordinated with KSC to minimize any risks associated with the Wilson Corners facility. The Wilson's Corner Railroad

Yard / Solid Waste Management Unit 71 will remain at its current location and will not impact the alignment of the trail. The construction of the trail will include a hard surface feature added to the site.

Socioeconomic Environment

The impacts associated with the implementation of the Preferred Alternative will not disproportionately affect any minority or low-income population or community. Implementation of the trail is expected to enhance recreational and educational opportunities for all persons utilizing the trail system and will not result in any identified effects that will be specific to any minority or low-income community. USFWS, NPS, and FDOT do not anticipate that any adverse impacts on public health and/or the socioeconomic environment will appreciably alter the physical and social structure of the nearby minority or low-income populations or communities. The Preferred Alternative will support the local economy as trails are shown to increase sales for nearby businesses (e.g., hotels, restaurants, and bike repair shops), generate jobs, and provide additional tax revenues to local municipalities (Tampa Bay Regional Planning Council and East Central Florida Regional Planning Council 2017). The Preferred Alternative will not have adverse impacts to the local regional economy.

Administration and Management

The construction and operation of the trail as identified by the Preferred Alternative will not interfere with resource protection activities conducted by the USFWS and NPS and will not have adverse impacts to resource protection on the refuge and CANA. While representing additional maintenance activities, the Preferred Alternative will not adversely impact the personnel, operations, and maintenance of the refuge or CANA.

Potential Adverse Effects and Mitigation Measures

Adverse effects are expected to be minimal or negligible with the construction and operation of the Preferred Alternative. The USFWS commits to the listed measures to minimize effects on wetlands, Essential Fish Habitat, protected species, and cultural resources.

- The Standard Protection Measures for the eastern indigo snake during construction will be implemented.
- During construction, if there are stockpile areas, these should be covered when not in use to avoid potential nesting least terns (April – August).
- Eagle nest monitoring should take place during design and permitting prior to construction. Coordination with USFWS Migratory Bird Division should occur following the updated survey, when the current condition of the nest is known. Minimization measures should include restrictions on construction timing, contractor education to avoid impacts to nests, and nest monitoring during construction.
- The listed excerpt from the Standard Manatee Conditions for In-Water Work (2011) will be followed.
 - Siltation and turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement and entrapment.
 - Barriers shall be installed as to not impede manatee movement.
- Contractor staging, and storage areas will be coordinated with the USFWS staff and will be placed in previously disturbed or paved areas.
- Pre-construction surveys for gopher tortoises will be conducted, and impacts will be addressed on the refuge or CANA, as applicable.
- Construction will occur during daylight hours only.

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- The trail will be open only during daylight hours.
 - Contractor education materials will be provided to minimize effects on wildlife that could be encountered.
 - BMPs to control erosion and sedimentation in accordance with FDOT's Standard Specifications for Road and Bridge Construction will be implemented.
 - A qualified archaeological monitor will be present during ground-disturbing activities in the vicinity of the Crook/Watton Cemetery (8BR01626).
 - Construction plans will include notes referencing the Florida Statutes Chapter 872.05 regarding unanticipated finds and associated requirements per the statute.

To minimize effects related to the existing contamination sites, the FDOT will ensure during associated permitting and construction phases that contracts and operations address related concerns from FDEP and NMFS, as listed.

- Based on the Land Use Controls (LUCs) at this Solid Waste Management Unit as outlined in its LUCIP, when the trail is being built all contracted personnel should be made aware they are working in a LUC area, the contaminants of concern at the site should be explained, what media (soil) and at what depth they may be found should be explained, and appropriate personal protection equipment is to be worn.
- All contaminated soil that is removed from the path for trail construction is to be appropriately evaluated and disposed of offsite.
- A Work Plan for trail construction should be made available to the Department for comment and concurrence before work commences.
- We will coordinate with NMFS during permitting to minimize and address impacts of concern.

Mitigation for unavoidable wetland impacts will occur within the refuge and will result in no net loss of wetland function.

Land Ownership and Site Development

The Preferred Alternative is located within the refuge and does not require land acquisition. Site development will be coordinated with NASA and the construction and operation of the Preferred Alternative will be in accordance with the operation agreement between NASA and the USFWS¹.

The management action is not expected to have significant adverse effects on wetlands and floodplains, pursuant to Executive Orders 11990 and 11988.

Coordination

The management action has been thoroughly coordinated with all interested and/or affected parties. Parties contacted include those listed.

Federal Agencies

- National Aeronautics and Space Administration, Kennedy Space Center
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers

¹ National Aeronautics and Space Administration and US Fish and Wildlife Service. Land Requirement and Management Plans for Proposed Merritt Island National Wildlife Refuge. March 13, 1962.

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- U.S. Fish and Wildlife Service – North Florida Ecological Services Field Office
 - U.S. Air Force
 - National Marine Fisheries Service

Native American Tribes

- Seminole Tribe of Florida
- Miccosukee Tribe of Indians of Florida
- Muscogee (Creek) Nation
- Poarch Band of Creek Indians
- Seminole Nation of Oklahoma

State Agencies

- Florida State Clearinghouse
- Florida Department of State
- Florida Fish and Wildlife Conservation Commission
- Florida Department of Environmental Protection
- Florida Department of Economic Opportunity
- Florida Department of Agriculture and Consumer Services
- St. Johns River Water Management District

Other Agencies, Organizations, and Entities

- Space Coast Transportation Planning Organization
- River-to-Sea Transportation Planning Organization
- Brevard County
- Volusia County
- City of Titusville
- City of Cape Canaveral
- City of Cocoa Beach
- City of Edgewater
- City of Oak Hill
- Local businesses
- Local media
- Local non-governmental organizations
- Local homeowner's associations
- Entities on the email and mail lists
- Requesting members of the public

Findings

It is my determination that the management action does not constitute a major federal action significantly affecting the quality of the human environment under the meaning of Section 102(2)(c) of the National Environmental Policy Act of 1969 (as amended). As such, an environmental impact statement is not required. This determination is based on the following factors (40 C.F.R. §1508.27), as addressed in the Environmental Assessment of the Space Coast Trail:

1. Both beneficial and adverse effects have been considered and this action will not have a significant effect on the human environment. (Environmental Assessment, pages 32-47).

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2. The actions will not have a significant effect on public health and safety. (Environmental Assessment, pages 32-47).
 3. The project will not significantly affect any unique characteristics of the geographic area such as proximity to historical or cultural resources, wild and scenic rivers, or ecologically critical areas. (Environmental Assessment, pages 32-42, 46-47).
 4. The effects on the quality of the human environment are not likely to be highly controversial. (Environmental Assessment, pages 32-47).
 5. The actions do not involve highly uncertain, unique, or unknown environmental risks to the human environment. (Environmental Assessment, pages 32-47).
 6. The actions will not establish a precedent for future actions with significant effects nor do they represent a decision in principle about a future consideration. (Environmental Assessment, pages 32-47).
 7. There will be no cumulatively significant impacts on the environment. Cumulative impacts have been analyzed with consideration of other similar activities on adjacent lands, in past action, and in foreseeable future actions. (Environmental Assessment, pages 46-47).
 8. The actions will not significantly affect any site listed in, or eligible for listing in, the National Register of Historic Places, nor will they cause loss or destruction of significant scientific, cultural, or historic resources. (Environmental Assessment, pages 32, 46-47, 49).
 9. The actions are not likely to adversely affect threatened or endangered species, or their habitats. (Environmental Assessment, pages 40-41, 46-47).
 10. The actions will not lead to a violation of federal, state, or local laws imposed for the protection of the environment. (Environmental Assessment, pages 32-47).

Document Availability

The Environmental Assessment was made available to the public for review and comment from September 16, 2019 through October 21, 2019. Additional copies are available by writing: Merritt Island National Wildlife Refuge, P.O. Box 2683, Titusville, FL 32781 or Canaveral National Seashore, 212 S. Washington Ave, Titusville, FL 32796. Following final decisions by the USFWS and NPS in the respective FONSI, the USFWS FONSI, NPS FONSI, joint USFWS and NPS Response to Comments (attached), and final Visitor Education Master Plan (attached) will be made available to the public.

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BRETT HUNTER
Date: 2020.03.20
10:07:56 -04'00'

David Viker
Regional Chief, National Wildlife Refuge System,
South Atlantic-Gulf and Mississippi Basin Unified Regions

Date