

**NEW JERSEY TRANSIT
PENNSAUKEN JUNCTION TRANSIT CENTER AND
PARK AND RIDE
RIVERLINE (LIGHT RAIL) AND ATLANTIC CITY RAIL LINE
PENNSAUKEN TOWNSHIP, CAMDEN COUNTY, NEW JERSEY
ENVIRONMENTAL ASSESSMENT**

Prepared by:

U.S. Department of Transportation
Federal Transit Administration
and
NEW JERSEY TRANSIT

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Pursuant to the National Environmental Policy Act of 1969, as amended, 42 U.S.C. § 4332(2)(C); Section 4(f) of the Department Transportation Act of 1966, as amended, 49 U.S.C. § 303; the Federal Transit Laws, 49 Chapter 53; Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470(f); Section 404 of the Clean Water Act; Clean Air Act, 40 CFR 93, Subpart B; Section 9 and 10 of the Rivers and Harbors Act of 1899; Federal Endangered Species Act of 1973, (87 Stat. 884 as amended; 16 USC 1531 et seq.); Section Seven of the Federal Wild and Scenic Rivers Act of 1968; Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Flood Plains Management); Executive Order 12898 (Environmental Justice), and other applicable laws, regulations, orders, and guidance.

Proposed Action: The Proposed Action, also referred to as the “Project”, the Pennsauken Junction Transit Center and Park and Ride, will be a new rail transit center located in Pennsauken, New Jersey at the crossing of the Atlantic City Rail Line (A.C.R.L.) and the RiverLINE, at the corner of Drouse and South Zimmerman Avenues. The Project entails the construction of two new interconnected stations: one has a single 200 foot long, floor-level platform with a 60 foot long canopy along the RiverLINE (light rail), and the other has two 300 foot long, high-level, side platforms, and 100 foot long canopies along the Atlantic City Rail Line. Elevator/stair towers approximately 38 feet in height will be constructed to allow for access between the RiverLINE and A.C.R.L. stations. The Project also includes a 283 vehicle parking lot located along Drouse Avenue between Bannard and South Zimmerman Avenues, a boarding area for backup emergency bus service, curbing, sidewalks, signage and lighting.

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EXECUTIVE SUMMARY

NJ TRANSIT is proposing to improve access to intermodal public transportation with the development of a new rail transit center in Pennsauken, Camden County, New Jersey. The proposed Pennsauken Junction Transit Center and Park and Ride (the “Project”) will allow riders to transfer between the Atlantic City Rail Line (A.C.R.L.), which provides service between Philadelphia, PA and Atlantic City, NJ, and the RiverLINE light rail line, which provides service between Trenton, NJ and Camden, NJ. The Project will be located at the crossing of the RiverLINE and A.C.R.L. at the corner of Derosse and South Zimmerman Avenues in Pennsauken Township. This Project also includes a 283 vehicle parking lot located along Derosse Avenue between Bannard and South Zimmerman Avenues. This Environmental Assessment (EA) considers the potential environmental impacts associated with the development of the Project.

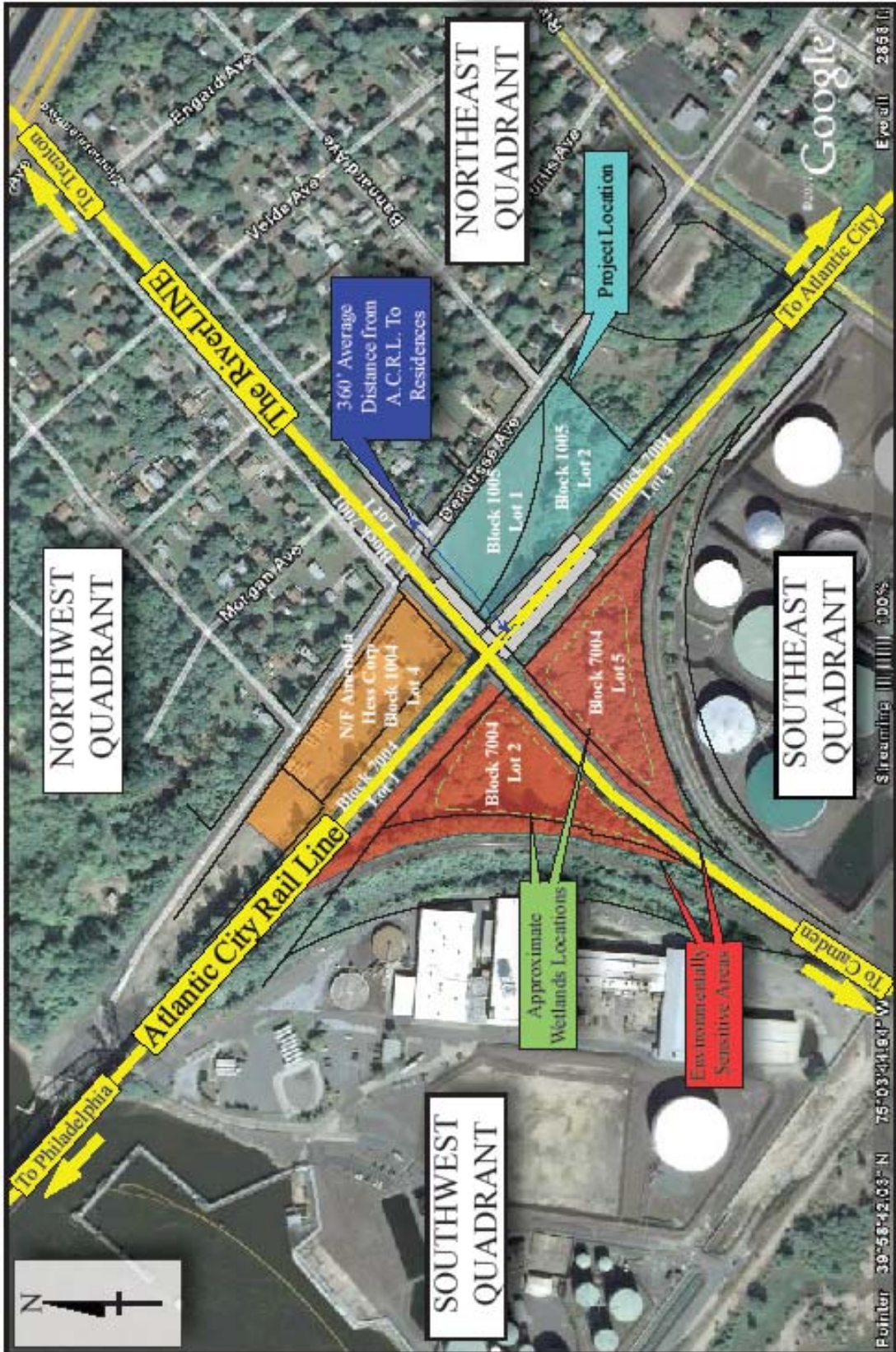
The Project consists of the construction of a new station along the RiverLINE, which includes a 200 foot long, floor-level platform with a 60 foot long canopy, and a new station on the A.C.R.L. with two 300 foot long, high-level side platforms with 100 foot long canopies. These two stations will be connected by stairs and elevators. There will also be a parking area (noted above) and a boarding area for backup emergency bus service, and all proposed improvements will be Americans with Disabilities Act (ADA) compliant. The Project will also incorporate the installation of new crossover switches and tracks, and several conduits and signal bungalows, all of which will be located within the existing rail right-of-way, to improve the ability of trains to cross over between the two tracks within the Project area.

The Project property is Block 1005, Lots 1 and 2; Block 7001, Lot 1; and Block 7004, Lots 1 and 4 in the Township of Pennsauken, Camden County, New Jersey. The Project site is bound by Derosse Avenue to the north, the RiverLINE railroad to the west, and the A.C.R.L. to the south. Adjacent lots south of the A.C.R.L. are undeveloped. Refer to the Site Map and Project Area Map on the following pages.

The purpose and need for the Project is to increase the use of, and access to, mass transit, reduce regional automobile travel, reduce energy consumption and greenhouse gas emissions, and provide for an integrated, cost-effective transit system linking the local area to major employment and recreational destinations. The purpose is based on ridership forecasts that predict a connection between the existing A.C.R.L. and RiverLINE commuter rail lines would attract new riders and transfers, and the need to improve access to distinct destinations served by both rail lines where none currently exists.

Early in the development of the Project, alternatives for building the facility at an alternative station location, and building the facility at the proposed location in an alternative site configuration were studied. However, these options were rejected because they did not meet the Project’s stated purpose and need and were not viable and/or realistic development alternatives. Therefore, this EA analyzes the “Build” and “No Build” alternatives.

SITE MAP



PROJECT AREA MAP



The EA analyzes a number of potential environmental issues, including but not limited to, air quality, noise, vibration, water quality, wetlands, stormwater, threatened and endangered species, traffic, historic and archeological resources, parkland, aesthetics and environmental justice. The Project does not result in any significant impact to the environmental attributes that were analyzed. In those instances where a minor impact is recorded, realistic mitigation options are provided. The anticipated Project environmental impacts, and proposed mitigation actions and Project commitments, are listed on the following page:

Area of Evaluation	Impacts	Mitigation/Commitments
Land Acquisition and Displacements	Acquisition of Conrail and Hess properties; Hess property to be acquired through condemnation only if required following coordination with property owner.	
Land Use, Zoning and Consistency with Local Plans		Present project to local planning board and respond to comments
Air Quality		Not applicable
Noise		Not applicable
Vibration		Not applicable
Water Quality, Navigable Waterways and Coastal Zones	Minor temporary and permanent affects to surface water quality and groundwater.	Collect surface water in vegetated swale area and discharge into wetlands; file Soil Erosion and Sediment Control Plan for construction with the CCSCD.
Wetlands/Open Waters		Not applicable
Stormwater and Flooding		Not applicable
Soils/Geology		Not applicable
Ecologically Sensitive Areas		Not applicable
Vegetation and Wildlife		Not applicable
Endangered and Threatened Species		Monitor site for bald eagle; adjust construction plan if required.
Traffic and Parking		Not applicable
Historic and Archeological Resources		Comply with conditions set forth by SHPO; perform further evaluation if archeological resources are discovered during construction.
Parkland		Not applicable
Section 4(f)		Not applicable
Aesthetics		Continued consultation with Pennsauken and SHPO on final design; install landscape buffer.
Environmental Justice		Not applicable
Direct/Indirect Effects	Temporary construction impacts from noise and dust.	Limit construction activities to daytime; noise and dust control using construction industry's best management practices and in accordance with NJ TRANSIT contractual requirements.
Cumulative Effects		Adhere to health, safety and training rules and requirements during construction.
Hazardous and Non-Hazardous Waste		Perform due diligence within ACRL ROW when environmental access permit is issued by Conrail.
Energy Requirements and Potential for Conservation		Not applicable

Finally, the EA references the scoping performed, the agencies consulted, and the permits required for the Project.

1.0 INTRODUCTION

This document has been prepared as an Environmental Assessment (EA), pursuant to the National Environmental Policy Act, for the Pennsauken Junction Transit Center and Park and Ride (the “Project”), located in the Township of Pennsauken, Camden County, New Jersey. This EA was prepared for the Federal Transit Administration (FTA) pursuant to the National Environmental Policy Act of 1969 (NEPA) as amended, in accordance with Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR part 1500) and FTA’s Environmental Impact and Related Procedures. Based on the analyses conducted, the Project does not have any individual or cumulative significant effect on the environment.

1.1 Identifying Information

The Proposed Action, also referred to as the “Project,” consists of the construction of a new rail transit center consisting of two new interconnected stations: a single, 200 foot long, floor-level platform with a 60 foot long canopy along the RiverLINE, and two 300 foot long, high-level, side platforms with 100 foot long canopies along the A.C.R.L. An elevator and stair tower will connect the two stations.

The Project is located at the crossing of the NJ TRANSIT RiverLINE light rail line and Atlantic City Rail Line (A.C.R.L.) commuter rail line, at the corner of Derosse and South Zimmerman Avenues. The site consists of Block 1005, Lots 1 and 2; Block 7001, Lot 1; and Block 7004, Lots 1 and 4 in the Township of Pennsauken, Camden County, New Jersey (refer to Appendix A, Figures 1 and 2). The Project site is bound by Derosse Avenue to the northeast; the RiverLINE railroad to the northwest; and the A.C.R.L. to the southwest. Refer to the Site Map and Project Area Map on pages 2 and 3.

NJ TRANSIT is the sponsor for the Project. NJ TRANSIT proposes to construct a new rail transit center in Pennsauken, Camden County, New Jersey, allowing transfers between the A.C.R.L., which provides service between Philadelphia, PA and Atlantic City, NJ, and the RiverLINE, which provides service between Trenton, NJ and Camden, NJ.

The station site currently consists of grade separated rights-of-way for the grade level RiverLINE and elevated A.C.R.L. The site for the proposed parking area consists of a weeded lawn that is owned and maintained by Hess Corporation and Conrail with some peripheral brush and trees in the southeast corner of the parcel. No facilities, platforms, or parking areas currently exist within the Project site. Both rail lines will continue to operate as they currently do upon the completion of the Project.

Currently, the two nearest stops to the Project site along the RiverLINE are the Pennsauken/Route 73 Station, located approximately 2.75-miles north, and the 36th Street Station, located approximately 1.5-miles south. The two nearest stops along the A.C.R.L. are the 30th Street Station in Philadelphia, Pennsylvania, approximately 10 miles west, and the Cherry Hill Station in Cherry Hill, New Jersey, which is approximately 4.5 miles east.

The Project includes Americans with Disabilities Act (ADA) compliant lighting, access ramps, signage, and communication systems. These accessibility improvements and amenities will

increase customer convenience and comfort while providing safe access to platforms and efficient boarding/de-boarding. The proposed plans allow for full accessibility to the station in compliance with ADA requirements.

1.2 Purpose and Need for Action

1.2.1 Purpose

The purpose of the Project is to increase the use of, and access to, mass transit, reduce regional automobile travel, reduce energy consumption and greenhouse gas emissions, and provide for an integrated cost-effective transit system linking the local area to major employment and recreational destinations. Currently, passengers cannot transfer between the two lines as there is no physical connection between them. The current lack of a transfer point between NJ TRANSIT's southern New Jersey commuter and light rail lines (the A.C.R.L. and the RiverLINE) significantly limits the ability to meet these needs and, therefore, the linking of these two transit lines is essential to meeting the Project purpose. This would enable residents of southern New Jersey to reach multiple northern New Jersey locations, as well as New York City, by utilizing one transit system with one set of fare policies, fulfilling the long-term goal of connecting all of the rail lines on NJ TRANSIT's system.

The Project will improve travel times for existing riders by providing a direct link between NJ TRANSIT's A.C.R.L. and RiverLINE, and extending the reach of the existing rail system by linking the A.C.R.L. with Trenton and NJ TRANSIT's most heavily traveled rail line, the Northeast Corridor. The Project will link the existing RiverLINE light rail, which provides light rail service from Camden, NJ to Trenton, NJ with the existing A.C.R.L., which provides service from Philadelphia, PA to Atlantic City, NJ. The Project would provide a convenient and needed transit connection between areas in Burlington and Mercer counties along the RiverLINE with Atlantic City and parts of Philadelphia. The Project would also link Atlantic City, Atlantic County and western Camden County with the state capital, Trenton, and the existing Trenton-area bus system, and provide an integrated link between communities along the RiverLINE and to the rest of the NJ TRANSIT rail system. The Project would improve local access in parts of Camden and Burlington counties to the regional transit system by providing both a new RiverLINE station and an Atlantic City Line station.

The Project results in significantly improved utilization of the existing mass transportation infrastructure and customer convenience. The Project provides full accessibility to the transit center in compliance with ADA requirements. The construction of platform canopies will provide weather protection, and result in a more pleasant and comfortable commuting experience for rail passengers. Local residents will have new and direct access to the university area of Philadelphia, as well as employment and recreational options in Atlantic City, reducing commuting times that currently exceed 40 to 100 minutes by between 15 and 33%, depending upon the destination, compared to the service which is presently available.

The proposed Pennsauken Junction Transit Center and Park and Ride is multi-modal as the Project links light rail with commuter rail. Additionally, passengers can access the station by automobile, bicycle, and on foot. Two bicycle lockers will be installed in the open plaza located

between the two rail stations where they will be easily visible and will not interfere with pedestrian activity.

Finally, the Project conforms to the New Jersey State Plan, which encourages the utilization of existing infrastructure as well as the provision of mass transit services.

1.2.2 Need

Ridership forecasts (for the year 2015 and the year 2032) indicate an existing need for a transfer between the two existing rail lines: the RiverLINE and the A.C.R.L. NJ TRANSIT's April 2008 ridership forecast anticipates that 570 riders (1,140 trips) will board the A.C.R.L. and RiverLINE at the transit center on a typical workday in the target study year of 2015. Of these, 420 passengers will board locally (i.e., non-transfers). This ridership forecast is based on the current A.C.R.L. schedule, which provides for 14 to 16 trains each way per day, and the current RiverLINE schedule, which currently has service every 15 minutes during peak periods, and every 30 minutes off-peak in each direction. Additional ridership forecast information is contained in Appendix H.

Additionally, current State and national policies promote the provision of mass transit options to assist in the reduction of greenhouse gas emissions caused by excessive automobile use, and to reduce automobile use to save energy and reduce congestion. This Project meets those goals by reducing annual vehicle miles traveled (VMT) by 9.7 million in 2015, reducing automobile trips on a typical weekday by 820 trips (410 each way), and saving 10,500 barrels of oil annually in 2015.

The Project will save current riders of the RiverLINE who wish to access the A.C.R.L. between Atlantic City and Lindenwold 16 to 20 minutes in one-way travel time. This time savings is based on the running times for existing services, and the need for only one transfer from the RiverLINE (or local access) to the A.C.R.L., compared with traveling on the RiverLINE to the Walter Rand Transportation Center in Camden, transferring thereto PATCO, and then transferring again to the A.C.R.L. at Lindenwold. This is a 15-20% travel time savings on a trip that currently takes up to 100 minutes, depending on destination, from the local area.

Both local riders and RiverLINE users in Burlington County will also save 7 to 14 minutes on trips to/from the 30th Street station area of Philadelphia by using the A.C.R.L. This area, the University district, is a major employment center, as well as being the home of several universities, including the University of Pennsylvania, Drexel, and other schools. The current trip involves transferring to the PATCO rapid transit line at Walter Rand Transportation Center in Camden, and then transferring again at 8th Street in Philadelphia to the SEPTA Market-Frankford subway line to reach the same destination. The Project would save 17-33% of the current travel time to reach this area by mass transit. These time savings will encourage potential transit riders in the local area, as well as along the RiverLINE and A.C.R.L., to switch to mass transit rather than using automobiles for their travel.

This Project will also increase transit access to Trenton and other points along the RiverLINE, including connections to the Northeast Corridor Rail Line for people living in Atlantic and

Camden counties along the A.C.R.L. These potential riders will save between 8 and 21 minutes each way to reach Trenton depending on the alternative transit path used.

Overall, the ridership forecast diverts approximately 820 automobile trips (410 each way), primarily from Atlantic City, the 30th Street area of Philadelphia, and locations along the RiverLINE. The ridership forecast also shows that 50 existing A.C.R.L. riders will divert their boardings from the Cherry Hill and Lindenwold stations to the Pennsauken Junction Transit Center because of the proximity of the new station to their origin.

Travel time savings and transfer point information is illustrated on Figure 17 in Appendix A.

1.3 Scoping and Public Involvement and Issues

The local Metropolitan Planning Organization for this Project, the Delaware Valley Regional Planning Commission, has included the Pennsauken Junction Transit Center and Park and Ride in its list of approved American Recovery and Reinvestment Act projects (DB #T55).

Local agencies and interested parties have been consulted as part of the Project scoping process. NJ TRANSIT has been in contact with the Township of Pennsauken to involve them in the design process and obtain their concurrence with the Project design. A meeting was held on February 19, 2009 with representatives of Pennsauken Township to discuss the Project design at the conceptual stage. As is stated in a letter, dated March 4, 2009, from the Township Administrator to NJ TRANSIT, the Township of Pennsauken supports the proposed transit center Project (refer to Appendix B, Correspondence).

An additional meeting was held on April 9, 2009 between NJ TRANSIT representatives and the Pennsauken Mayor, Township Attorney, Administrator and Engineer. The Township affirmed its support of the Project at the meeting. The April 9th meeting provided Township officials the opportunity to discuss the Project. The discussion related primarily to questions relative to anticipated traffic, noise, grade crossings, and drainage impacts, all of which were discussed during the meeting and are addressed in this EA document.

Consultation and communication between NJ TRANSIT representatives and Pennsauken Township officials is ongoing and will include coordination regarding the final design for the Project. NJ TRANSIT has scheduled an informational meeting for members of the public to be held on August 25, 2009.

Conrail has also been consulted to obtain its support for the Project and to develop an operating agreement between NJ TRANSIT and Conrail for a transit center along the A.C.R.L. A portion of the proposed transit center will be located within the Conrail right-of-way. NJ TRANSIT representatives met with Conrail representatives on March 5, 2009 regarding the Project. Conrail endorsed the Project in an April 13, 2009 letter (refer to Appendix B, Correspondence).

As part of the public outreach process under Section 106, the final *Cultural Resources Investigation* report was submitted to NJ Transit and New Jersey State Historic Preservation Office (SHPO) for review, consultation and concurrence. Additionally, ten other agencies,

groups, and/or parties have been consulted as part of the outreach process for Section 106. A copy of the final text summary of the Section 106 report, dated February 2009, is contained in Appendix I; the full document is available upon request.

2.0 PROPOSED ACTION AND ALTERNATIVES

2.1 Description of Proposed Action

The Project consists of the construction of a new rail transit center consisting of two new interconnected stations: a single, 200 foot long, floor-level platform with a 60 foot long canopy along the RiverLINE, and two 300 foot long, high-level, side platforms with 100 foot long canopies along the A.C.R.L. An elevator and stair tower will connect the two stations. The platforms will be designed in accordance with NJ TRANSIT station design standards. No track realignments are required, but signal and interlocking modifications will be necessary along the A.C.R.L. to complete the Project. The Project will include the construction of a new commuter parking lot with 283 parking spaces. The park-and-ride lot can also accommodate emergency bus service and is expected to attract drop-off/pick-up patrons as well.

New pedestrian walkways will be provided to allow access to the floor-level and northerly high-level platforms from the park-and-ride lot and Derosse Avenue. The pedestrian walkway that connects to the northerly high-level platform includes both stairs and ADA-compliant ramps. Both the northerly and southerly high-level platforms will include elevator/stair towers, approximately 38-feet in height, to provide patron access. Also in compliance with ADA requirements, seven handicap-accessible spaces will be designated within the western end of the proposed parking lot, adjacent to the access ramp for the RiverLINE boarding platform and in the immediate vicinity of the elevator tower. ADA compliant lighting, elevators, signage, curbing and sidewalks will provide full accessibility to all platforms. Additional amenities include benches, trash receptacles, brick pavers, closed circuit security cameras, ticket vending machines, pedestrian guide rails, and hazard markers.

On the A.C.R.L., the Project is located in Conrail-owned territory referred to as the Delair Branch, starting at milepost 2.7 and running two miles south to the Pemberton Branch. NJ TRANSIT and Conrail share trackage rights in this area. Conrail operates on Track 2 (referred to as the Hatch Industrial Track or “Hatch IT”), and allows NJ TRANSIT, under the terms of an existing, negotiated agreement, to operate passenger service on Track 1. The Project requires both Conrail and NJ TRANSIT to be able to operate through the area in a timely and unobstructed fashion. The Project will change the terms of the existing operating agreement between NJ TRANSIT and Conrail, allowing NJ TRANSIT to operate on both Track 1 and the Hatch IT while, at the same time, allowing Conrail to continue servicing its existing clients and protecting the ability to solicit and service future clients along the Hatch IT. As is the case with the existing operating agreement between NJ TRANSIT and Conrail, the future revised agreement will ensure operating rights for both parties in perpetuity.

Joint operation along the Delair Branch will be accomplished by improving the ability to cross over between Track 1 and the Hatch IT through the installation of two new crossover tracks and by remotely controlling those crossovers and one existing switch. These elements will be incorporated in a new interlocking that will be added to the signal system to expedite train movements of both Conrail and NJ TRANSIT on the shared tracks and conform with federal regulations. The improvements to the signal system will require not more than two new signal bungalows and not more than four new 4-inch conduits, in addition to the crossover tracks.

None of these track or signal related Project elements will result in a negative environmental impact as they all represent improvements and/or maintenance activities undertaken within the existing rail right-of-way.

This EA considers the potential environmental impacts associated with the Project.

The preferred design plan of the Project is provided in Appendix K, Project Plan.

2.2 Background Information

Early in the development of the Project, several site locations were studied. Several of these options were rejected because they did not meet the Project's stated purpose and need and were not viable and/or realistic development alternatives.

2.2.1 Alternative Station Location

The purpose of the Project is to increase the use of, and access to, mass transit, reduce regional automobile travel, reduce energy consumption and greenhouse gas emissions, and provide for an integrated, cost-effective transit system linking the local area to major employment and recreational destinations. The stated purpose and need can only be achieved by linking the A.C.R.L. and the RiverLINE, and can, therefore, only be accomplished at a location where the two rail lines intersect. Therefore, there is only one geographic location to be considered in this analysis consisting of the intersection of the A.C.R.L. and the RiverLINE.

The intersection of the two rail lines at a grade separated crossing creates four quadrants for the potential location of the new station: the northwest quadrant, the northeast quadrant, the southeast quadrant and the southwest quadrant. These quadrant locations are the four alternative station locations considered in this discussion. The quadrant locations are shown in Appendix A, Figure 3, and also on the Site Map shown on page 2 of this EA.

The southwest and southeast quadrants are undeveloped, and are currently owned by Conrail. They are bounded by the Conrail rail embankment and two existing petroleum storage and processing facilities to the south of the rail lines. Both also contain environmentally sensitive areas (open water and wetlands) that would potentially restrict development in both the southeast and southwest quadrants.

To develop either of the southwest and southeast quadrants, access roads approximately 400 feet long from Derosse Avenue along the RiverLINE (passing under the A.C.R.L. line) would be required. The construction of access roads, as well as a proposed parking lot, would also require property acquisition. Additionally, the construction of a parking area would eliminate an open surface water pond on the southwest quadrant, and/or wetland areas affecting approximately one acre of environmentally sensitive area in either quadrant. These two quadrants provide stormwater impoundment areas critical to drainage of local streets, as they currently receive stormwater runoff from Derosse Avenue. The environmental constraints combined with the necessary access improvements make both the southwest and southeast quadrants unviable sites for the new parking area and station, and will not be considered for further analysis.

The northwest quadrant is improved and occupied by a trucking terminal and truck maintenance facility. Construction of a parking lot and stations in this area would involve property acquisition, relocation or elimination of the existing business, and loss of an improved tax rate, all of which will add unknown variables (such as potential job and property tax revenue losses) to the Project and increase Project costs. The northwest quadrant is not a viable alternative site location because of the potential job and property loss and will not be considered for further analysis.

The northeast quadrant is vacant, and is the preferred location for the Project. The properties for the proposed parking area are vacant, and are owned by Hess Corporation and Conrail (Block 1005, Lots 1 & 2 respectively). The elevation of the site is at, or close to, the level of Derousse Avenue, thereby minimizing land disturbance. The site is readily accessible from Derousse Avenue, which can support the additional traffic from passengers utilizing the new station. The northeast quadrant is, therefore, the preferred location for the construction of the Project, as is discussed below.

2.3 Description of Alternatives Analyzed in Detail

This section reviews the alternatives that were analyzed for the Pennsauken Junction Transit Center and Park and Ride. These alternatives were examined based on the stated goals of increasing mass transit use, reducing energy consumption and greenhouse gas emissions, providing cost-effective transit, improving travel times for existing riders, and increasing access to the transit system with more options. These goals will be achieved by connecting the RiverLINE to the A.C.R.L. The "build" and "no build" Project alternatives were considered.

2.3.1 "No Build" Option

The "no build" option involves not constructing the proposed Pennsauken Junction Transit Center and Park and Ride.

The "no build" option is contrary to the stated purpose and need of the Pennsauken Junction Transit Center and Park and Ride Project, which is to increase mass transit use, reduce automobile travel, and provide an integrated, cost-effective transit system by linking the RiverLINE with the A.C.R.L. The transit center would link existing transportation modes and support projected 2015 public transit needs by reducing the number of vehicle trips on a typical weekday by approximately 820 vehicles (two-way). The "no build" option eliminates the potential of a critical intermodal hub to connect the RiverLINE and A.C.R.L. The "no build" option conflicts with the State Plan and current State and national policies of providing mass transit options and thereby promoting the reduction of greenhouse gas emissions by providing viable alternatives to automobile use.

2.3.2 "Build" Option

The Project, is to develop the transit center facility on the northeast quadrant, as described in Section 2.1 Description of Proposed Action. The Pennsauken Junction Transit Center and Park

and Ride will provide increased commuter access to multiple transportation modes. The preferred location of the parking area is at the northeast quadrant of the intersection of the rail lines, which is vacant property. The proposed location does not require new rail crossings or disruptions to existing businesses, and results in minimal land disturbance with no significant effects to any environmental resources.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL AFFECTS

The environmental impacts associated with the Project are primarily limited to an increase in impervious surfaces, the removal of maintained and/or disturbed vegetation, and temporary soil disturbances associated with construction of the parking lot, canopies, platforms, and pedestrian pathways.

A detailed description of existing environmental conditions and the impacts of the Project are provided in the following subsections.

See Appendix D, Background Information: Environmental Resources for additional information on select environmental issues as indicated.

3.1 Land Acquisition and Displacements

The proposed improvements will be constructed on vacant lands currently owned by NJ TRANSIT, Conrail, and Hess Corporation. The ownership and function of the NJ TRANSIT property are not changed by the Project. The Project will require the acquisition of approximately 93,000 square feet of land from Conrail (Block 1005, Lot 2) and Hess Corp. (Block 1005, Lot 1). NJ TRANSIT is coordinating with Conrail regarding the property acquisition, and has received Conrail's support for the Project (see correspondence in Appendix B). The Hess Corp. has allowed NJ TRANSIT access to its property for the purposes of preliminary site evaluations, and coordination between Hess and NJ TRANSIT regarding property acquisition is also ongoing. Upon the completion of the NEPA process for the Project, NJ TRANSIT will proceed with the necessary property acquisition processes.

3.2 Land Use, Zoning and Consistency with Local Plans

The Project site is located within the Township of Pennsauken, Camden County, New Jersey. The Project is consistent with the Pennsauken Township Ordinances. The Township Development Ordinances are contained in Chapter 141 of the Township Code, dated November 15, 2007. The Project site is located within the Residential 3 (R-3) Zone District for the township. Pursuant to Section 141-78 of the Township Code, permitted principle uses in the R-3 zone include single-family detached dwellings on 5,000 square-foot lots, agricultural uses, signs and home occupations. Permitted conditional uses in the R-3 zone include places of worship, clubs or lodges, and passenger stations for public transportation, telephone central offices, and other public utility uses; therefore, the Project qualifies as a permitted conditional use in the R-3 zone. (For zoning designations and locations refer to Appendix A, Figure 8.)

A "conditional use" is a use that is permitted in the zone district provided that all of the specified conditions are met. Conditional use ordinances usually contain a list of conditions associated with the use (i.e. parking requirements, bulk regulations, open space allowances, etc.). The actual definition of conditional use from the Municipal Land Use Law is, "... a use permitted in a particular zoning district only upon a showing that such use in a specified location will comply with the conditions and standards for the location or operation of such use as contained in the zoning ordinance, and upon the issuance of an authorization therefore by the planning board."

Conditional use applications are typically heard and decided by the municipal Planning Board. The Zoning Board only hears conditional use applications when the application does not meet one or more of the conditional use standards; the process where one or more standards is not met involves a variance which is a deviation from a conditional use standard.

As a State agency, NJ TRANSIT is exempt from local or county planning board oversight and, therefore, the typical local board approval process is not required for this Project. However, NJ TRANSIT will, in accordance with its standard practice, make a presentation before the Pennsauken Planning Board to afford the Board and the public an opportunity to comment on the Project, and will respond to such comments.

The current land use north of the Project site (north of Derosse Ave.) is residential. Land use immediately west and south of the Project site consists of industrial developments. East of the Project site to River Road is currently vacant land that was previously developed with a former rail spur that crossed Derosse Ave. at the eastern limit of the proposed parking lot.

Based upon a Pennsauken Township zoning map, adjacent land uses to the west and south are zoned as Heavy Industrial (HI). Residential areas to the north are zoned primarily as Residential 3 (R-3), with small patches of Commercial 1 (C-1) and Residential 4 (R-4). Refer to Appendix B, Correspondence, for a copy of the memorandum and zoning map.

The Project is located entirely within existing NJ TRANSIT property and property now owned by Hess and Conrail. The Project does not require an increase in the number of tracks or train frequency. No displacement of businesses or residences will result from the Project. In addition, no community or neighborhood facilities will be disrupted or fragmented by the Project. It is anticipated that the Project will improve existing conditions for NJ TRANSIT customers, as well as residents of the Township of Pennsauken, by improving access to the area's existing mass transportation systems.

In accordance with the New Jersey State Development and Redevelopment Plan adopted March 1, 2001, Pennsauken Township is found within the Metropolitan Planning Area PA-1, as shown on the State Plan Policy Map. As outlined in the Plan, the Metropolitan Planning Area will contain much of the State's future redevelopment and revitalization, with continued growth in compact forms in order to protect existing stable communities. The proposed transit center conforms to the goals and objectives of PA-1 by encouraging and serving the redevelopment of existing underutilized industrial/commercial properties.

The Metropolitan Planning Area includes large urban centers such as Camden, which have strong economic and transportation ties to Philadelphia. Here, mature settlement patterns are found with affordable housing that can attract households seeking less dependency on motor vehicles. In addition, strong mass transit systems are already in place (i.e., the A.C.R.L., the RiverLINE, and the local bus systems).

3.3 Air Quality

3.3.1 National and New Jersey Ambient Air Quality Standards

The 1970 amendments to the Clean Air Act (CAA) mandated that the US Environmental Protection Agency (USEPA) establish National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), lead (Pb), sulfur dioxide (SO₂), total suspended particulates (TSP), inhalable particle matter smaller than 10 micrometers (PM₁₀), and in 1997, a new particulate standard; PM_{2.5}; (inhalable particulate matter smaller than 2.5 micrometers; 2.5 x 10⁻⁶).

3.3.2. Existing Conditions

The Pennsauken Junction Transit Center and Park and Ride project is located within Camden County, which is in NO₂, Pb, SO₂, and PM₁₀ attainment but PM_{2.5} and 8-hour O₃ non-attainment. Camden County is considered a maintenance area for CO.

3.3.3. Air Quality Modeling Results

Regional air quality benefits are expected due to a reduction in vehicular trips with project implementation. However since the project is located within a CO maintenance area, a microscale CO analysis was necessary to ensure localized air quality impacts would not result. The 2032 “No-Build” CO analysis was performed based on the adjacent roadways while the 2032 “Build” CO analysis evaluated the cumulative contribution of the surface parking lot as well as adjacent roadways. Assuming appropriate modeling procedures, the peak 1-hour and 8-hour 2032 “No-Build” and 2032 “Build” concentrations do not exceed the NAAQS set forth for CO. Figures 14 and 15, within Appendix A, as well as Table 1, below, detail peak CO concentrations. The air quality analysis supportive data is included within Appendix F.

TABLE 1
Peak 1 & 8-Hour CO Concentrations (ppm)¹

Modeling Condition	Peak 1-hour Concentration	Peak 8-hour Concentration
2032 “No-Build”	3.0	2.1
2032 “Build”	3.2	2.8

¹ – units in parts per million (ppm)
1-hour standard – 35 ppm
8-hour standard – 9 ppm

3.3.4. Conformity Determination

This project is located in a CO maintenance area and PM_{2.5} and ozone (O₃) non-attainment area, hence a conformity determination was required. A conforming STIP (Statewide Transportation Improvement Plan) must quantify regional emissions to demonstrate emission budgets are not exceeded. A transportation project included within an approved STIP is considered to conform to the rule. The Pennsauken Junction Transit Center and Park and Ride project (DB# T300) is

included within the approved FY 2009-2012 STIP, specifying NJTRANSIT projects (See Appendix F). Therefore, quantification of local or regional O₃ levels is not necessary. Based on an estimated 9.69 million annual VMT savings related to the A.C.R.L. and RiverLINE connection, precursors of O₃ such as VOCs and NO_x are expected to reduce annually by 217 tons and 254 tons, respectfully. In addition, based on the microscale CO analysis, CO levels are predicted to be well below the one-hour (35 ppm) and eight-hour (9 ppm) NAAQS. The project would not create a PM_{2.5} concern since diesel vehicles are not expected to increase with project implementation. Therefore, this project provides regional air quality benefits and will comply with the conformity requirements established by the 1990 Clean Air Act Amendments of 1990.

Additional air data information is contained in Appendix F.

3.4 Noise

3.4.1. Introduction

An analysis was performed to determine the potential noise impact that could occur as a result of the Project using FTA's *Transit Noise and Vibration Impact Assessment* (May 2006) guidance (referred to in this section as FTA's Noise and Vibration guidance). The analysis assumed, based on future NJ TRANSIT rail operations, that no additional trains are proposed for either line, however, warning horns will be added to the noise environment as A.C.R.L. trains approach the platform. Therefore, the analysis focused on the potential noise impact resulting from the additional warning horns compared to existing noise levels.

3.4.2. Existing Noise Environment

Sensitive sites within the study area consist of residences along Derausse, Adams, North Zimmerman and South Zimmerman Avenues, which would be considered Category 2 land-use. FTA's Noise and Vibration guidance defines Category land-use as residential buildings where people may be sensitive to nighttime noise or hospitals and hotels (which are not within the study area). There are no Category 1 land-use activities (which include recording studios, concert halls or tracts of land where serenity is necessary to preserve the intended use) within the Project limits, nor Category 3 land-use activities (which include schools, libraries, theaters, churches, cemeteries, monuments, museums, campgrounds and recreational facilities) within the Project study area.

In order to determine the existing noise environment at nearby residences (Category 2), noise levels were monitored along Derausse Avenue on April 28, 2009 during the periods 7:00-9:00 AM, 12:00-2:00 PM, and 4:00-6:00 PM. A peak hour noise level of 67 dBA (L_{eq}) was documented from 8:00-9:00 AM. In other words, when noise monitoring was performed from 7:00-9:00 AM, within this period, the peak noise level of 67 dBA occurred from 8:00-9:00 AM. The other noise monitoring periods yielded lower noise levels than 67 dBA. Since a total of ten (10) trains traveled past the proposed site (representative residential locations) within the peak hour, rail-related noise dominates the existing noise environment, in comparison to vehicular noise within the area. Utilizing field data and calculations within Appendix D of the FTA Transit Noise and Vibration guidance, a site-related L_{dn} of 65 was computed.

3.4.3. 2032 “Build” Noise Analysis

The 2032 “Build” noise analysis was performed to determine the potential impact of the additional horns necessary for the A.C.R.L. trains on approach to the proposed station. Within the study area, the RiverLINE is closer to residences than the A.C.R.L. line. The closest residence to the RiverLINE is 100 feet (North Zimmerman Avenue), while the closest residence to the A.C.R.L. line is 346 feet (Derosse Avenue). The RiverLINE crossing is at-grade with Derosse Avenue, while the A.C.R.L. crossing is elevated above the RiverLINE. In addition, the RiverLINE trains currently blow three short warning horns on approach to the at-grade Derosse Avenue crossing, while the A.C.R.L. trains do not currently blow warning horns.

With Project implementation, the number of A.C.R.L. trains traveling along the line will not change, however, the trains will be required to signal a warning horn on approach to the proposed platform during “hours of darkness” only when a patron is visible (pursuant to State of New Jersey P.U.C. Order dated August 3, 1972). The existing noise environment is already dominated by train and train horn noise, therefore, the analysis focused on the additional train horn noise resulting from trains traveling on the A.C.R.L. line. For purposes of the train horn calculations, the 24-hour A.C.R.L. train schedule was utilized to determine the exact number of trains traveling per hour. The A.C.R.L. rail train speed of 30 mph was utilized along the distance of 346 feet (closest residence to A.C.R.L. line). An FTA-approved reference level for transit warning horns (100 dBA) was also utilized. A conservative assessment was performed assuming one train horn will be necessary during “hours of darkness” as per safety regulations.

The resultant additional A.C.R.L. horn noise level of 60.4 dBA (L_{dn}) was calculated at the closest Derosse Avenue residence. FTA noise impact criteria for rail projects compares the existing noise levels with predicted noise levels, assuming Project implementation. As shown in Table 1, the Project-related horn noise (60 dBA L_{dn}) would result in “no impact,” when compared to the existing background of 65 dBA (L_{dn}). Table 1 is based on the FTA Transit Noise and Vibration guidance document; Table 3-1. As a result of the Project the change in cumulative noise levels should not be noticeable.

Table 1. Noise Levels Defining Impact for Transit Projects

Existing Noise Exposure (L_{dn} dBA)	Project Noise Impact Exposure (L_{dn} dBA)	Category 2 Sites (L_{dn} dBA)		
		No Impact	Moderate Impact	Severe Impact
65	60	<61	61-66	>66

In addition, northbound RiverLINE trains (8 pass-bys during peak hour) will no longer blow horns as they depart from the transit station since the crossing gate will be engaged. Conservatively, this reduction of approximately 50% of horn noise was not included within the project-related horn noise calculation of 60 dBA (L_{dn}).

Construction-related noise and vibration impacts are addressed in the Section 3.19.1 entitled, “Construction Impacts.”

3.5 Vibration

An evaluation was performed to determine the potential ground-borne vibration impact related to the Project. The A.C.R.L. trains are pulled/pushed by locomotives and can generate relatively higher vibration levels than those produced by RiverLINE light rail trains. However, the Project will not change the number of trains traveling along the A.C.R.L. or RiverLINE.

As a result of the Project, trains along the A.C.R.L. and RiverLINE will operate at lower speeds when decelerating and accelerating during station stops. As a result of these decreased speeds within the Project area on both lines, the Project is not expected to result in additional ground-borne vibration impact and therefore mitigation measures are not necessary.

3.6 Water Quality, Navigable Waterways and Coastal Zones

The Coastal Zone Management Act (CZMA) of 1972, administered by the National Oceanic and Atmospheric Administration's (NOAA's) Office of Ocean and Coastal Resource Management (OCRM), provides for management of the nation's coastal resources and balances economic development with environmental conservation. This zone, approved by NOAA and administered by the New Jersey Department of Environmental Protection (NJDEP), only extends only up to Cumberland County along the Delaware River. Therefore, there is no coastal zone in or around the Project site or this area of Camden County.

A review of the NJDEP's Bureau of Geographic Information Systems (BGIS) i-MapNJ interactive mapping application indicates that there are no surface waters or navigable waterways around the Project site except for the mainstem of the Delaware River, located approximately 1,500-feet west of the Project site. As a result, there will be no impacts to these resources as a result of the Project.

The Project will create minor, temporary surface water quality impacts during construction. NJ TRANSIT will file the required construction documents for certification of the Soil Erosion and Sediment Control Plan (SESCP) with the Camden County Soil Conservation District. Construction activities will be controlled in accordance with the SESCO to minimize and avoid temporary surface water impacts from the land disturbance and excavation activities.

Approximately 2.9 acres of new impervious surface will be created by the Project. The Project will create minor surface water and groundwater quality impacts due to the runoff from the proposed parking area.

No NJDEP permits or review of the proposed work are required or were undertaken since no NJDEP regulatory areas are involved (wetlands, floodplains, streams, tidal waters, etc.). NJDEP does have standards that apply to land development and paving activities within the regulatory framework of the State's Water Pollution Control Act, Flood Hazard Area Protection Act, and Municipal Land Use Law through its Stormwater Management Rules that will apply to the design of the Project and its parking area. To mitigate erosion and the water quality impacts, the Project will be designed to achieve NJDEP's water quality design criteria by routing stormwater through vegetated swales in the catch basin area and structured treatment devices (stormwater

filters) before being discharged via sheet flow immediately south of the Project site. The structured treatment devices approved by NJDEP are designed to accept stormwater and remove a high percentage of suspended solids and hydrocarbons before discharge. This drainage design and the water quality design criteria are also addressed through review by the Pennsauken municipal engineer and by the Camden County Soil Conservation District under their delegated role to review plans on behalf of NJDEP and to issue a NJPDES General Stormwater Permit for the Project.

NJ TRANSIT will file the Soil Erosion and Sediment Control Plan (SESCP) with the Camden County Soil Conservation District for certification. Construction activities will be controlled in accordance with the SESCO, which will be incorporated into the construction documents.

As the Project area is located within a sole source aquifer, NJ TRANSIT has consulted with the US Environmental Protection Agency (USEPA) Region II, and forwarded draft Project and environmental impacts documentation for their review and evaluation pursuant to the requirements of the Safe Water Drinking Act of 1974. The USEPA response is pending.

3.7 Wetlands/Open Waters

Amy S. Greene Environmental Consultants, Inc. (ASGECI) conducted a field investigation to determine the presence or absence of wetlands, wetland transition areas, and State open waters on the Project site. ASGECI's finding that there are no wetlands or State open waters on the site can be found in Appendix D. In addition, existing wetland maps and other published information were reviewed, and confirmed that there are no mapped wetlands on or in the vicinity of the Project site (Appendix A, Figures 5 & 12). As previously noted, stormwater from the site will be treated by several methods in accordance with NJDEP water quality criteria to protect any wetland areas outside the Project limits. No impacts to freshwater wetlands, wetland transition area or State open waters will result from the Project; therefore, no NJDEP Freshwater Wetlands Protection Act permits will be required.

See Appendix D, Background Information, for additional wetland/open water information.

3.8 Stormwater and Flooding

According to the Federal Emergency Management Agency (FEMA) flood data (refer to Appendix A, Figure 6), the Project site is outside of the 100-year floodplain (FEMA, 2007). The Delaware River is located approximately 1,500-feet west of the Project site. Based on analysis of the existing conditions, no flooding impacts will occur as a result of the proposed activities.

The existing Project site currently collects stormwater runoff and deposits it in the southeast quadrant of the rail line intersection. The Project will maintain existing drainage patterns (See Figure 13 in Appendix A). The site will be developed to control and minimize stormwater runoff from the proposed construction. The Project is anticipated to improve local street drainage on Derousse Avenue with the installation of curbing along the south side of the road and new catch basins that will be connected to the Project's drainage system.

NJ TRANSIT has met with Township officials and the municipal engineer to review the proposed site development and drainage plans and the Township has concurred that there will not be any flooding impacts as a result of the proposed activities. The issue of stormwater management was discussed between NJ TRANSIT personnel and the Pennsauken Township engineer during a Project coordination meeting held on April 9, 2009. An email documenting the township engineer's concurrence that the Project, as proposed, will not exacerbate local flooding is included in Appendix B, Correspondence.

3.9 Soils/Geology

According to the New Jersey Soil Survey Geographic Database (SSURGO) soils mapping for Camden County, two soil types are present within the Project site (Appendix A, Figure 7). See Appendix D, Background Information for detailed soil information.

There are no soils on the site that raise soil resource issues because a portion of the site contains improvements and the other portion consists of fill material. No wetland soils exist within the Project area. A Soil Erosion and Sediment Control Plan (SESCP) will be developed and implemented to limit impacts in compliance with the standards for Soil Erosion and Sediment Control (N.J.A.C.2:90). The plan will be submitted for approval by the Camden County Soil Conservation District. The Project site is not located in a region associated with acid producing formations/soils (Appendix A, Figure 11). No hazardous soil removal or major soil excavations are anticipated as a result of this Project.

Based on the above information, no impact to soils or geology is anticipated from the Project.

3.10 Ecologically Sensitive Areas

The Project site is comprised of the RiverLINE, a gravel access road, and the A.C.R.L., in addition to a maintained lawn and disturbed wooded area of common trees and brush of limited habitat value. The Delaware River is located approximately 1,500-feet northwest of the Project site. The Pochack Creek is located approximately 1,500-feet north-northeast of the Project site. There are no unique or pristine natural features within or adjacent to the Project site.

No significant environmental impacts to ecologically sensitive areas are anticipated as a result of the Project.

3.11 Vegetation and Wildlife

The Project site consists of railroad corridors, railroad ballast and a gravel access road where no substantial vegetation exists. Vegetation within the proposed parking area site primarily consists of a maintained lawn of common weeds and grass, with peripheral brush and trees common to the area.

The proposed parking lot will be constructed within the existing lawn and a portion of the wooded area (refer to Appendix K – Project Plan). There are no established or mature hardwood trees or similar growth and this wooded area consists primarily of noxious urban brush

and trees. The trees within the forested area will be cleared and replaced with low tree canopy plantings to promote visibility of the pedestrian walkway located along the southern portion of the Project site. The forested area to be cleared covers approximately 21,000 square feet of the total 93,000 square foot parking area.

A limited amount of trees and brush with low habitat value will be cleared for the Project. Vegetation to be impacted is located within previously disturbed areas or maintained lawn with low habitat value. Wildlife utilizing the Project site and vicinity would be limited to nonnative species and common species tolerant of human disturbance.

Due to the significant amount of existing activity and urbanization in and around the Project site, quality habitat for wildlife is limited, and therefore it is not expected that construction of the Project will result in displacement of wildlife. Also, the Project is not subject to the NJDEP Division of Parks and Forestry's No Net Loss Reforestation regulations as it does not deforest more than ½ acre.

3.12 Endangered and Threatened Species

3.12.1 Federal Compliance

Under the Endangered Species Act of 1973, any federally funded or authorized action must be evaluated for its potential to jeopardize the continued existence of listed endangered species. In accordance with this regulation, inquiries were posted to the U.S. Fish and Wildlife Service (USFWS) regarding the potential presence of threatened and endangered species and critical wildlife habitat (refer to Appendix A, Figure 10). As stated in a letter dated October 8, 2008, no federally listed or proposed threatened or endangered species under the jurisdiction of USFWS are known to occur within the Project's impact area (refer to Appendix B, Correspondence).

3.12.2 State Compliance

The New Jersey Natural Heritage Program (NHP) of the Office of Natural Lands Management was also consulted for the Project to identify any protected species that have been identified at the state level. The NHP notes, in its letter dated August 27, 2008, that the great blue heron (Special of Concern) and peregrine falcon (State Endangered) were sighted in the area, which is defined as within one mile of the Project site (refer to Appendix B, Correspondence). No occurrences of endangered and threatened species were mapped on the Project site (refer to Appendix A, Figure 8 & 9, NJDEP Critical Habitat Map).

The term "Species of Special Concern" applies to species that warrant special attention because of some evidence of decline, inherent vulnerability to environmental deterioration, or habitat modification that would result in their becoming a Threatened species.

The term "endangered" applies to a species whose prospects for survival within the state are in immediate danger due to one or several factors, such as loss or degradation of habitat, over-exploitation, predation, competition, disease, or environmental pollution. An endangered species likely requires immediate action to avoid extinction within New Jersey.

Although the bald eagle is no longer an endangered species, it remains a protected species under the Migratory Birds Act. According to the NJDEP, bald eagle nesting habitat may occur in the vicinity of the Project area. ASGECI investigated this matter and did not observe any threatened or endangered species during its site investigation. ASGECI also did not observe any suitable habitat for such species during the site investigation due to the limited size, type and quantity of trees noted in the Project area. The trees observed are considered noxious weeds and are not conducive for bald eagle nesting. Bald eagle habitat typically consists of areas of forest that are associated with relatively large bodies of water, and the tree they choose for building their large nests is a “super-canopy” tree that is taller than the trees immediately surrounding it. This type of habitat does not exist at the Project site.

Foraging habitat for bald eagles consists of large perch trees near a body of water. These large birds require a nesting location that is safe from the threat of human disturbance and usually choose their nest tree accordingly. Because of the high level of human disturbance already existing within and adjacent to the Project area, proposed activities will not have an adverse effect on bald eagle nesting or foraging habitat.

Based on the above information and the field review of this site, it is not expected that the Project would have an adverse impact on any State or Federal listed endangered and/or threatened species.

Additional information on Endangered and Threatened Species is contained in Appendix D, Background Information.

3.13 Traffic and Parking

3.13.1 Traffic

A traffic analysis was undertaken to determine if any deterioration in traffic conditions would occur as a result of the Project. The analysis was based on methodologies contained in the Highway Capacity Manual, “Special Report 206,” published by the Transportation Research Board, using Level of Service (LOS) to determine changes in traffic conditions. Both AM (7:45-8:45 AM) and PM (4:30-5:30 PM) peak hour conditions were analyzed under existing conditions (2007), future “No-Build” conditions (2032), and future “Build” conditions (2032). Under future “build” conditions, 134 new vehicle trips will be generated in the AM peak hour, and 91 new trips will be generated in the PM peak hour. These vehicle trips were assigned to the local roadway network based on existing vehicle turning movements. Traffic conditions were analyzed for three intersections, one signalized and two unsignalized. Both ingress and egress driveways of the new parking lot will not be signalized. They were not analyzed because, based on the low traffic volume observed on Derousse Avenue and the intersecting streets, driveways will perform at a satisfactory LOS with an adequate queuing space in the parking area. The traffic analysis was prepared by C.P. Statile, P.A., Consulting Engineers & Planners (dated June 1, 2008).

The traffic study area intersections, and results, are shown in the table below:

Level of Service Analysis Results

	Existing Condition	No Build Condition Year 2032	Build Condition Year 2032
Derousse Ave./River Road (Signalized); AM Peak	B	B	B
Derousse Ave./River Road (Signalized); PM Peak	B	B	B
Derousse Ave./Bannard Ave. (Unsignalized); AM Peak		A (Derousse Ave.)/ A (Bannard Ave.)	A (Derousse Ave.)/ B (Bannard Ave.)
Derousse Ave./Bannard Ave. (Unsignalized); PM Peak		A (Derousse Ave.)/ A (Bannard Ave.)	A (Derousse Ave.)/ A (Bannard Ave.)
Derousse Ave./S. Zimmerman Ave. (Unsignalized); AM Peak		A (Derousse Ave.)/ A (S. Zimmerman Ave.)	A (Derousse Ave.)/ B (S. Zimmerman Ave.)
Derousse Ave./S. Zimmerman Ave. (Unsignalized); PM Peak		A (Derousse Ave.)/ A (S. Zimmerman Ave.)	A (Derousse Ave.)/ A (S. Zimmerman Ave.)

The traffic analysis information is contained in Appendix E.

3.13.2 Parking

NJ TRANSIT’s April 2008 ridership forecast anticipates that 570 riders (1,140 trips) will utilize the proposed transit center on a typical workday in the target study year of 2015. Of these, 420 passengers will board locally (i.e., non-transfers). The ridership forecast is based on the current A.C.R.L. schedule which provides for 14 to 16 trains each way per day and the current RiverLINE schedule which currently has service every fifteen minutes during peak periods, and thirty minutes off-peak. In addition, NJ TRANSIT estimates that growth in rail ridership from the local area between 2015 and 2032 will only be 0.3% per year, or about 5% over this period. The parking lot has been sized to account for a conservative 10% growth estimate, which is greater than the ridership estimate.

Parking Demand for Pennsauken Junction Transit Center

Market	Parkers	Drop-off	Walk/Bike	Carpool	Transit
Local A.C.R.L.	172	48	19	31	0
Local RiverLINE	60	48	30	12	0
RiverLINE to A.C.R.L. Transfers	0	0	0	0	150
Total Daily Parkers	232	96	49	43	150
% of Daily Parkers	41%	17%	9%	8%	26%

Conversion to Max. Parkers*	210				
2015 Parking Demand	210				
2032 Parking Demand	230				
Parking Provided	283				

* The conversion of daily parkers to maximum parkers based on parking turnover during a typical day utilizes a 10% turnover rate based on actual NJ TRANSIT ridership and systemwide surveys

The parking analysis information is contained in Appendix H.

3.14 Historic and Archaeological Resources

An analysis of the Project’s potential effects on historic and archaeological resources was conducted by Richard Grubb & Associates, Inc. The results of their investigation are presented in a report entitled *Cultural Resources Investigation*, dated October 2008 (rev. February 2009). The final *Cultural Resources Investigation* report was submitted to NJ TRANSIT and New Jersey State Historic Preservation Office (SHPO) for review, consultation and concurrence. The SHPO concurred with the findings of the document in its letter dated March 13, 2009, confirming that the Project, with conditions, will not adversely effect any historic and that the potential for the presence of archaeological resources is low. A summary of the results of the cultural resources analysis is provided below, and historic resource correspondence is contained in Appendix D, Background Information. The final text narrative of the *Cultural Resources Investigation* is contained in Appendix I; the complete report is available upon request.

3.14.1 Historic Resources Analysis

A *Cultural Resource Investigation*, dated October 2008 and revised February 2009, was prepared by Richard Grubb & Associates for the full Project to satisfy the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended.

In consultation with the New Jersey State Historic Preservation Office (SHPO), FTA determined that, based on the *Cultural Resource Investigation* report, the proposed Pennsauken Junction Transit Station will not adversely affect any historic resources provided that the Project is undertaken in satisfaction of the following conditions:

1. Preconstruction photographic documentation is performed. (The required photographs were submitted to the SHPO for review on July 28, 2009, and the SHPO approval of these images is pending.)
2. All proposed new construction shall be performed in accordance with the recommended approaches and guidance set forth in the *Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards)*.

3. NJ TRANSIT shall consult with the Historic Preservation Office (HPO) regarding the design, materials, color, texture and appearance of the new construction and give the HPO an opportunity to review a complete set of plans and specifications prior to construction.
4. Provide samples of materials to the HPO such as brick, mortar, cast stone, railing, etc.

These conditions are delineated in more detail in the SHPO March 13, 2009 concurrence letter provided in Appendix B, Correspondence.

The final *Cultural Resources Investigation* report that was submitted to the SHPO, and selected consulting parties and interested parties for review, consultation and concurrence stated that two previously identified historic districts eligible for listing in the New Jersey and National Registers of Historic Places had been identified within the Project's Area of Potential Effects (APE). The SHPO concurred with the identification of resources in its March 13, 2009 letter (refer to Appendix B, Correspondence). The two districts are:

- **Camden and Amboy Railroad Historic District, NJ TRANSIT's RiverLINE**
- **Delaware River Railroad Bridge Company Historic District, NJ TRANSIT's Atlantic City Rail Line**

3.14.2 Archaeological Resources Analysis

According to the *Cultural Resource Investigation* report, the APE-Archaeology was assessed to have a low potential for prehistoric and historic archaeological resources. A reconnaissance also determined that the APE-Archaeology has been historically disturbed by previous construction activities and no subsurface testing was conducted. As a result, no additional archaeological survey is recommended. The SHPO deemed the *Cultural Resources Investigation* report acceptable on March 13, 2009 (refer to Appendix B, Correspondence) and confirmed that no further effort to identify archaeological properties was warranted. In the event that any archaeological resources are identified during the construction phase of the Project, an archaeological investigation would be conducted and recommendations made for further assessment as appropriate.

Based on the above information, it is not expected that the Project would have an adverse impact on historic architectural or archaeological resources.

3.15 Parkland

Existing mapping information was consulted to identify parklands in the Project site. The NJDEP Green Acres Program Recreation and Open Space Inventory Database for the Township of Pennsauken were also reviewed. No portion of the Project site is located within areas identified as municipal, county or non-profit controlled open space. All work is to be conducted on NJ TRANSIT, Conrail and Hess property. Therefore, no impacts to parklands are anticipated as a result of the Project.

3.16 Section 4(f)

There are no Section 4(f) parkland properties within or adjacent to the Project site. The *Cultural Resource Investigation* discussed above identified two historic districts that are eligible for listing in the New Jersey and National Registers of Historic Places within the Project APE: the Camden and Amboy Railroad Historic District, and the Delaware River Railroad Bridge Company Historic District. The Project will not require the taking of any individual historic resources or historic districts, or portions thereof. The Project will provide a beneficial transportation use and will not change the features or attributes that make the historic districts eligible for listing on the National Register of Historic Places. Therefore, this Project does not require the use of any Section 4(f) properties, nor does it preclude the continued use or enjoyment of such sites, and no use of parklands or historic resources are anticipated as a result of the Project. Should any archaeological historic resources be identified during the construction phase of the Project, a Section 4(f) evaluation will be prepared at the time of discovery. In a letter dated August 17, 2009, the FTA notified the SHPO that it intends to make a Section 4(f) *de minimus* finding based on the SHPO's No Adverse Effect letter dated March 13, 2009.

3.17 Aesthetics

Existing conditions within the Project site are historically disturbed and primarily contain urbanized features associated with the rail lines. Specifically, the Project site currently consists of maintained lawn and disturbed forested areas. The RiverLINE and A.C.R.L. railroads are located along the west and south perimeters of site, respectively. The Project proposes to convert a majority of the site into a paved parking lot, which will be utilized primarily by park-and-ride commuters. The Project also proposes the construction of a floor-level platform with canopy along the RiverLINE and a high-level, side platform with canopy on each side of the A.C.R.L. An elevator and stair tower will provide access to each elevated platform. The existing disturbed forested area (north of A.C.R.L.) will be replaced with low-tree canopy plantings for safety and visibility to a pedestrian walkway. A twenty-foot wide landscaped area will be created between the parking lot and Derosse Avenue, which may provide a visual buffer between the transit center and residential properties to the north. Landscaped areas will improve the aesthetic quality of the Project site and immediate area.

The new platforms and appurtenant features will serve to enhance the visual aesthetics of the area, using architectural design consistent with historic resources. The associated canopies have been designed in a style reminiscent of existing stations along the RiverLINE and A.C.R.L. to maintain the distinctive historical and aesthetic character of the railroad. The elevator/stair tower and platform canopies will be constructed of glass and steel.

Based on the above analysis of aesthetics, there will be no impact as a result of the Project.

3.18 Environmental Justice

U.S. Census 2000 data for the Project site and areas within ½ mile were obtained from the U.S. Census Bureau website. The "study area" includes Census tracts 6028 and 6027.01 in Camden

County. As a majority of the properties located within Census tract 6027.01 are industrial or commercial, and there is only a small population living in this area, the data from this tract may not reflect the demographic and economic data of the greater surrounding area. Therefore, data from Census tract 6027.03, which is located approximately 600 feet southeast of the “study area,” was also included.

A summary of the Census data is contained in Appendix D, Background Information. As shown in Appendix D, the population of census tracts within ½ mile of the Project site is predominantly white. Fewer than 8% of the populations of the census tracts within ½ mile of the Project site exist on an income below poverty level. Therefore, it is not expected that the Project would disproportionately affect minority or low-income populations, as the proportions of such residents are low.

No residents will be displaced by the Project. This Project is intended to improve access to the transportation infrastructure in the surrounding area for commuters and local residents, and the local as well as the greater community will benefit from the Project.

3.19 Direct and Indirect Effects

3.19.1 Construction Impacts

The following are temporary impacts that can be anticipated during construction:

- Noise and Vibration – All work activities will conform to local noise ordinances. The primary noise sources will be construction equipment such as vehicle engines and compressors. Since residences are present within 100 feet of the Project site, noise abatement controls such as careful staging of noise intensive construction activities during daylight hours and the use of less noise intensive construction practices will be instituted to minimize potential adverse effects. At no time will noise levels exceed New Jersey Noise Regulations limits applicable to daytime construction. Temporary vibrations from construction activities are expected to be minimal and typical of the normal activities associated with construction.
- Hazardous Materials and Air Quality - All debris resulting from construction will be removed in compliance with approved standards and, as appropriate, disposed off-site in accordance with applicable regulations. In the event that contaminated or impacted materials are encountered, the material will be managed in accordance with applicable regulations and, as appropriate, the material will be contained and removed from the Project site to a proper offsite disposal/recycling facility, also in accordance with all applicable regulations. Air quality impacts from fugitive dust emissions will be controlled through best management practices, such as wetting roadways, and dust covers on vehicles hauling fill from the Project site. Additionally, NJ TRANSIT will require that all construction equipment utilize ultra-low sulfur diesel fuel.

3.20 Cumulative Effects

3.20.1 Local Development

NJ TRANSIT has contacted local representatives with respect to development around the site. No known developments are planned for the Project area. There is development activity in Pennsauken, but it is not at the Project location. Therefore, there are no cumulative impacts.

3.20.2 Indirect Impacts

The Project has the potential to support new development and redevelopment outside the Project area. The transportation and land use link is a known planning concept. The new RiverLINE station will provide access to housing and employment centers in Camden, Atlantic City and Philadelphia, and along the entire RiverLINE. Development of a multi-modal facility such as the Project may be a catalyst for transit oriented development or single use type development. New residential development may be possible in the vicinity of the Project area. The Township of Pennsauken would have to update its master planning documents and land use ordinances to permit mixed use and single use development for this new development to occur. The current zoning allows multiple conditional uses, as was discussed in Section 3.2 above, and the type of development permissible will be dependent upon the size of the site under consideration.

3.20.3 Secondary Development

This Project is intended to improve the transportation infrastructure, encourage use of mass transit, provide cost-effective transit, improve travel times for existing riders, and extend the reach of the mass transit system with more options for commuters and local residents. Therefore, no secondary development is planned as part of this Project.

3.20.4 Safety and Security

NJ TRANSIT will comply with all Federal and, State safety requirements. These will include the National Fire Protection Standards ((NFPA) 30, 30A, National Electrical Code (NFPA 70), and International Building Code (IBC) requirements. Construction activities will follow regulations and codes put forth by the Occupational Safety and Health Administration (OSHA), Building Officials and Code Administration, the NJ Department of Community Affairs and the NJ Department of Transportation. In addition, all contractor employees will be required to attend Roadway Worker Safety training provided by NJ TRANSIT, Conrail, and the RiverLINE operator. Any employee working on or near an active rail right-of-way will be protected by a flagman provided by the rail operator. Project site access will be limited to construction workers, NJ TRANSIT employees and other authorized individuals during construction. As part of the Project, closed circuit television cameras will be mounted in the parking lot and on the station platforms to improve overall security at the station.

3.21 Hazardous and Non-Hazardous Waste

Roux Associates, Inc. (Roux) conducted a Phase I Environmental Site Assessment (ESA) of Block 1105, Lots 1 and 2 of the Project site in Pennsauken Township, New Jersey. The results of the Phase I ESA are described in a report dated August 3, 2009 (refer to Appendix J for the Executive Summary of the report).

Roux ordered an environmental regulatory agency database search from Environmental Data Resources, Inc. to determine if the subject property or surrounding area properties were listed on the Federal, State, or local databases. The Project site was not listed under any of the database categories.

Based upon Roux's findings, two areas of environmental concern exist on the Project site. If necessary, NJ TRANSIT will perform soil and groundwater sampling prior to the start of construction, and will require appropriate remedial measures to be applied if any contamination at levels exceeding the most restrictive NJ Department of Environmental Protection (NJDEP) soil cleanup criteria is detected.

A Phase 1A Environmental Site Assessment of Block 1005, Lot 2 will be conducted once an environmental access permit is granted by Conrail.

Contamination within the RiverLINE right-of-way (ROW) was thoroughly documented during construction of the line. The ROW contains historic fill material contaminated with heavy metals and PAH's (polycyclic aromatic hydrocarbons) at levels that exceed the NJDEP's unrestricted soil cleanup standards. As a result, the entire RiverLINE ROW has been placed under a deed notice, and engineering controls (cap of clean material), have been placed over all contaminated areas. Before any excavation takes place within the deed noticed area, a plan to prevent the migration of contaminated materials during construction will be developed and submitted to NJDEP for approval. All excavated soil not reused on the Project will be disposed of as ID-27 (regulated contaminated waste) at a properly permitted re-use or recycling facility. At the conclusion of construction, all engineering controls will be restored to NJDEP's satisfaction.

Environmental due diligence will be performed on the A.C.R.L. ROW once Conrail has issued an environmental access permit. If contamination exceeding the most restrictive NJDEP soil cleanup standards is found, appropriate remedial measures will be applied during construction. It is anticipated that types and levels of contamination to be encountered on the A.C.R.L. will be similar to what is already known to exist on the RiverLINE.

Additional information on Hazardous and Non-Hazardous Waste is provided in Appendix D, Background Information.

3.22 Energy Requirements and Potential for Conservation

The number and frequency of trains passing through the Pennsauken Junction Transit Center and Park and Ride along the RiverLINE and A.C.R.L. will not be altered as a result of the Project. It is not expected that the Project would result in a significant increase in energy consumption.

3.23 Summary of Project Environmental Impacts, and Mitigation Actions and Project Commitments

The anticipated project environmental impacts, and proposed mitigation actions and Project commitments, are listed on the following page:

Area of Evaluation	Impacts	Mitigation/Commitments
Land Acquisition and Displacements	Acquisition of Conrail and Hess properties; Hess property to be acquired through condemnation only if required following coordination with property owner.	
Land Use, Zoning and Consistency with Local Plans		Present project to local planning board and respond to comments
Air Quality		Not applicable
Noise		Not applicable
Vibration		Not applicable
Water Quality, Navigable Waterways and Coastal Zones	Minor temporary and permanent affects to surface water quality and groundwater.	Collect surface water in vegetated swale area and discharge into wetlands; file Soil Erosion and Sediment Control Plan for construction with the CCSCD.
Wetlands/Open Waters		Not applicable
Stormwater and Flooding		Not applicable
Soils/Geology		Not applicable
Ecologically Sensitive Areas		Not applicable
Vegetation and Wildlife		Not applicable
Endangered and Threatened Species		Monitor site for bald eagle; adjust construction plan if required.
Traffic and Parking		Not applicable
Historic and Archeological Resources		Comply with conditions set forth by SHPO; perform further evaluation if archeological resources are discovered during construction.
Parkland		Not applicable
Section 4(f)		Not applicable
Aesthetics		Continued consultation with Pennsauken and SHPO on final design; install landscape buffer.
Environmental Justice		Not applicable
Direct/Indirect Effects	Temporary construction impacts from noise and dust.	Limit construction activities to daytime; noise and dust control using construction industry's best management practices and in accordance with NJ TRANSIT contractual requirements.
Cumulative Effects		Adhere to health, safety and training rules and requirements during construction.
Hazardous and Non-Hazardous Waste		Perform due diligence within ACRL ROW when environmental access permit is issued by Conrail.
Energy Requirements and Potential for Conservation		Not applicable

4.0 INDIVIDUALS, ORGANIZATIONS OR AGENCIES CONSULTED

4.1 Required Permits and Approvals

The following licenses, permits and certifications have been obtained or will be required prior to construction of the Project:

Permit / Approvals	Status
NJ Department of Community Affairs (DCA) Construction Permit	To be applied for at the end of final design
Soil Erosion and Sediment Control Plan Certification	To be applied for at the end of final design
US Environmental Protection Agency (EPA) Determination Relative to Sole Source Aquifer	Review of environmental evaluation documentation pending

It is anticipated that proposed activities will not occur in regulated areas, such as wetlands, wetland transition areas, flood hazard areas, and riparian zones.

4.2 Environmental Assessment Process and Agencies and Persons Consulted

4.2.1 Environmental Assessment Process

An Environmental Assessment (EA) is prepared, pursuant to the National Environmental Policy Act (NEPA) to evaluate and document the anticipated impacts of a given project on the environment. The EA analysis helps to decide if the proposed action has a significant effect on environmental resources. If the EA analysis determines that the proposed action will not result in any significant impact the FTA will issue a Finding of No Significant Impact (FONSI). If the proposed action results in a significant impact, an Environmental Impact Statement (EIS) must be prepared.

Upon the completion of the draft EA, the document must be made available for public inspection at the office of the project applicant (NJ TRANSIT) and at appropriate local repositories. A notice must be placed in local newspapers advising the public of the availability of the EA document for review and comment, and indicating where the EA information may be obtained, and inviting comments from interested parties. Comments must be provided within thirty (30) days of the availability of the EA. For the Pennsauken Junction Transit Center Project, comments must be provided in writing and forwarded to Joyce Zuczek, NJ TRANSIT Assistant Board Secretary, at One Penn Plaza East, Newark, NJ 07105. Upon the completion of the comment period, FTA in consultation with NJ TRANSIT will respond to any comments received.

4.2.2 Summary of Consultation

As discussed in the EA, local agencies and interested parties have been consulted as part of the Project scoping process. Several meetings have been held between NJ TRANSIT representatives and representatives of the Township of Pennsauken, and this coordination process with the municipality is ongoing. Conrail and Hess have also been consulted regarding the Project. NJ TRANSIT has received letters of support from Conrail and Pennsauken Township. As part of the Section 106 public outreach process, the *Cultural Resources Investigation* report was submitted to agencies, groups and other parties with knowledge of, or an interest in, historic resources in the Project area.

For additional information regarding the public involvement process for the Project, refer to Section 1.3, Scoping and Public Involvement and Issues.

5.0 LIST OF PREPARERS

LIST OF PREPARERS

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6.0 LIST OF REFERENCES

- C.P. Statile, P.A. Professional Engineers and Planners. Project Plans entitled Alternative 1, Preferred. Prepared for NJ TRANSIT. April 14, 2008.
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