



FINAL ENVIRONMENTAL IMPACT STATEMENT

February 2021

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Prepared for:



NJ TRANSIT

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ACRONYMS AND ABBREVIATIONS

AA	Alternatives Analysis
ACRL	Atlantic City Rail Line
ADA	Americans with Disabilities Act
ALS	Advanced Life Support
AOC	known or potential environmental areas of concern
APE	area of potential effects
APS	acid-producing soil
ATR	Automatic Traffic Recorders
BEA	US Bureau of Economic Analysis
BLS	Basic Life Support
BMPs	best management practices
CAA	Clean Air Act
CAAA	Clean Air Act Amendments of 1990
CBD	Central Business District
CCTV	Closed Circuit Televisions
CEAs	Classification Exception Areas
CFR	Code of Federal Regulation
CO	carbon monoxide
CO _x	carbon oxides
CPTED	Crime Prevention through Environmental Design
dB	decibels
dB(A)	A-weighted noise levels
DLRV	diesel light rail vehicle
DMU	diesel multiple unit
DOT	U.S. Department of Transportation
DRPA	Delaware River Port Authority
DVRPC	Delaware Valley Regional Planning Commission

EDR	Environmental Data Resources Inc.
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EO215	New Jersey Executive Order 215
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GCL	Glassboro-Camden Line
GHG	greenhouse gas
GIS	Geographic Information Systems
HCM	Highway Capacity Manual
Hz	Hertz
I/O	input-output
IPaC	Information for Planning and Consultation tool
IRIS	Integrated Risk Information System
KCSL	Known Contaminated Site List
kW	kilowatt
LCP	Linear Construction Project
Ldn	Day-Night Sound Level
Leq	equivalent noise level
LOD	limit of disturbance
LOS	Level-of-Service
LRT	light rail transit
L RTP	Long Range Transportation Plan
LSRP	Licensed Site Remediation Professional
LTS	Level of Traffic Stress
MMP	Materials Management Plan
MOA	Memorandum of Agreement
MOEs	measures-of-effectiveness
MOVES	Motor Vehicle Emission Simulator
MSA	Metropolitan Statistical Area
MSAT	mobile source air toxics
NAAQS	National Ambient Air Quality Standards
NCRS	Natural Resources Conservation Service
NJ HPO	New Jersey Historic Preservation Office
NJ TRANSIT	New Jersey Transit
NJDCA	New Jersey Department of Community Affairs
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
NJGIN	New Jersey Geographic Information Network

NJOL	New Jersey Operation Lifesaver
NJSSO	New Jersey State Safety Oversight
NJTA	New Jersey Turnpike Authority
NJTPD	New Jersey Transit Police Department
NO	nitric oxide
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NO _x	nitrogen oxides
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
O&M	operations and maintenance
O ₃	ozone
OPRA	Open Public Records Act
PATCO	Port Authority Transit Corporation
Pb	lead
PEM	palustrine emergent
PFO	palustrine forested
PFO/SS	palustrine forest/scrub-shrub
PM	particulate matter
PMP	Project Management Plan
ppm	parts per million
PUB	palustrine unconsolidated bottom
RMS	root mean square
ROW	right-of-way
SEL	sound exposure level
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SODAT	Services to Overcome Drug Abuse Among Teenagers, Inc.
SRRA	Site Remediation Reform Act
SSMP	Safety and Security Management Plan
STPs	shovel test pits
SSWP	Site Specific Work Plan
TAs	Test Areas
TAZ	Traffic Analysis Zones
TIP	Transportation Improvements Program
TMC	turning movement counts
TOD	transit-oriented development
TRSR	Technical Requirements for Site Remediation
USACE	U.S. Army Corp of Engineers
USDA	United States Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
VdB	vibration decibels
VFW	Veterans of Foreign Wars
VMF	Vehicle Maintenance Facility

VMT vehicle miles traveled
VOC Volatile Organic Compounds
WRTC Walter Rand Transportation Center

FOREWORD

This document is the Final Environmental Impact Statement (FEIS) for the proposed Glassboro-Camden Line. Following the issuance of the Draft Environmental Impact Statement (DEIS) on November 2, 2020, public hearings were held virtually on November 17, 2020 and November 19, 2020, and the period for submitting written comments remained open through December 17, 2020. The comments made during the public hearings and throughout the public comment period are summarized and responded to in a new attachment, Attachment 13, “Responses to Comments.”

Excluding sections which are new to this FEIS (this Foreword, Chapter 7, “References,” Chapter 8, “List of Preparers,” and Attachment 13, “Responses to Comments”), significant changes to the text since the publication of the DEIS are marked by double-underlining for new text and ~~strikethrough~~ (e.g., ~~strikethrough~~) for deleted text. These revisions are described as follows:

- **Project Description** (Section ES.3.1, Section 1.6.2, Section 1.7.2, and Section 2.1): Revised text to reflect that 1) the proposed GCL would operate every 15 minutes during peak and midday periods and every 30 minutes during the late-night period, 2) “fouling” refers to work being done within 15 feet of existing rail, and 3) the proposed GCL would provide five “walk-up” stations, four “moderate park-and-ride” stations, and five “park-and-ride” stations. Additionally, Figure 1-4, “Corridor Ownership,” was modified to indicate that a portion of the northern end of the alignment is owned by New Jersey Department of Transportation (NJDOT).
- **NJDEP Preliminary Review** (Section ES.2.1.1 and Section 1.9.1): Created footnotes to describe revisions to the DEIS, per NJDEP preliminary review, with regards to Wild Celery, the Little Brown Bat, and the Tricolored Bat.
- **Environmental Consequences** (Section 3.1): Revised text to clarify that the environmental consequences that may be reasonably expected with the implementation of the proposed GCL are determined through the comparison of conditions in the future with the GCL and No-Action conditions, which are defined as conditions in the future were the project not implemented.
- **Land Use and Zoning** (Section 3.3.2): Revised text to clarify that 1) although land use analyses are based on data from 2015 and 2016, information was updated in 2020 as appropriate through research and field observations, 2) parking surveys would be conducted and mitigation developed as necessary at select stations as part of preliminary engineering, and 3) any land use or zoning impacts in the vicinity of the Woodbury Heights Vehicle Maintenance Facility (VMF) would be avoided or mitigated.
- **Transportation** (Section 1.4.3, Section 3.3.4, and Section 3.4.10): Revised text to clarify 1) the types and locations of parking facilities proposed as part of the GCL, as well as the number of new parking spaces that would be available for GCL use, 2) that the GCL has been conceptually designed to accommodate a potential future second track for Conrail operations along the corridor, and 3) that the parking analysis is based on the 2019 Limit of Disturbance (LOD).
- **Environmental Justice** (Section 3.4.5): Revised text to clarify that any impacts resulting from the proposed GCL that would occur within or near potential environmental justice communities would not represent a disproportionate burden on these communities.
- **Aesthetic Features** (Section ES.4.4): Text revised to clarify that impacts to aesthetic features in the vicinity of the two stations referenced are due to increased views of rail infrastructure in adjacent streets/neighborhoods resulting from anticipated tree removal in ROW.

- **Safety and Security** (Section 3.4.7): Revised text to clarify that, per FRA guidance, quiet zones cannot be included as part of the proposed GCL because individual jurisdictions must apply to FRA directly for a quiet zone designation; however, at-grade crossings are being designed with four quadrant gates, providing the opportunity for jurisdictional entities to apply if so desired.
- **Air Quality** (Section ES.4.4, Section 2.4.10, Section 3.4.1, and Section 3.4.10): Revised text to clarify that 1) a new version of the programming used in the air quality analyses was released after the analyses were completed and 2) while the proposed GCL is predicted to slightly increase regional pollutant burdens, the effect on greenhouse gas (GHG) emissions would be negligible. The GHG analysis is conservative because it includes both the reduction in GHG emissions from reduced car travel as well as the additional emissions from the operation of the proposed GCL itself. Further, the analysis relies on the assumption that the proposed GCL trains would run on standard diesel (i.e., the “dirtiest” fuel and, therefore, the most conservative assumption). However, cleaner burning fuel options are available and would be explored in project implementation.
- **Cumulative Effects** (Section ES.4.6 and Section 3.6): Revised text to clarify determination of lack of impacts related to cumulative effects.
- **Acquisitions** (Section 3.7): After the release of the Draft Environmental Impact Statement, refinements to the Acquisitions and Displacements Analysis presented herein were conducted by the GCL Project Team, resulting in changes to several acquisition determinations. Tables, analyses and calculations throughout the report have been updated accordingly. Specifically, the following seven acquisition effects were reconsidered between Draft and Final EIS:
 - Refinement to the proposed Limit of Disturbance (LOD) mapping file resulted in five parcels, which were identified as full acquisitions in the DEIS, being determined not to be properties that would be fully or even partially acquired; specifically, parcels 0408_477_42, 0408_489_55, 0414_187_17, 0414_187_9, and 0414_192_9.02.
 - Parcel 0810_278.01_4.01, previously identified as a full acquisition in the DEIS (due to potential for the proposed GCL limiting access to the southern portion of the property) was downgraded to a partial acquisition, as further inspection clarified that the portion of the proposed LOD mapping file crossing the parcel’s access was intended to represent proposed sidewalk and pedestrian facilities, which would improve access to the parcel; a partial acquisition would still be required for the northern portion of the parcel.
 - Parcel 0815_82.01_2, previously identified as a full acquisition in the DEIS (due to the potential for the proposed GCL to preclude use of this property’s driveway, which currently serves “drive-through” activity for the business) was downgraded to a *de minimis* acquisition, as the permanent LOD would not encroach on the property to such an extent; however, a conservative interpretation assumes that some minor portion of this driveway may still be affected and require minor reconfiguration to maintain functionality.

Additionally, the phrase, “Construction of the proposed GCL,” has been replaced with “Implementation of the proposed GCL,” when referring to conditions in the future with the proposed GCL in operation. Minor editorial and typographical revisions, formatting adjustments, and figure modifications have been made, as appropriate.