

FEDERAL ENVIRONMENTAL ASSESSMENT AND  
SECTION 4(f) EVALUATION

BINGHAMTON INTERMODAL TRANSIT TERMINAL  
BINGHAMTON, NEW YORK

Prepared for:

U.S. Department of Transportation Federal Transit Administration  
(Lead Agency)

and

Broome County  
(Grantee/Project Sponsor)

February 2007

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Administration, Broome County Department of Planning and Economic  
Development and the New York State Historic Preservation Office**

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## ACRONYMS AND ABBREVIATIONS

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AADT	Average Annual Daily Traffic
ACM	Asbestos Containing Materials
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
BC	Broome County
BITT	Binghamton Intermodal Transit Terminal
BMP	Best Management Practices
BMTS	Binghamton Metropolitan Transportation Study
BCDPED	Broome County Department of Planning and Economic Development
CO	Carbon monoxide
dBA	A-weighted decibels
EA	Federal Environmental Assessment
EMT	Emergency Medical Technician
ESA	Environmental Site Assessment
EZ	Broome County Empire Zone
FTA	Federal Transit Administration
FHWA	Federal Highway Administration
Ldn	Day-night sound level
LEED	Leadership in Energy and Environmental Design
Leq	Equivalent sound level
LOS	Level of Service
LWCF	Land and Water Conservation Fund Act
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO <sub>2</sub>	Nitrogen dioxide
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
NYCRR	New York Environmental Conservation Rules and Regulations
NYDEC	New York Department of Environmental Conservation
NYSEG	New York State Electric & Gas Company
NYSHPO	New York State Department of Parks and Recreation and Historic Preservation
O <sub>3</sub>	Ozone
OSHA	Occupational Safety and Health Administration
PM	Particulate matter
PAC	Project Advisory Committee
RCRA	Resource Conservation and Recovery Act
SEQRA	New York State Environmental Quality Review Act
SO <sub>2</sub>	Sulfur dioxide
TEA-21	Transportation Equity Act of the 21 <sup>st</sup> Century
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank

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# 1 EXECUTIVE SUMMARY

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**Project Name:** Binghamton Intermodal Transit Terminal (BITT)

**Date:** February 2007

**Lead Agency:** Federal Transit Administration (FTA)

**Grantee/Project Sponsor:** Broome County

**Preparers:** Fitzgerald & Halliday, Inc. in cooperation with Wendel Duchscherer Architects & Engineers

**Regulatory Context:** The Proposed Action, as described below, will be financed with federal, state and local funds, and as such, is subject to the regulations and guidance established by both the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 *et seq.*) and the New York State Environmental Quality Review Act (SEQRA), Title 6, Part 617 of the New York State Department of Environmental Conservation Rules and Regulations (6 NYCRR Part 617).

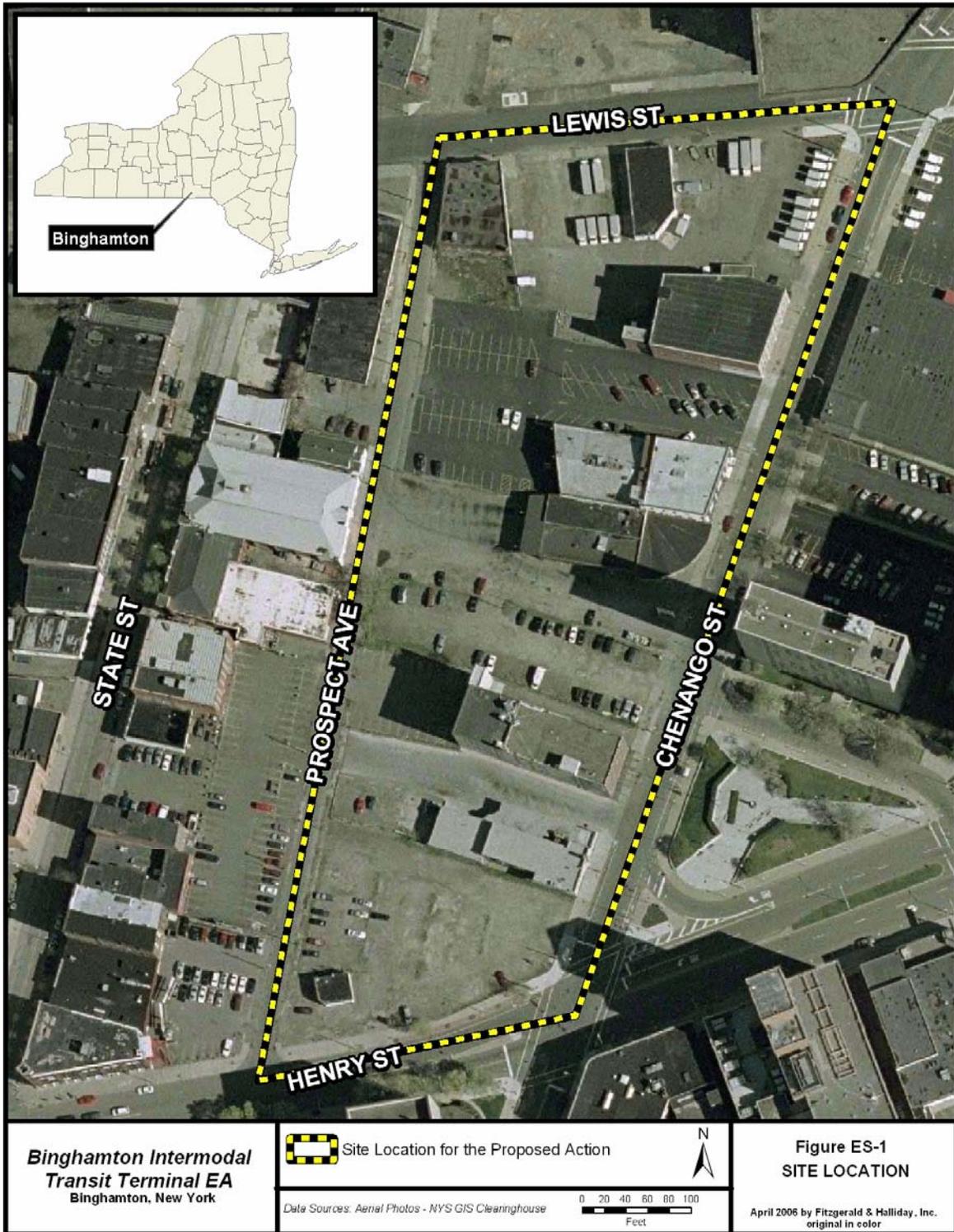
This Environmental Assessment (EA) evaluates the environmental, cultural and social impacts of a “No Build” Alternative and a “Full Build” Alternative, referred to as the Proposed Action.

**Description of the Proposed Action:** The Proposed Action involves the acquisition of 12 parcels (identified in Table 2 in Chapter 5 of this EA) and the complete demolition of three (3) existing buildings and the partial demolition of a fourth in order to make room for the construction of a new Intermodal Transportation Terminal in Downtown Binghamton, New York. The new Intermodal Terminal, hereinafter in this Environmental Assessment, is referred to as the Binghamton Intermodal Transit Terminal (BITT).

The term “Project”, as used throughout this Environmental Assessment, is specifically referring to the new Intermodal Terminal, it’s functions, associated site area and features.

The boundary of the general study area is Henry Street, Chenango Street, Lewis Street, and Prospect Avenue (Figure ES-1). This 257,500 square foot city block is currently occupied by several older buildings and parking lots. Study areas for specific environmental issue areas are described within its appropriate chapter. Upon completion of the property acquisition phase by Broome County, the Proposed Action will involve the complete demolition of a 43,800 SF (7,300 SF footprint) six-story building at 85-87 Chenango Street known as the Southern Tier Independence Center (STIC) building, a one-story 7,541 SF Coach USA/Shortline Bus terminal; and a 810 SF one-story abandoned garage structure that is located at the southwest corner of the development site (northeast quadrant of the Prospect/Henry Street intersection). The exterior wall and historic façade on the Chenango Street (east) side of the existing Greyhound Terminal will be retained, refurbished and incorporated into the BITT design. In order to retain this historic façade and make it seismically stable and code compliant, and due to the fact the existing floor slabs do not meet current New York State structural code requirements for bearing

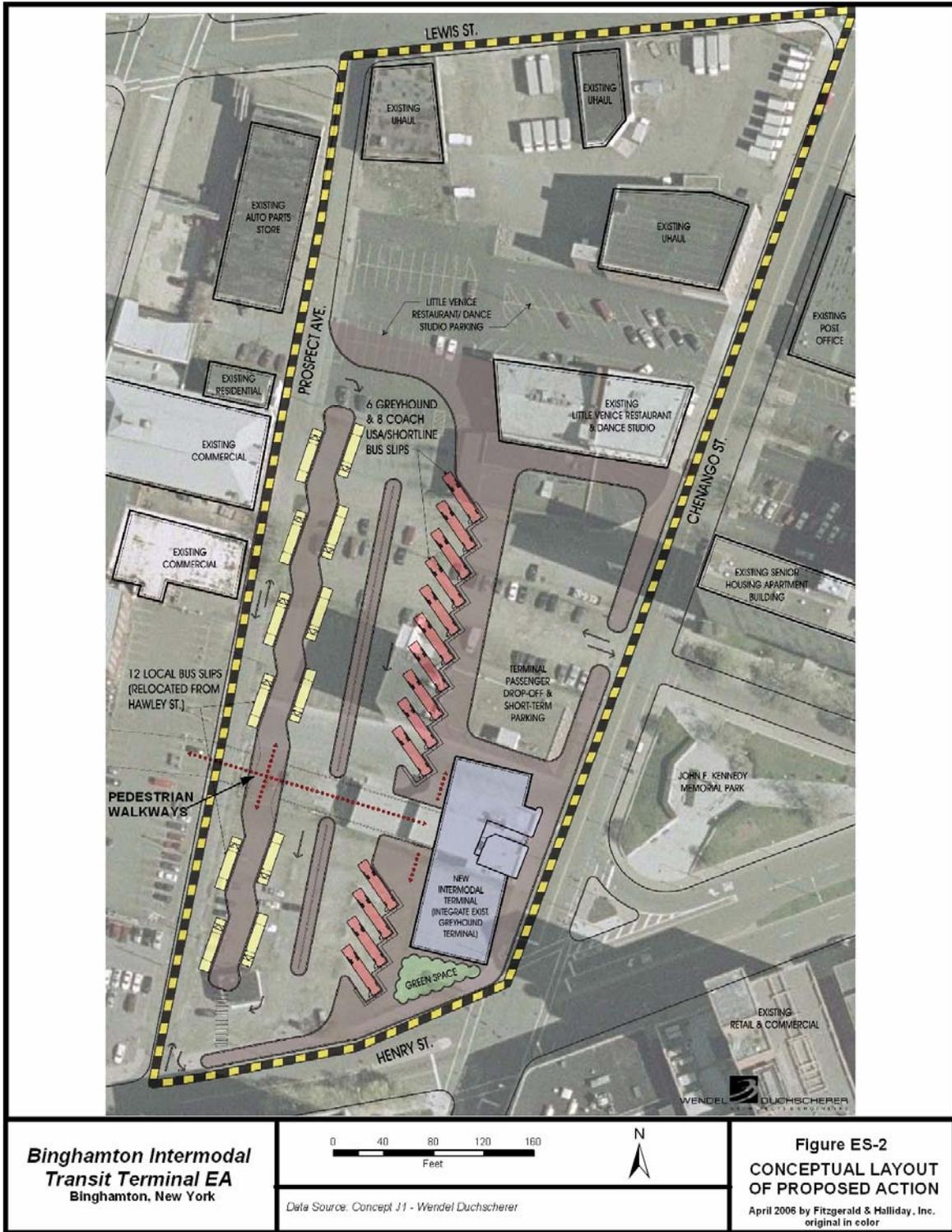
capacity, the remainder of the existing Terminal (5,320 SF) will be demolished. However, the Terminal's original Ticket Counter and Diner, neither of which are currently intact nor used for their original purpose, will be rebuilt as closely as possible to their original locations and details. Also, the existing open staircase between the first and second floors will be restored in place, retaining as much of it's original material as possible, and incorporated into the new floor plan.



### **Figure ES-1: Site Location**

Once the demolition phase is complete, Broome County will move forward with the construction of a new 14,000 to 18,000 SF BITT facility, as well as weather protected bus slips. The BITT will serve as a central transportation hub and gateway to the City of Binghamton. It will accommodate local and intercity bus services, pedestrians, bicyclists, taxicabs, kiss-and-ride users, shuttle and paratransit services. Specifically, services at the new BITT facility will include BC Transit, BC Country (on demand rural service), BC Lift (on demand ADA service), Greyhound Bus Lines, Coach USA/Shortline Bus, and potentially Tioga County Public Transit. The new facility will also include security and approximately 2,000 square feet (SF) of supporting amenities geared to the traveling public, and an approximately 1,800 SF green space proposed on the corner of Chenango and Henry streets. Other landscaping will be provided near the parking lot and property boundaries. The total site area needed for the new BITT, including the building area, is estimated to be approximately 150,000 SF. The conceptual design program requirements are included in Table 1 in Chapter 2 of this EA. A conceptual layout of the Project is depicted in Figure ES-2.

A key component of the Proposed Action involves the relocation of the BC Transit pulse point (BC Junction) from its current location on Hawley Street to the site of the new BITT. This relocation is important as it will directly contribute to enhanced passenger safety and security as well as improve the overall efficiency of the BC Transit system. Currently passenger safety is a concern as passengers frequently use an unsignalized mid-block crosswalk located on Hawley Street, a 6-lane wide busy downtown street, when accessing and/or transferring between buses. Utilizing this crosswalk without the benefit of a signal is a dangerous and undesirable condition. In addition, during the time the buses stage along Hawley Street to allow for passenger transfers, they park nose-to-tail on both sides of the street. On a daily basis, numerous passengers have been observed walking out from between these parked buses into the traffic lanes of Hawley Street in order to transfer to a bus on the opposite side of the street. This is done at multiple points along Hawley Street. Due to the size of the buses, passengers do not have a clear line of sight to see oncoming traffic until they are actually in the traffic lanes. This situation is extremely unsafe and is unacceptable according to standard industry Intermodal planning principles, which place passenger safety among the highest priorities in designing Intermodal transfer centers. This safety issue, coupled with limited on-street bus parking (buses must use both sides of the street due to the number of buses required to service the area's bus routes) and bus shelters, makes relocating BC Junction to the new BITT facility essential.



**Figure ES-2: Conceptual Layout of the Proposed Action**

In terms of operations, the new BITT will include a 50-space parking lot for BITT patrons located just north of the proposed transit terminal that will be accessed from Chenango Street. Taxi service will be available at this location and passenger drop-off and pick-up will also occur here. The BITT itself will include spaces for up to 12 BC Transit buses, with the spaces laid out in a sawtooth configuration on a raised island located parallel to Prospect Avenue. BC Transit buses will access the BITT from Prospect Avenue and will proceed to the spaces along this island. After picking up passengers, the BC Transit buses would proceed out of the terminal again via Prospect Avenue. The BITT will be designed to accommodate up to a maximum of 14 intercity buses. These bus spaces will be located proximate to the proposed terminal building and the parking lot. Like BC Transit buses, all intercity buses will enter and exit the BITT from Prospect Avenue. Although no long-term parking will be constructed as part of the new BITT, long-term parking can be accommodated at an existing parking garage located on the corner of Henry and State Streets.

**Purpose and Need:** The purpose of the Proposed Action is to enhance and expand existing transit services within the City of Binghamton and Broome County by providing an efficient and centralized Intermodal transit terminal in downtown Binghamton. The new BITT will provide a single location where passengers of both local and intercity bus services can safely board and disembark buses, and conveniently transfer among buses and other available transportation modes all within a pedestrian friendly environment. The proposed terminal will provide passengers with off-street restrooms, telephones and other amenities. The island will be protected from the weather as they transfer from one bus to another and will be able to wait inside the terminal lobby. An adjacent parking area and secure bicycle storage at the terminal will further enhance Intermodal connectivity and convenience. The new facility will be fully compliant with the Americans with Disabilities Act (ADA). Transit passenger safety and convenience will both be enhanced with the new facility. As a result of making access to both local transit and intercity bus service safer, more convenient, and more attractive, it is anticipated that the Proposed Action will result in modest ridership gains.

The need for the new BITT is as follows: BC Transit, with a 2005 annual ridership of 2.5 million, operates on a pulse system where all routes converge at a single location or pulse point (known as BC Junction) twice each hour between the hours of 6 A.M. and 11 P.M. Because all routes are laid out similar to a hub-and-spoke pattern, without cross-town buses, many riders often need to transfer from one bus to another at the pulse point (or hub), in order to reach their intended destination. On an average weekday, nearly 1,000 riders transfer at BC Junction, which is currently located on Hawley Street, a 6-lane wide and heavily traveled downtown City street directly in front of Government Plaza. Buses park at the curb and must utilize both sides of the street. This requires many transferring passengers to cross Hawley Street; an unsafe and undesirable maneuver that takes place primarily via a mid-block pedestrian crosswalk that is not signal-activated. This situation is extremely unsafe and is unacceptable according to standard industry Intermodal planning principle, which consistently recognizes passenger safety to be among the highest priorities in planning and designing Intermodal Transportation Centers. This type of protection is not afforded to transferring passengers at BC Junction and is therefore considered to be a hazardous situation.

In addition to negotiating an unsafe and undesirable mid-block pedestrian crosswalk at BC Junction that is not signal-activated, BC Transit passengers are also provided with only three 8' bus shelters located along the sidewalk on the North side of Hawley St. at BC Junction. These

shelters do not provide enough capacity for all passengers, thereby forcing most passengers to wait unprotected in inclement weather. Overall, with respect to passenger safety and convenience, there is a clear need to provide a safe, sheltered, off-street location for BC Junction.

In terms of intercity bus service, Greyhound Bus Lines and Coach USA/Shortline each operate from their own terminal located on the same block of Chenango Street, approximately one-quarter mile north of BC Junction. Coach USA/Shortline provides intercity bus service between Binghamton and various destinations in New York State, including:

- New York City, with intermediate points
- Hudson Valley locations from Middletown to Poughkeepsie
- Long Island and Westchester County locations
- Elmira, Corning, and points west to Olean
- Albany and intermediate points
- Utica and intermediate points

The company also operates service oriented specifically to Binghamton University students traveling to and from New York City and destinations on Long Island. Coach USA/Shortline reports approximately 310,000 annual passengers at its Binghamton terminal.

Greyhound Bus Lines operates direct service from Binghamton north and south on the I-81 corridor to Syracuse and Scranton, and points beyond. They also provide service to Ithaca, continuing to Rochester and Buffalo. As a national bus line, transfers at various hub locations allows for a wide range of destinations. Greyhound Bus Lines reports approximately 100,000 passengers annually at its Binghamton terminal.

The physical (geographic) separation between the intercity bus terminals and BC Junction makes it very inconvenient for people who rely on BC Transit and use intercity buses to travel. Although the existing intercity bus terminals are only a few hundred feet apart from each other, co-locating them into one building will further enhance the user-friendliness of the overall transit system. Given these circumstances, there is a clear need to provide for convenient transfer among modes.

All BC Transit buses are equipped with bicycle racks for the convenience of riders. However, there is no opportunity for secure bicycle storage at BC Junction's current location. BC Transit might attract more riders if secure bicycle storage were available downtown. Bicycle storage will be provided at the new BITT facility.

**Summary of Impacts and Mitigation Measures:** Table ES-1 summarizes the impacts from the Proposed Action and the proposed mitigation measures.

Impacts on certain resources have been identified, and are summarized here:

- ♦ **Land Acquisition and Displacements:** Broome County will need to acquire property from four owners, including 12 parcels and 3 buildings. The Southern Tier Independence Center had previously purchased a new building at another location in the City of Binghamton, so they will not be displaced. Greyhound Lines and Coach USA/Shortline Bus Lines will be temporarily displaced, but will ultimately become occupants of the new terminal. The impact

will be mitigated by providing temporary relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Act of 1970.

- ♦ **Traffic, Parking, Pedestrian and Bicycle Considerations:** While no significant impacts are identified, the Binghamton Metropolitan Transportation Study will monitor pedestrian and bicycle activity and resolve any conflicts.
- ♦ **Section 106 Resources:** Any impacts to the Greyhound Terminal Building as well as other Section 106 resources, unknown at this time, that may be adversely impacted will be appropriately mitigated according to the directives and procedures, stipulated in the Programmatic Agreement among the FTA, Broome County and NYSHPO. FTA, in consultation with SHPO, has made a determination that the Project will have No Adverse Effect on above-ground resources (see letter in Appendix, dated February 15, 2007).
- ♦ **Section 4(f) Resources:** Impacts to Section 4(f) resources are not known at this time. A Section 4(f) evaluation will be conducted before construction, after a Phase 1B archaeological survey, Section 4(f) resource(s) are identified.
- ♦ **Construction Related Impacts**
  - **Air Quality.** Temporary impacts will occur only during the construction phase of the project. Standard construction measures will be taken to suppress fugitive dust and minimize emissions from off-road construction equipment.
  - **Noise.** Temporary impacts will occur during construction/demolition. Mitigation will conform to the City of Binghamton Noise Control Ordinance. Standard practice noise abatement measures will be implemented.
  - **Water Resources and Water Quality.** During excavation/construction, there is the potential for stormwater runoff. The County will prepare an Erosion & Sedimentation Control Plan and a Stormwater Management Plan and will use standard construction practices, such as silt fencing and/or straw bales.
  - **Public Utilities and Services.** There will be temporary disruptions in service as utilities are relocated. Mitigation will consist of minimizing the disruptions through coordination with utility companies and multi-media notification to affected customers.
  - **Environmental Risk Sites and Hazardous Materials.** A Phase I Environmental Site Assessment will be performed prior to demolition/construction. Any material identified as potentially hazardous will be remediated before construction begins. A Hazardous Materials Management Plan and Health & Safety Plan will be developed. Abatement of materials, if necessary, will be performed by licensed professional firms.

Table ES-1 summarizes the impacts from the Proposed Action and the proposed mitigation measures.

As discussed in this EA, with specific mitigation measures in place, there will be significant adverse impacts as a result of the Project.

**Table ES-1: Summary of Impacts and Mitigation for Proposed Action**

<b>Resource</b>	<b>Impact Synopsis</b>	<b>Mitigation</b>
Land Acquisitions and Displacements	Acquisition of 12 parcels owned by four separate owners with a total assessed value (in 2005 dollars) of \$1,394,900. Parcel/ownership details are included in Table 2 of Chapter 5 of this EA. Occupants of two buildings will be temporarily displaced (the Greyhound and Coach/USA terminals), however both will ultimately relocate to the new BITT.	Temporary relocation assistance will be provided as necessary according to the Uniform Relocation Assistance and Real Property Act 1970, as amended. Acquisitions are currently in title search phase, followed by appraisal and then eventually by negotiations to purchase the properties
Land Use and Zoning	Consistent with land use and local zoning.	None proposed
Consistency with Plans	Consistent with the visions, goals, and recommendations of state, regional, and local plans.	None proposed
Environmental Justice/ Title VI	No adverse impacts to EJ populations. Improved public transportation choices for those who utilize public transportation	None proposed
Socioeconomic Conditions	No adverse impacts	None proposed
Community Disruption	No adverse impacts	None proposed
Air Quality	Temporary impacts during construction.	Various BMPs to suppress fugitive dust and reduce other air pollutants. See Construction Impacts (Chapter 28) for details
Noise	Temporary impacts during construction.	Noise abatement measures included in construction specifications. See Construction Impacts (Chapter 28) for details
Traffic, Parking, Pedestrian and Bicycle Considerations	No adverse impacts on local roadway traffic. Beneficial affect of improved transit connectivity and improved bicycle and pedestrian movement and access within the study area and downtown Binghamton as a whole.	BMTS to monitor bicycle and pedestrian activity and will resolve any conflicts that may arise between modes as a consequence of the Proposed Action. Traffic Management Plan during construction.
Section 106 Resources	According to the NYSHPO's preliminary and provisional determination, there will be no adverse effect to above ground historic Section 106 resources. Impacts to archaeological resources can only be determined after a Phase 1B survey is performed upon completion of property transfers	A Draft Programmatic Agreement (PA) between FTA, the County and NYSHPO is included in Appendix F of this EA that stipulates recommended mitigation measures for Section 106 resources.
Section 4(f) Resources	No impacts to public parks, recreation areas, or wildlife refuges, or to known historic resources listed on or eligible for listing on the NRHP which qualify for protection under Section 4(f). A 4(f) evaluation will be conducted if, after Phase 1B or during construction a 4(f) resource is identified resource identified and there is no prudent or feasible alternative in the use of the land.	None proposed.
Visual/Aesthetic Effects	Impacts neutral to positive for all viewer groups	None proposed
Section 6(f) Properties	Since there are no Section 6(f) resources, there are no adverse impacts.	None proposed
Safety and Security	Improved passenger safety and security at the Project site with security presence and improved lighting and video surveillance	None proposed
Critical Environmental Areas and Endangered Species	No adverse impacts	None proposed
Water Resources and Water Quality	construction period impacts.	Erosion & Sedimentation Control Plan and Stormwater Pollution Prevention Plan. See Construction Impacts (Chapter 28) for details.
Wetlands	No impact.	None proposed
Floodplains	No impact.	None proposed
Farmlands	No impact.	None proposed
Wild & Scenic Rivers, Navigable Waterways Coastal Zones	No impact.	None proposed
Public Utilities and Services	Temporary service disruptions to consumers during Project construction.	Coordinate utility relocations with utility companies. Notify affected consumers of temporary service disruptions.
Energy Requirements	No adverse impacts.	None proposed
Environmental Risk Sites/Hazardous Materials	Temporary adverse impacts during the construction period.	Hazardous Materials Management Plan and Health & Safety Plan. See Construction Impacts (Chapter 28) for details.
Construction Related Impacts	Temporary impacts to air, noise and stormwater quality (no impact to public drinking water)	Air, noise, and stormwater quality BMPs. Traffic management plan and a Health & Safety Plan relative to hazardous materials

Indirect and Cumulative Impacts	No adverse impacts.	Ongoing coordination of planned and future development with appropriate resource agencies
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## 2 PROJECT BACKGROUND

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### 2.1 EARLY STUDIES

The Binghamton Metropolitan Transportation Study (BMTS), as the Metropolitan Planning Organization (MPO) and regional transportation planning agency for the greater Binghamton area, is responsible for the planning of public transit services. The proposal to construct an Intermodal transit terminal in the City of Binghamton was initiated by BMTS in the mid-1980s and formally documented in a 1986 report entitled, “*Broome County Ground Transportation Center Feasibility Study*” (Binghamton Metropolitan Transportation Study, March 1986). The purpose of that study was to determine the feasibility of constructing such a facility to link local urban bus service, regional rural bus service, intercity bus service, taxi and limousine service, bicycle, and other modes. As a planning study, it was recognized by BMTS to be a preliminary statement of feasibility that would require periodic reevaluation.

The original 1986 study identified and evaluated seven potential sites for the new Intermodal Terminal. That study concluded that two of the sites: the block bounded by Henry Street, Chenango Street, Lewis Street and Prospect Avenue – also known as the Bus Station site or Site #2; and a site on the southwest corner of Henry Street and State Street – also known as the Metrocenter site or Site #4, were feasible for further detailed evaluation and consideration. Site #2 in the original study was, and still is, the existing location for the Greyhound and Coach USA/Shortline transportation terminals. The five sites that were eliminated were generally considered to be too small; too far removed from BC Junction to allow for efficient transit system connectivity; to have limited frontage; or presented bus flow and circulation constraints due to limited site access or adjacent roadways being too narrow.

Overall, the 1986 study concluded that there was enough potential benefit to both Broome County and the City of Binghamton to recommend that a new Intermodal center be pursued to the point of taking the idea to major stakeholders and involved entities. While this did not immediately materialize, the efforts of BMTS eventually reached a point that, in 2003, Broome County went through the procurement process to select an architectural/engineering consultant to do the programming, site evaluation, environmental documentation and concept design tasks for the proposed Binghamton Intermodal Transit Terminal (BITT) Project.

### 2.2 RECENT STUDIES LEADING TO SELECTION OF A PREFERRED SITE

The recent design effort begun by Wendel Duchschere (in 2003), the architectural design consultant retained by Broome County, included updating and either validating or revising the findings for the original sites identified in the 1986 study, as well as considering any new sites that may have had merited consideration. As with the original study, there was agreement the new terminal would need to be located within the City of Binghamton Central Business District (CBD). The CBD is identified on Figure 1 as the area within the red-dotted line. The validation effort and search resulted in selecting three sites within the CBD for further evaluation and consideration as the preferred site for the new Intermodal transit terminal. One of these sites was the original Site #2 from the 1986 study and is now called the Chenango Street site. The second

site, called the Washington Street site, is located southwest of the Broome County Arena on a parcel near the confluence of the Susquehanna and Chenango rivers. In the original 1986 study, a 1.5 acre parcel located just to the north of the new Washington Street site was evaluated but was eliminated from further study because it was determined to be too small to accommodate a proposed Intermodal Terminal. The new Washington Street site encompasses an entire City block, and therefore has adequate space for the Proposed Action. The third and final site was a new site not previously considered. It is located approximately two blocks to the east and two blocks south of the Chenango Street site and is being referred to as the Carroll Street site. These three sites are depicted on Figure 1.

Site evaluation criteria and a weighted scoring system were developed in cooperation with Broome County and the Project Advisory Committee (PAC) [refer to Chapter 32 for a list of PAC participants]. All three potential sites were then evaluated and given an overall site performance “score” based on the established criteria. The evaluation criteria included:

- Efficient Transportation Operations
- Vehicle Access
- Pedestrian Access
- Viable Infrastructure
- Environmental Issues
- Compatibility with Strategic Development
- Intermodal Connectivity
- Construction Ready Cost
- Enhancement of Economic Development
- Enhancement of Transportation Image and Aesthetics

A comprehensive alternative evaluation matrix that provides a break-out of site performance scoring is included in Appendix E. The analysis resulted in the Carroll Street site being dropped from consideration due primarily to its lack of sufficient size and because the Court Street frontage is part of an historic district, further reducing the useable area of the site. Additionally, two of the adjacent City streets do not have adequate width to accommodate turning buses. The Chenango Street site and the Washington Street site scored high enough to warrant further detailed study. Several conceptual site plans based on the preliminary program were then developed for both sites.

The PAC was presented with information regarding the evaluation of the Chenango Street, Washington Street and Carroll Street sites. Because a Binghamton University satellite development was planned for a parcel north of the Washington Street site, the Committee strongly recommended that the Washington Street site be removed from further consideration because the University Project would lead to a higher and better use for the Washington Street riverfront parcel. This directed the focus of the site evaluation process to the Chenango Street Site as the preferred site. On March 17, 2005, the Broome County Legislature passed a Resolution adopting the Chenango Street Site as the preferred site for the new BITT. The location of the preferred site is depicted in Figure 2.

### **2.3 SELECTION OF THE PREFERRED ALTERNATIVE CONCEPT**

During the process to select a preferred site (described above), five preliminary design concepts were developed for the Chenango Street Site that included the entire block. The preliminary BITT program requirements that had been developed and were used in the development of these five preliminary design concepts is shown in Table 1A below. After further evaluation and discussion with the users of the facility, it was determined that sharing certain support space functions and operations would allow for refinement of the overall program, resulting in a reduction of the overall building and site area required for the new facility, without compromising passenger service. The resulting refined program that contains the current BITT program requirements is provided in Chapter 4, Table 1B. This allowed Broome County, after the initial selection of the Chenango Street site, to determine that the northern portion of the block, presently occupied by U-Haul, would not be required to satisfy the space requirements of the current BITT program (Table 1B). This resulted in the five original design concepts being abandoned. Subsequently, four new design concepts were developed for the new BITT site that utilized only the southern two thirds of block. The new concepts involved various configurations for terminal placement, intercity and local bus bays and bus circulation, parking, pedestrian circulation, and site access/egress among other details.

**Table 1A: Preliminary BITT Program Requirements**

<b>Building Requirements</b>	<b>Sq. ft</b>	<b>Comments</b>
Intercity (Coach USA & Greyhound)	6,600	Ticketing, offices, support space
BC Transit (in building)	600	Office, conference room/breakroom
BC Transit (on platform)	600	Information booth, (2) driver toilets
Public toilets	2,500	Women – (7) wc & (4) lav, men (7) wc & (4) lav
Waiting	3,600	(110) fixed seating, payphones, vending, security
Concessions	1,200	
Development Space	1,500	
Miscellaneous Storage	400	
<b>Subtotal</b>	<b>17,000</b>	
+ circulation (25%)	4,250	
+ building factor (6%)	1020	
+ mechanical (9%)	1,530	
<b>Total Building</b>	<b>23,800</b>	
<b>Site Requirements</b>		
BC Transit – Total # of buses	12 busses	40 foot busses with bike racks
Intercity Carrier – Total # of buses	18 busses	45 foot coach busses
BC Lift / BC Country	4 Vehicles	
BC Transit Platform – # of spaces required	16 slips	Sawtooth configuration
Intercity Platform – # of spaces required	18 slips	Herringbone configuration
Taxis	4 spaces	
Short Term Parking	10 spaces	
Long Term Parking	120 spaces	Can be located in adjacent offsite area
Employee Parking	25 spaces	
Site Storage	150 SF	Exterior maintenance equipment
Generator	500 SF	
Green Space	1,800 SF	Proposed corner park at Henry St & Chenango St.
<b>TOTAL SITE</b>	<b>175,000 SF</b>	

Source: Wendel Duchscherer, 2005

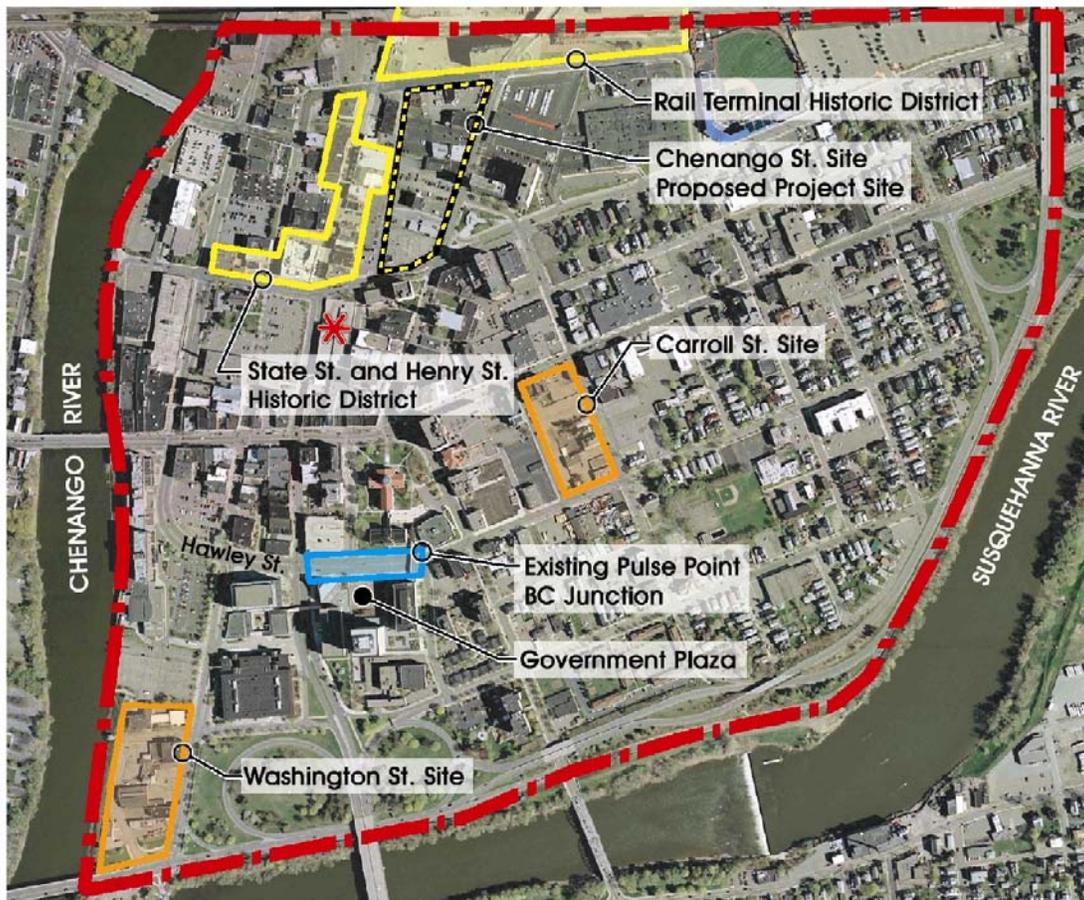
These four new design concepts were presented to the Project Advisory Committee as well as to citizens at two separate Public Listening Sessions held on July 7, 2005. Advantages and disadvantages of each conceptual design were discussed and comments on each concept were compiled and individually considered. After reviewing all comments received from listening session participants, Broome County's Departments of Public Transportation, Planning and Economic Development along with BMTS and the consultant developed a new design concept. The new concept, while retaining the positive aspects of the four previous concepts, was drawn up primarily to improve upon three shortfalls noted in them; 1) to reconfigure bus and pedestrian circulations in order to alleviate conflicts and enhance passenger safety; 2) to integrate the existing Greyhound terminal design to the greatest extent practicable due to its historic significance; and 3) to make sure transportation carriers were effectively separated from one another to avoid passenger confusion since the terminal will accommodate three separate bus services; BC Transit, Greyhound, and Coach USA/Shortline. As with the initial four concepts, the resulting new concept continued to use the following evaluation criteria to guide the development of the design:

- Separation of bus and car traffic
- Safe and efficient passenger circulation patterns
- Clear line of sight for all vehicles, pedestrians and passengers
- Facilitation of efficient and passenger friendly bus operations
- Visual and aesthetic enhancement to the surrounding neighborhood and the Henry/Chenango Street intersection
- Facilitate connections to the neighboring Arts District on State Street, which is one block West of the proposed Project site.

In September 2005, Broome County approved this concept, referred to as Alternative Option J1, as the preferred alternative to be carried into the environmental documentation and review process. This preferred alternative was subsequently presented to the public for further consideration and commentary at two separate Public Listening Sessions held on October 6, 2005 with overall public sentiment in favor of the preferred alternative concept. Figure 3 depicts the conceptual design of the preferred alternative. A detailed description of the Proposed Action is included in Chapter 4 of this EA.

Since the time initial site selection occurred, the Washington Street location is no longer available. An educational building has been constructed there. The Carroll Street option would have required the purchase of several buildings. Further, the owner is not interested in selling the properties.

# Binghamton Intermodal Transit Terminal SITE EVALUATION



**EXISTING PULSE POINT / BC JUNCTION**

- 11 on-street bus slips, parked nose to tail, both sides of Hawley Street
- Proposed relocation for this local bus service pulse point is the Chenango Street Site

**\* EXISTING PARKING RAMP**

- Potential location for Terminal long-term parking

**--- CENTRAL BUSINESS DISTRICT**

**--- HISTORIC DISTRICTS**

**--- SITES CONSIDERED**

**--- EXISTING PULSE POINT / BC JUNCTION**

**--- PROPOSED PROJECT SITE**



*Binghamton Intermodal  
Transit Terminal EA*  
Binghamton, New York

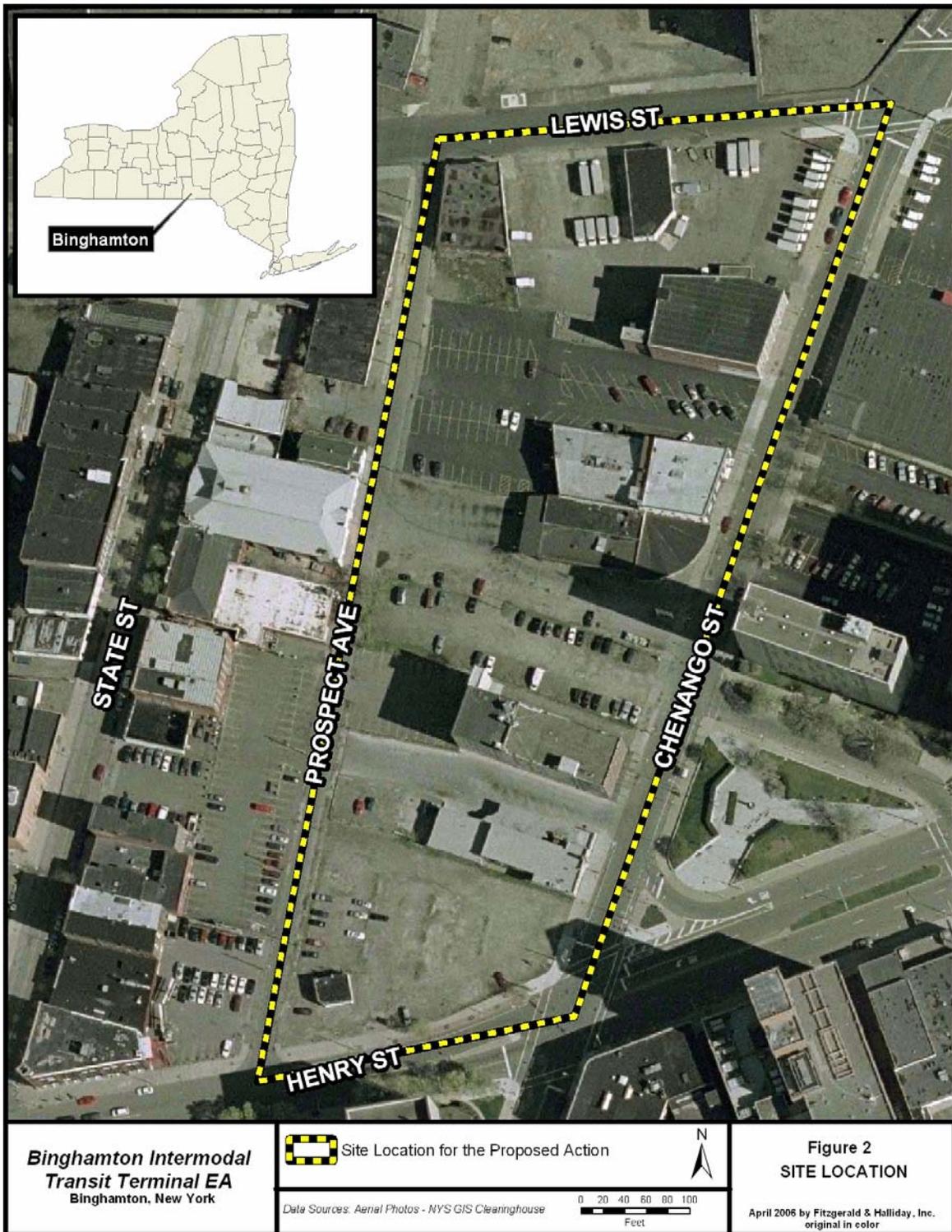


*Data Sources: Site Evaluation - Wendel Duschcherer*

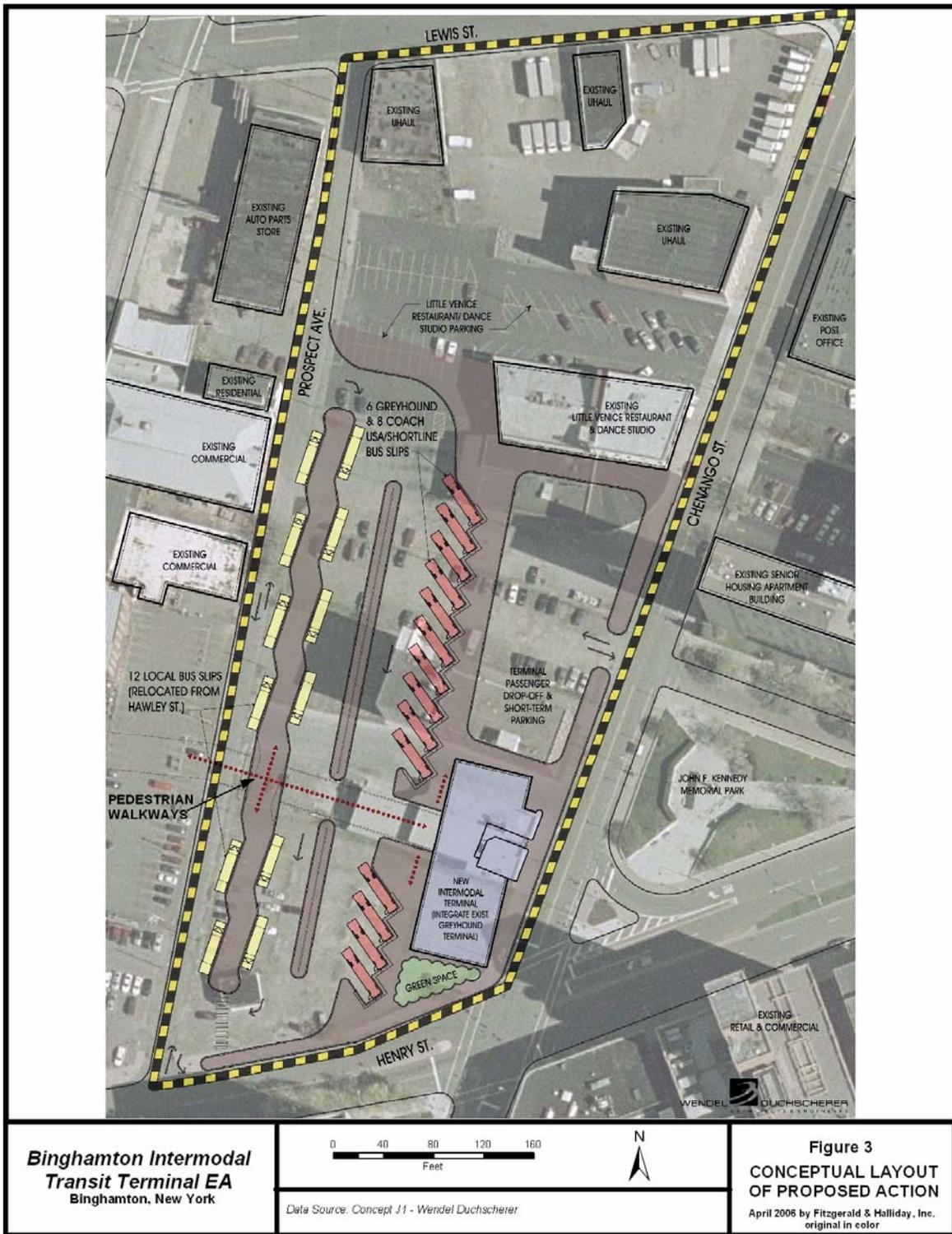
**Figure 1  
ALTERNATIVE SITES  
CONSIDERED**

April 2006 by Fitzgerald & Halliday, Inc.  
original in color

**Figure 1: Alternative Sites Considered**



**Figure 2: Site Location**



**Figure 3: Conceptual Layout of the Proposed Action**

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### 3 PURPOSE AND NEED

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The purpose and need of the BITT facility is to enhance passenger safety and convenience by providing a centralized location that will accommodate various transportation modes. Transit users in the City of Binghamton and Broome County need a safe and convenient place to board, disembark and transfer among local and intercity buses and well as among bicycle, taxi, kiss and ride locations. The proposed terminal will provide an off-street sheltered location for Broome County Transit (BC Transit) and other local transit services. Passengers will be protected from the weather as they transfer from one bus to another and will be able to wait inside the terminal lobby. An adjacent parking area and secure bicycle storage at the terminal will further enhance Intermodal connectivity and convenience. The new facility will be fully compliant with the Americans with Disabilities Act (ADA). Transit passenger safety and convenience will both be enhanced with the new facility. As a result of making access to both local transit and intercity bus service safer, more convenient, and more attractive, it is anticipated that the Proposed Action will result in modest ridership gains.

The need for the Proposed Action arises from the fact that at present, bus riders are exposed to unsafe and inconvenient situations with respect to using transit service. BC Transit, with a 2005 annual ridership of 2.5 million, operates on a pulse system where all routes converge at a single location or pulse point (known as BC Junction) twice each hour between the hours of 6 A.M. and 11 P.M. Because all routes are laid out similar to a hub-and-spoke pattern, without cross-town buses, many riders often need to transfer from one bus to another at the pulse point (or hub), in order to reach their intended destination. On an average weekday, nearly 1,000 riders transfer at BC Junction, which is currently located on Hawley Street, a 6-lane wide and heavily traveled downtown city street directly in front of Government Plaza. Buses park at the curb and must utilize both sides of the street. This practice forces many transferring passengers to cross Hawley Street; an unsafe and undesirable maneuver that takes place primarily via a mid-block pedestrian crosswalk that is not signal-activated. In addition, during the time the buses stage along Hawley Street to allow for passenger transfers, they park nose-to-tail. On a daily basis, numerous passengers have been observed walking out from between these parked buses into the traffic lanes of Hawley Street in order to transfer to a bus on the opposite side of the street. This is done at multiple points along Hawley Street. Due to the size of the buses, passengers do not have a clear line of site to see oncoming traffic until they are actually in the traffic lanes. This situation is extremely unsafe and is unacceptable according to standard industry Intermodal planning principle, which place passenger safety among the highest priorities in designing Intermodal transfer center. This type of protection is not afforded to transferring passengers at BC Junction and is therefore considered to be a hazardous situation.

In addition to negotiating an unsafe and undesirable mid-block pedestrian crosswalk at BC Junction that is not signal-activated, BC Transit passengers are also provided with only three bus shelters located along the North sidewalk at BC Junction. These shelters do not provide enough capacity for all passengers, thereby forcing most passengers to wait unprotected in inclement

weather. Overall, with respect to passenger safety and convenience, there is a clear need to provide a safe, sheltered, off-street location for BC Junction.

In terms of intercity bus service, Greyhound Bus Lines and Coach USA/Shortline each operate from their own terminal located on the same block of Chenango Street, approximately one-quarter mile north of BC Junction. Coach USA/Shortline provides intercity bus service between Binghamton and various destinations in New York State, including:

- New York City, with intermediate points
- Hudson Valley locations from Middletown to Poughkeepsie
- Long Island and Westchester County locations
- Elmira, Corning, and points west to Olean
- Albany and intermediate points
- Utica and intermediate points

The company also operates service oriented specifically to Binghamton University students traveling to and from New York City and destinations on Long Island. Coach USA/Shortline reports approximately 310,000 annual passengers at its Binghamton terminal.

Greyhound Bus Lines operates direct service from Binghamton north and south on the I-81 corridor to Syracuse and Scranton, and points beyond. They also provide service to Ithaca, continuing to Rochester and Buffalo. As a national bus line, transfers at various hub locations allows for a wide range of destinations. Greyhound Bus Lines reports approximately 100,000 passengers annually at its Binghamton terminal.

The physical (geographic) separation between the intercity bus terminals and BC Junction makes it very inconvenient for people who rely on BC Transit and use intercity buses to travel. Although the existing intercity bus terminals are only a few hundred feet apart from each other, co-locating them into one building will further enhance the user-friendliness of the overall transit system. Given these circumstances, there is a clear need to provide for convenient transfer among modes.

All BC Transit buses are equipped with bicycle racks for the convenience of riders. However, there is no opportunity for secure bicycle storage at BC Junction's current location. BC Transit might attract more riders if secure bicycle storage were available downtown. Bicycle storage will be provided at the new BITT facility.

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## 4 ALTERNATIVES EVALUATED

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This EA evaluates environmental, cultural, and social impacts of a No Build Alternative and one Full Build Alternative, referred to as the Proposed Action. The No Build Alternative and Proposed Action are described in this chapter.

### 4.1 NO-BUILD ALTERNATIVE

The No-Build Alternative will maintain the current operating conditions of BC Transit, BC Country, BC Lift, Greyhound Bus Lines and Coach USA/Shortline. This involves each of the intercity operators (Greyhound Bus Lines and Coach USA/Shortline) remaining in their separate terminals and BC Junction remaining on Hawley Street. The No-Build Alternative, therefore, does not meet the purpose and need of the Proposed Action because it does not promote or enhance Intermodal connectivity, passenger safety or passenger convenience. These factors lead to the conclusion that the No-Build Alternative is not a preferred option. However, the impacts of the No-Build Alternative have been considered in comparison to the Proposed Action throughout this EA.

### 4.2 PROPOSED ACTION

The Proposed Action would require:

- The acquisition of 12 parcels owned by four (4) separate owners with a total assessed value (in 2005 dollars) of \$1,394,900. Parcel and ownership details are included in Table 2 of Chapter 5 of this EA.
- Complete demolition of the 43,800 SF (7,300 SF footprint) six-story building at 85-87 Chenango Street known as the Southern Tier Independence Center (STIC) building
- Complete demolition of the one-story 7,541 SF Coach USA/Shortline Bus terminal
- Complete demolition of a 810 SF one-story abandoned garage structure that is located at the southwest corner of the development site (northeast quadrant of the Prospect/Henry Street intersection), and
- The exterior wall and historic 1938 Art Deco and Art Moderne façade on the Chenango Street (east) side of the existing Greyhound Terminal will be retained, refurbished and incorporated into the BITT design. In order to retain this historic façade and make it seismically stable and code compliant, and due to the fact the existing floor slabs do not meet current New York State structural code requirements for bearing capacity, the remainder of the existing Terminal (5,320 SF) will be demolished. However, the Terminal's original Ticket Counter and Diner, neither of which are currently intact nor used for their original purpose, will be rebuilt as closely as possible to their original locations and details. Also, the existing open staircase between the first and second floors will be restored in place, retaining as much of it's original material as possible, and incorporated into the new floor plan.

Once the demolition phase is complete, Broome County will move forward with the construction of the new 14,000 to 18,000 SF BITT facility. The BITT will serve as a central transportation hub and gateway to the City of Binghamton. It will accommodate local and intercity bus services, pedestrians, bicyclists, taxicabs, kiss-and-ride users, and shuttle and paratransit services. Specifically, services at the new BITT facility will include BC Transit, BC Country (on demand rural service), BC Lift (on demand ADA service), Greyhound Bus Lines, Coach USA/Shortline Bus, and potentially Tioga County Public Transit. The new facility will also include a security office, approximately 2,000 square feet (SF) of supporting economic development geared to the traveling public, and a 1,800 SF green space proposed on the corner of Chenango and Henry streets. The total site area needed for the Project, including the building area, is estimated to be approximately 150,000 SF. The current design program requirements are included in Table 1B below. A conceptual layout of the Project is depicted in Figure 3 (included in Chapter 2).

**Table 1B: October 2006 BITT Program Requirements**

<b>Building Requirements</b>	<b>Sq. ft</b>	<b>Comments</b>
Intercity (Coach USA & Greyhound)	2,500	Ticketing, offices, support space
BC Transit (in building)	400	Office, conference room/breakroom
BC Transit (on platform)	300	Information booth, (2) driver toilets
Public toilets	1,000	Women – (7) wc & (4) lav, men (7) wc & (4) lav
Waiting	3,000	(110) fixed seating, payphones, vending, security
Concessions	800	
Development Space	2,000	
Travel Related Support Services	1,600	
Miscellaneous Storage	800	
<b>Subtotal</b>	<b>12,400</b>	
+ circulation (25%)	3,100	
+ building factor (6%)	744	
+ mechanical (9%)	1,116	
<b>Total Building</b>	<b>17,360</b>	
<b>Site Requirements</b>		
BC Transit – Total # of buses	12 busses	40 foot busses with bike racks
Intercity Carrier – Total # of buses	14 busses	45 foot coach busses
BC Lift / BC Country	4 Vehicles	
BC Transit Platform – # of spaces required	12 slips	Sawtooth configuration
Intercity Platform – # of spaces required	14 slips	Herringbone configuration
Taxis	4 spaces	
Short Term Parking	10 spaces	
Long Term Parking	120 spaces	Will be located in adjacent offsite area
Employee Parking	20 spaces	
Site Storage	150 SF	Exterior maintenance equipment
Generator	500 SF	
Green Space	1,800 SF	Proposed corner park at Henry St & Chenango St.
<b>TOTAL SITE</b>	<b>150,000 SF</b>	

Source: Wendel Duchscherer, 2005

A key component of the Proposed Action involves the relocation of the BC Transit pulse point (BC Junction) from its current location on Hawley Street to the site of the new BITT. This relocation is important as it will directly contribute to enhanced passenger safety and security as well as improve the overall efficiency of the BC Transit system. Currently passenger safety is a concern as passengers frequently use an unsignalled mid-block crosswalk located on Hawley Street, a 6-lane wide and busy downtown street, when accessing and/or transferring between buses. Utilizing this crosswalk without the benefit of a signal is a dangerous and undesirable condition. In addition, during the time the buses stage along Hawley Street to allow for passenger transfers, they park nose-to-tail on both sides of the street. On a daily basis, numerous passengers have been observed walking out from between these parked buses into the traffic lanes of Hawley Street in order to transfer to a bus on the opposite side of the street. This is done at multiple points along Hawley Street. Due to the size of the buses, passengers do not have a clear line of site to see oncoming traffic until they are actually in the traffic lanes. This situation is extremely unsafe and is unacceptable according to standard industry Intermodal planning principle, which place passenger safety among the highest priorities in designing Intermodal transfer centers. This safety issue, coupled with limited on-street bus parking (buses must use both sides of the street due to the number of buses required to service the area's bus routes) and bus shelters, makes relocating BC Junction to the new BITT facility essential.

In terms of vehicular operations, the new BITT will include a 50-space parking lot located just north of the proposed transit terminal that will be accessed from Chenango Street. Taxi service will be available at this location and passenger drop-offs and pick-ups will also occur here. The BITT itself will include spaces for up to 12 BC Transit buses, with the spaces laid out in a sawtooth configuration on a raised island located parallel to Prospect Avenue. BC Transit buses will access the BITT from Prospect Avenue and will proceed to the spaces along this island, which most likely will be designated according to bus route. After picking up passengers, the BC Transit buses would proceed out of the terminal again via Prospect Avenue. In terms of intercity buses, the BITT will be designed to accommodate up to a maximum of 14 intercity buses at any given time. The intercity bus spaces will be located proximate to the proposed terminal building and the parking lot. Like BC Transit buses, all intercity buses will enter and exit the BITT from Prospect Avenue. Although no long-term parking will be constructed as part of the new BITT, long-term parking can be accommodated at an existing parking garage located on the corner of Henry and State Streets.

### **Funding for the Proposed Action**

The overall construction cost of the BITT is estimated to range from \$8-10 million dollars. This includes all anticipated construction costs, including building demolition, site and utility work. It does not include acquisition costs or design fees.

### **Project Schedule**

Final design of the Project is scheduled to be completed by June 2007 with bid and award scheduled for August 2007. Construction will take approximately 14 months to complete with the facility slated to officially open in the last quarter of 2008.

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## 5 LAND ACQUISITIONS AND DISPLACEMENTS

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### 5.1 EXISTING SETTING

The Proposed Action will occur in the City of Binghamton in the northern portion of the central business district in an area that is a mix of businesses, restaurants, apartments, offices, and government institutions. Land directly within the footprint of the Project includes two existing bus terminals (Greyhound Lines and Coach USA/Shortline), a multi-story office building owned by the Southern Tier Independence Center, Inc., and large paved and unpaved parking areas, including one with a small vacant building. Overall, there are twelve parcels within the footprint of the Project that are owned by a total of four property owners.

### 5.2 DIRECT AND INDIRECT IMPACTS

#### No Build Alternative

No property acquisitions or displacements would be required under the No Build Alternative.

#### Proposed Action

In order to accommodate the Project, Broome County will need to acquire a total of 12 parcels owned by four owners. The total assessed value of the property is \$1,394,900. Property acquisition details are presented in Table 2. The 12 parcels are depicted within the purple boundary lines in Figure 3A.

**Table 2: Property Acquisitions**

<b>Property Owner</b>	<b>Tax Map #</b>	<b>Assessed Value</b>
Binghamton Terminal LLC	09-0004-007	\$269,100
P.O. Box 606	09-0004-008	\$63,200
Saddle River, NJ	09-0004-018	\$9,800
	09-0004-019	\$9,800
	09-0004-020	\$9,700
	09-0004-021	\$9,700
Southern Tier Independence Center, Inc.	09-0004-009	\$613,200
24 Prospect Avenue	09-0004-096	\$18,800
Binghamton, NY		
Greyhound Lines, Inc.	09-0004-010	\$180,000
PO Box 660362	09-0004-016	\$8,800
Dallas, TX		
Theodora, Alexander & Elizabeth Strates	09-0004-011	\$188,500
1295 North Providence Road	09-0004-012	\$14,300
Media, PA		

Source: Broome County and Wendel Duchschere, 2005

The acquisition of these properties will also mean the temporary displacement of the occupants of two buildings; Greyhound Lines Inc. and Binghamton Terminal LLC (Coach USA/Shoreline Bus Lines). These businesses, however, will ultimately become tenants of the new BITT and therefore will be accommodated in the future build out condition. Because of the staging of construction, CoachUSA/Shortline will continue to operate from their current location until the BITT is ready for occupancy. Negotiations with property owners in close proximity to the existing Greyhound Bus Terminal are currently underway. Several options exist that would allow Greyhound to operate from a temporary structure (to be set up on the site) located adjacent to parking lots of both Greyhound and the STIC building. Because neither terminal is a 24/7 operation, it is anticipated that only minimal service interruption will occur and that both bus lines will continue to operate from within the Project Site. The Southern Tier Independence Center (STIC) has already acquired a new location within the City of Binghamton and therefore is not being displaced by the Proposed Action. Their plans to relocate were in effect prior to the initiation of the Proposed Action and were not induced by the action. The occupants of the STIC building will already be relocated long before the start of construction of the Project. The Strates property is vacant land that is currently being used as a parking lot.

### **5.3 MITIGATION**

Broome County will comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and all federal regulations during Project implementation. If the displaced businesses of the affected buildings cannot be temporarily relocated as planned, Broome County will work to find suitable options for relocations to occur. The acquisition process is currently in the title search phase, which will be followed by an appraisal phase and ultimately by negotiations to purchase the required properties.

### **5.4 SUMMARY OF PROPOSED ACTION IMPACTS**

A total of 12 properties with a 2005 assessed value of \$1,394,900 will be acquired to accommodate the construction of the Proposed Action and two businesses; Greyhound Lines Inc. and Binghamton Terminal LLC (Coach USA/Shoreline Bus Lines) will be temporarily displaced until they can ultimately be accommodated in the new BITT facility. With the mitigation measures outlined above, the Proposed Action will not result in any adverse impacts with respect to land acquisitions and displacements.



**FIGURE 3A PROPERTY ACQUISITIONS**

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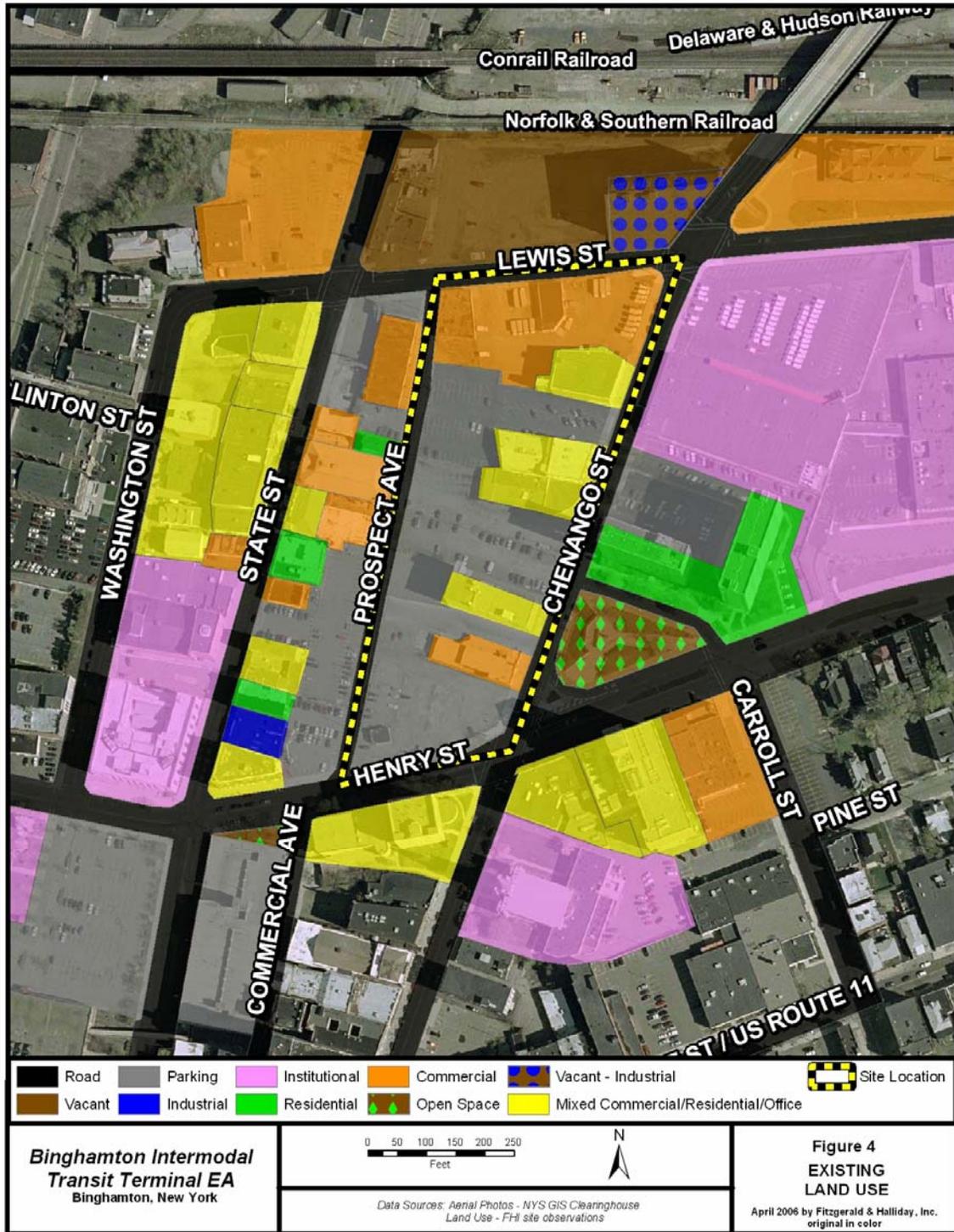
## 6 LAND USE AND ZONING

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### 6.1 EXISTING SETTING

The Proposed Action is located in the City of Binghamton's Downtown Redevelopment District (See Figure 4 - Existing Land Use). The mixed-use block containing the Project site is currently utilized for several commercial transportation uses, including two bus terminals and a large truck rental and self storage complex (U-Haul). Other uses include an office building, a restaurant and parking lot. The block also contains two abandoned/vacant structures (a garage and a dance studio). Land uses within a quarter mile include residential (two senior housing high-rises), office, government (federal courthouse), several art galleries and parking structures, and a variety of vacant/abandoned properties. The block west of the Proposed Action (between State Street and Prospect Avenue) tends to have a collection of older, comparatively small, former manufacturing sites that are gradually being refurbished and reoccupied. They house a diversity of uses such as restaurants, student housing, art galleries, artist loft/studio space, and a few small industrial activities.

The proposed Project site is zoned C-2, Downtown Business District, according to The City of Binghamton zoning code (*Appendix A, Zoning, of the Code of Ordinances of the City of Binghamton, New York*). Uses allowed in the C-2 zone include general retail, neighborhood retail, professional offices, personal service businesses, medical clinics, fraternal institutions, and one and two family dwellings. Parking facilities and bus passenger terminals are allowed as Special Permit or Special Condition uses.



**Figure 4: Existing Land Use**

## **6.2 DIRECT AND INDIRECT IMPACTS**

### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions, such that no direct or indirect impacts relative to land use or zoning would occur.

### **Proposed Action**

Impacts to land use are assessed based on the extent to which a proposed Project would be compatible with surrounding land uses, alter existing land use patterns, or impact access to land. The Proposed Action would relocate the local bus service pulse point (BC Junction) from its present location on Hawley Street to the block bounded by Chenango Street, Henry Street, Lewis Street and Prospect Avenue, and would also consolidate two separate intercity bus operations into one physical location. As such, the Proposed Action is consistent with and complementary to the existing transportation uses at the Project site. Benefits expected from the Proposed Action include the actual and potential redevelopment of this area of downtown Binghamton. The site currently includes surface parking lots, which are a poor utilization of downtown land, and which will be redeveloped. There are a number of nearby properties that are either vacant or whose owners have difficulty keeping both retail and apartments rented. An economic development consultant found that the Proposed Action will result in increased activity in the immediate vicinity, which should in turn create additional economic activity. The BITT would directly enhance transportation options for all surrounding land uses. As a result, it would indirectly enhance the economic vitality of the overall area by providing the safe and convenient access needed by existing and future businesses, residential complexes, and other activities. Although the Project would temporarily displace two existing businesses; the Greyhound Lines Inc. and Binghamton Terminal LLC (Coach USA/Shoreline Bus Lines), these businesses will become tenants of the new BITT once it is completed. Occupants of a third building owned by the Southern Tier Independence Center, Inc. have already acquired a new location within the city and intend on relocating to that site in the near future. This relocation effort was planned by STIC prior to initiation of the Proposed Action.

According to the Department of State, certain County Projects may be required to comply with local zoning regulations. However, Broome County strives to develop its Projects in a manner that does not conflict with local zoning objectives. The BITT is consistent with current zoning, because a transportation use such as a bus terminal is allowed in the affected zone by special permit. A special permit is a use that is allowed in a particular zone but must meet certain performance or design standards and undergo more in-depth scrutiny prior to approval than uses that are allowed as-of-right. Because the use of the property will not change, no additional permits are required for this project.

The Proposed Action also is consistent with the objectives for development in the Empire Zone. The primary objective of the zone designation is to encourage business growth in distressed areas. As noted above, the Proposed Action will stimulate in-fill and redevelopment thereby supporting revitalization and economic improvement within the EZ.

The Proposed Action will not result in any adverse environmental impacts.

### **6.3 MITIGATION**

Based on the findings of the foregoing discussion, it is determined that the Proposed Action will not result in any adverse land use effects, will not conflict with local zoning, and will actually benefit existing and future land uses; therefore, no mitigation is proposed.

### **6.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not have an adverse impact on Land Use or Zoning. In fact, the Proposed Action is considered to be beneficial in terms of land use and zoning as it would comply with local zoning objectives, support in-fill and redevelopment in the study area, and will enhance access to local businesses and residences.

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## 7 CONSISTENCY WITH LOCAL, REGIONAL AND STATE PLANS

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The Project site falls within three successively larger planning regions, namely the City of Binghamton, the Binghamton Metropolitan Transportation Study (the Metropolitan Planning Organization for the Binghamton area), and Broome County. The plans formulated for each of these areas articulate a vision, goals, and objectives for future land use and the transportation system. Key relevant findings of policy and planning reports developed for these regions are summarized below.

### 7.1 EXISTING PLANS

#### City of Binghamton

The *City of Binghamton Comprehensive Plan* (draft 2002 prepared by The Saratoga Associates for the City of Binghamton, Department of Planning, Housing, and Community Development) serves as the comprehensive development guide for the community. It contains an overview of current conditions in Binghamton, including the transportation network and the re-development of city neighborhoods. The *City of Binghamton Comprehensive Plan* (The Plan) provides an update to community development policies and broad goals for the community as a whole.

In order to articulate development policies, the Plan divided the City into seven planning sub-areas, called districts. The Project Site falls within the Downtown/In-Town District, for which the goals are: 1) establishing an improved sense of place; 2) developing a strategic planning property inventory; 3) developing an organized downtown management program; and 4) developing a parking inventory and management program. The Plan identifies a series of action items to fulfill these goals, including promoting a compact and walkable downtown with connected “critical mass centers” which share existing and future infrastructure. The BITT would directly support this action item.

The BITT would also support several of the Plan’s broader goals for the community at large, such as the following:

- Continuing to respond to the needs of Binghamton’s youth and senior populations
- Promoting and improving the image of Binghamton
- Strengthening and maintaining the integrity of gateways
- Coordinating gateway improvements with business development efforts
- Developing model public/private partnerships
- Supporting the Broome County Economic Development Strategy.

## Binghamton Metropolitan Transportation Study

The Binghamton Metropolitan Transportation Study (BMTS) is the State-designated Metropolitan Planning Organization (MPO) for the Binghamton Region. The BMTS is responsible for federally mandated regional transportation functions and is required by Federal regulation to prepare a long-range transportation plan for the region and update it at least every five years. The recent update to the plan is called *Transportation Tomorrow: 2030 (2030 Plan)* and covers a 25-year period from 2005 to 2030 (BMTS 2005).

The primary purpose of the region's long-range plan is to identify how public funds should be invested in the regional transportation infrastructure to best meet the needs of the region over the next 20 or 25 years. Since transportation and land use go hand in hand, one of The Plan's guiding principles is to put forth recommendations that support regional and community development goals. The *2030 Plan* builds on the foundation established by the prior plan, *Transportation Tomorrow: 2025*, which identified priority transportation corridors and specific improvement Projects to be implemented. Recommendations for transit improvements included a new Intermodal transit terminal in downtown Binghamton (the Proposed Action) and the facility was noted as a high priority of the BMTS. The following specific benefits that the BITT would provide were documented (BMTS 2000):

- Enhanced transfer area for Broome County Transit riders
- Interconnectivity for people traveling by intercity bus
- A more positive impression and gateway for people traveling to or through Binghamton than the existing bus terminals (important to the quality of life and economic development of the metropolitan area).

The *2030 Plan* confirms the value of the BITT by noting that the facility will be a valuable asset in downtown Binghamton, setting the stage for quality transit service.

## Broome County and Governor's Quality Community Principles

Broome County consists of 24 municipalities in southeastern New York, including the City of Binghamton. The Broome County Department of Planning and Economic Development conducts comprehensive planning for the region and, in 2001, embarked on a strategic plan for sustainable development, known as the BC Plan. Completed in fall of 2002, the BC Plan is intended to serve as a comprehensive community blueprint for improving the economy and quality of life in Greater Binghamton. The BC Plan pointed to the funding of the BITT development as an accomplishment consistent with the BC Plan and with the Governor's Quality Community Principles, specifically the principle to enhance transportation choices and create more livable neighborhoods.

## **7.2 CONSISTENCY DETERMINATION**

### **No Build Alternative**

The No Build Alternative would not support the community revitalization and livability goals expressed in local, regional and State planning programs, as it would not enhance transportation choices or support the downtown redevelopment initiatives.

**Proposed Action**

The Proposed Action is consistent with the vision, goals, and recommendations expressed in local, regional, and State plans, as described under each planning program above. The Proposed Action would improve the inter-modal transportation network of the Greater Binghamton Region, enhance a “gateway” for both the City and County, and would support economic development pursuits for the region’s urban core.

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## 8 ENVIRONMENTAL JUSTICE AND TITLE VI

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### 8.1 EXISTING SETTING

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The U.S. Department of Transportation adheres to environmental justice (EJ) goals, and also has a policy to insure nondiscrimination under Title VI of the Civil Rights Act of 1964. Title VI states, “no person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

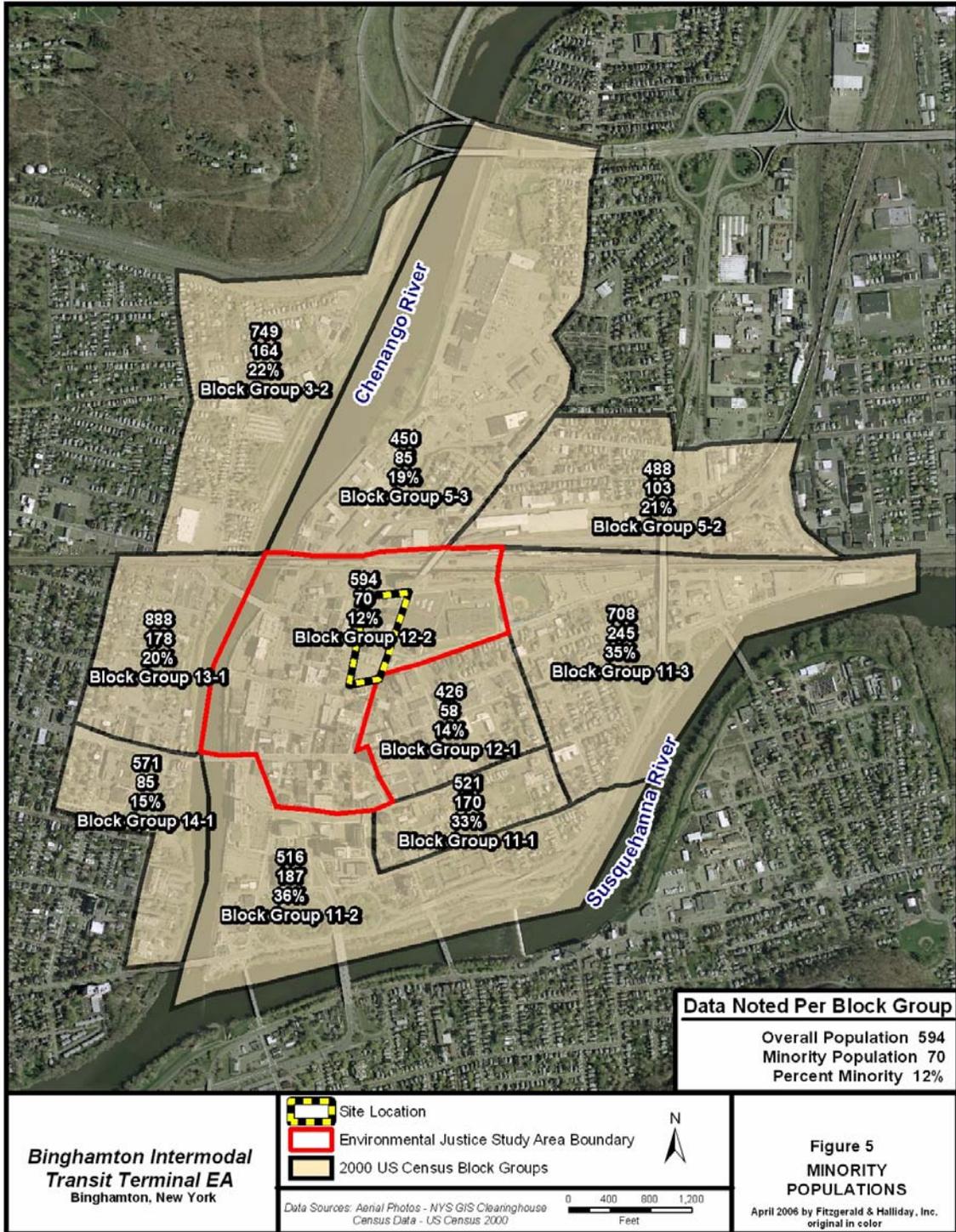
U.S. Census Bureau (Census) data (2000) were used to determine the presence or concentration of EJ populations in the EJ study area (Census Tract and Block Group which surrounds the Project Site) based on a comparison of percentage minority and low-income residents in the area versus other larger surrounding geographic regions. This is shown in Table 3. The boundaries of the EJ study area, bounded by Prospect St., Front St., Interstate Route 81, Chenango St., Munsell St., Liberty St., Robinson St., Railroad Tracks, the Susquehanna River, Riverside Drive, Front St., Eaton Place, Seminary Ave., Murray St., Railroad Tracks, Oak St., and Prospect St., and includes Census Tract (12) and Block Group (2), are shown in Figures 5 and 6. These figures depict the minority population data and low-income population data for these areas respectively. The total population of the EJ study area is small, representing approximately 1.3 percent of the total population of Binghamton. The EJ study area has a slightly lower minority composition (12 percent) than the City of Binghamton (16 percent), and a significantly lower minority composition than the State of New York (32 percent). Percentage of the population living in the EJ study area with income levels below poverty level (43 percent) is much greater than the City of Binghamton (24 percent) or Broome County (13 percent).

**Table 3: Comparative Environmental Justice Population Data**

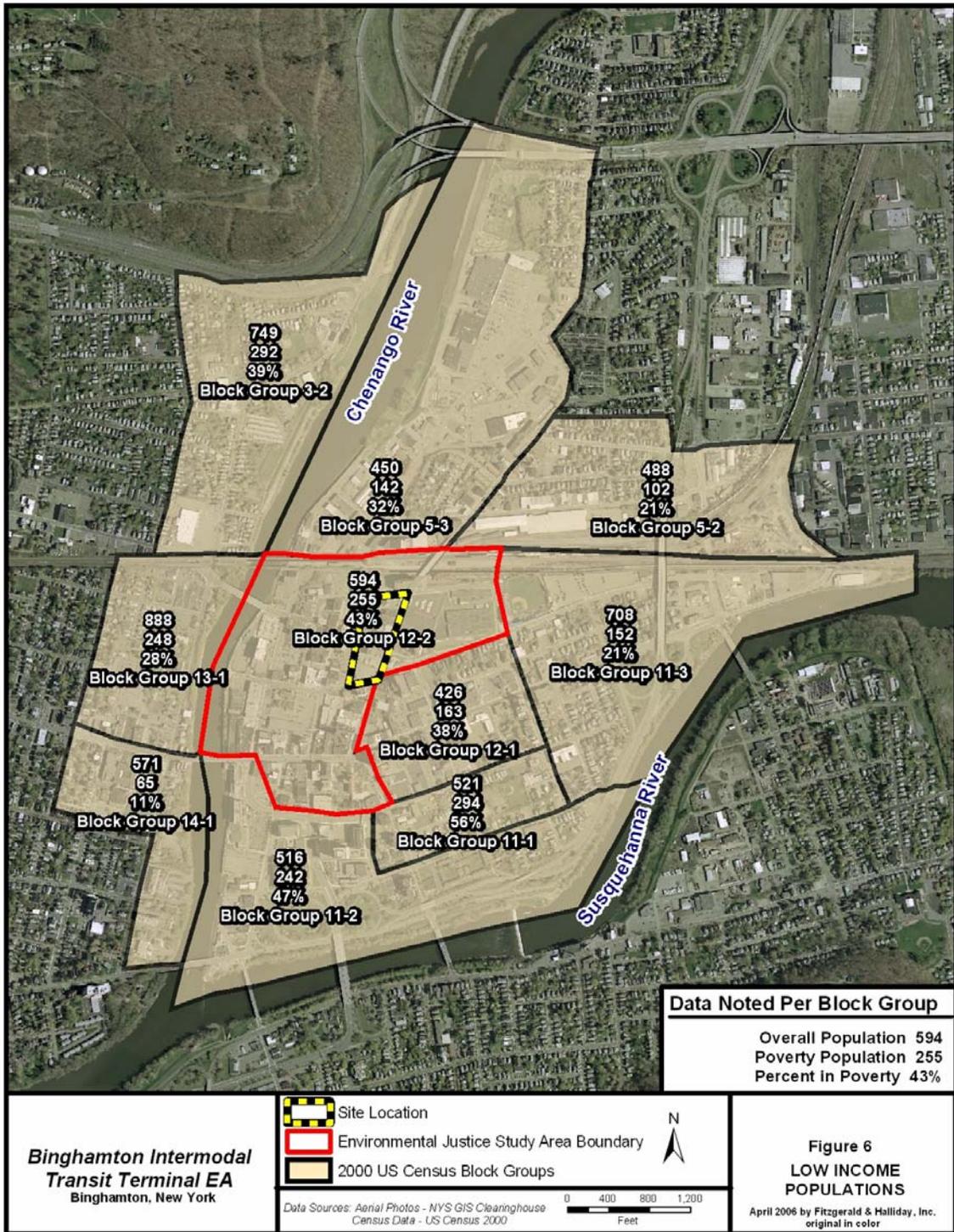
	<b>Study Area</b>				
	<b>Census Tract 12/ Block Group 2</b>	<b>Census Tract 12</b>	<b>City of Binghamton</b>	<b>Broome County</b>	<b>State of New York</b>
<b>Population</b>	594	1002	47,380	200,536	189,76,457
<b>Minority</b>	70	128	7,717	17,064	6,085,339
<b>Percent Minority</b>	12%	13%	16%	9%	32%
<b>Below Poverty (1999)</b>	255	418	10,958	24,559	2,692,202
<b>Percent Below Poverty</b>	43%	42%	23%	12%	14%
<b>Median Household Income (1999)</b>	\$11,138	\$11,039	\$25,665	\$35,357	\$43,393

\*Poverty is defined by the Census as \$8,500 per capita annually or less  
Source: U.S. Census 2000

Based on these findings, the study area has a concentration of low-income populations that should be assessed for environmental justice. Based on site observations and information from City staff, there is a very limited resident population in the immediate vicinity of the



**Figure 5: Minority Populations**



**Figure 6: Low-income Populations**

Project Site (within two city blocks). Those living close to the Project Site reside primarily in two senior high rises located at 100 and 110 Chenango Place. As this is subsidized housing, it is likely that many of these seniors also live on fixed incomes and are at or below the Census poverty level. Nearby State Street is the location of student housing in the form of apartments and a fraternity; these residents also are likely to have lower than average annual incomes.

## **8.2 DIRECT AND INDIRECT IMPACTS**

### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions, such that there would be no direct or indirect effects to Environmental Justice populations.

### **Proposed Action**

The concentration of the affected EJ target population is low-income. Consequently, the Proposed Action's effects on low-income populations were evaluated in order to identify whether they would be disproportionate and adverse. The primary effects of the Proposed Action will be better transportation choices and greater transit convenience. Negative environmental effects such as higher levels of air pollution, more noise, or loss of scenery, will not occur. The Proposed Action will also not result in disproportionate negative impacts because there is very little alteration to the urban fixed route bus system, upon which a greater proportion of the target population relies than the general population. The shift of the BC Junction transfer point by two blocks will not alter access to transit service in any negative way. The rerouting of buses to the new location will not increase bus travel through any residential neighborhoods.

The Proposed Action will not result in denial of positive benefits to the target population. In fact, by making public transit service safer and more convenient for passengers, transit users will in fact receive a positive benefit. The net direct impacts, therefore, would be positive for those who use public transportation and neutral for those who do not. Since low-income groups tend to have a high proportion of people who do not own cars, the improved transportation provided by the Proposed Action would likely represent a disproportionately greater benefit to these groups than to other sectors of the population. This benefit would be felt by all who use B.C. Transit, not just those living within the EJ study area. Indirect impacts are also expected to be positive, as the BITT will support the economic viability and revitalization of downtown Binghamton by creating a user-friendly facility.

Compliance with Executive Order 12898 calls for particular efforts to reach out to EJ populations during the environmental assessment public involvement process. The public outreach specifically targeted to minority and low-income individuals has been a series of meetings with tenants of 100 and 110 Chenango Place. These are the high-rise apartment buildings for senior citizens, directly across Chenango Street from the Project Site. Many of the tenants are low-income individuals or households. The first meeting with the tenants was held in July 2004, at which time the Project was presented and explained. County Legislator, Mr. David Lindsey, who organized the meeting and Broome County Commissioner for Public Transportation, Mr. Carl Olson, were in attendance. The tenants expressed some concern regarding air quality and noise due to the presence of the buses. They were positive and enthusiastic about the new Diner that would be part of the new BITT. Based on this

information and the concerns expressed, the conceptual site plan design was further refined to address these issues by shifting the location of the buses to stage closer to Prospect Avenue than Chenango Street. This would allow the new Terminal to act as a buffer between the tenants and the buses, as well as increase the distance between these two high-rise apartment buildings and the bus locations. This refined site design was presented to the tenants at a meeting in June 2005, wherein it was explained how their specific concerns were addressed. Tenants have been aware of the Project as earlier meetings were held. Tenants were notified of the June 2005 meeting by written notice from the tenants Association President. This refined design was well received by the tenants as they felt it adequately addressed their initial concerns. Mr. Lindsey and Ms. Rita Petkash, Broome County Commissioner of Planning and Economic Development, organized and attended this meeting. Mr. Lindsey and Ms. Petkash had a third meeting with the tenants in March 2006 to give them an update on the progress of the Project and present a preliminary exterior rendering.

In addition, all of the public meetings for the Proposed Action have been appropriately advertised and held either at the Broome County Public Library at 165 Court Street or the Broome County Office Building at 44 Hawley Street. These locations are accessible on foot or by public transit for nearly all of the residents of low-income or minority neighborhoods identified in the Binghamton Metropolitan Transportation Study's Environmental Justice Analysis of Plan and TIP. Meetings were held in both the afternoon and evening to facilitate attendance by individuals with different work schedules and home responsibilities. The dates and times of these Public Meetings were as follows:

Tuesday, September 28, 2004 at 2:00 PM and 6:30 PM.

Wednesday, October 20, 2004 at 3:00 PM.

Thursday, July 7, 2005 at 2:00 PM and 6:00 PM.

Thursday, October 6, 2005 at 2:00 PM and 6:30 PM.

Refer to Appendix A for copies of the media announcements advertising these Public Meetings. The Proposed Action has also been a subject of discussion at public meetings held in conjunction with the BMTS long range transportation plan in 2005.

### **8.3 MITIGATION**

Based on the foregoing discussion, although the study area includes EJ populations, the Proposed Action would not result in any adverse effects on them. Therefore, no mitigation is proposed.

### **8.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not have any adverse impacts to low-income or minority environmental justice populations. In fact, the Proposed Action will provide improved public transportation choices for those people in Binghamton who utilize public transportation.

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## 9 SOCIO-ECONOMICS

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### 9.1 EXISTING SETTING

Socio-economic conditions are characterized by demographic makeup, state of the local economy, and housing, employment, and income levels. Factors that define socio-economic and demographic conditions include resident population, household characteristics, and race. Information on socio-economic conditions in the Project study area was obtained from the U.S. Census Bureau (Census) 2000 and the U.S. Bureau of Labor Statistics, as well as Broome County and the City of Binghamton, New York.

#### Demographics, Housing and Income

The City of Binghamton, with a total population of 47,380 (U.S. Census 2000), is a small city. The regional population, defined by Metropolitan Statistical Area (MSA), is approximately 252,000. Broome County, as a whole, has been experiencing a steady population decline since the 1970s, as has the City of Binghamton.

Table 4 includes Census data for the Proposed Action study area compared to surrounding larger geographic areas. As described under Chapter 8 Environmental Justice, the study area has a slightly lower minority percentage than the rest of the city, but a much higher percentage of low-income residents. Of the 7,847 elderly (65 and older) living in Binghamton, approximately 280, or four percent, reside in the study area. The Census data also shows 812 elderly residing in Binghamton live below the poverty level, and of these, nine percent (9%) reside in the study area.

Along with its declining population, Broome County, as well as the City of Binghamton, has experienced out-migration of its young adult population, despite the presence of Binghamton University and the availability of affordable housing. Median per capita income in Broome County lags behind state and national levels and the region suffers from negative job growth.

The average household size in the study area (1.2) is smaller than that of the City (2.2), the County (2.4), and the State (2.6). The smaller household size is consistent with the predominance of an elderly population. The lower median household income (\$11,138) for the study area, compared to \$25,665 for Binghamton, \$35,347 for Broome County, and \$43,393 for New York State, is also likely a reflection of the restricted-income, higher elderly resident population of the study area.

**Table 4: Comparative Socioeconomic Data**

	Study Area		City of		Broome		State of	
	Census Tract 12	Block Group 2	Binghamton		County		New York	
	No.	%	No.	%	No.	%	No.	%
<b>Total Population</b>	594		47,380		200,536		18,976,457	
<b>Minority Total</b>	70	12	7,717	16	17,064	9	6,085,339	32
<b>Income Below Poverty*</b>	255	43	10,958	23	24,559	12	2,692,202	14
<b>Age up to 17 years</b>	4	1	1,957	4	5,148	3	662,101	3
<b>Age 18 to 64 years</b>	181	30	7,226	15	14,889	7	1,512,156	8
<b>Age 65 and Older</b>	70	12	812	2	2,232	1	264,336	1
<b>Households**</b>	478	2	21,089	26	80,749	1	7,056,860	
<b>Avg. Persons/Household</b>	1.2		2.2		2.4		2.6	
<b>Median Income (1999)</b>	\$11,138		\$25,665		\$35,357		\$43,393	

\* The 1999 poverty level is defined by the Census as \$8,500 per capita annually or less

\*\* Percent households as compared to the next higher geographic region (i.e., column to the right)

Source: U.S. Census 2000

### Employment and Economy

The key elements of the economy considered for this evaluation include jobs, employers, and economic trends. Table 5 provides an economic profile of Broome County. The services, manufacturing, and wholesale/retail trade are the most important sectors. While manufacturing is still strong, the Binghamton regional economy has followed the national trend toward globalization of manufacturing, causing a shift in its historical dependence on manufacturing to other sectors. The region has retained key employers such as Lockheed, strengthening its technology base. Binghamton University is included in the “Government” listing in Table 5.

**Table 5: Economic Profile by Sector, Broome County, New York**

<b>Services</b>	20.8 %
<b>Manufacturing</b>	20.5 %
<b>Wholesale and Retail Trade</b>	20.5 %
<b>Government</b>	19.1 %
<b>Transportation, Communications, and Public Utilities</b>	4.3 %
<b>Finance, Insurance, and Real Estate</b>	3.7 %

Source: U.S. Bureau of Labor Statistics, 2000

Table 6 provides employment and unemployment data for the study area, the City of Binghamton, Broome County, and New York State.

**Table 6: Summary of Employment and Unemployment Data, 2003**

	<b>City of Binghamton</b>	<b>Broome County</b>	<b>New York State</b>
<b>Labor Force</b>	23,265	97,879	9,315,319
<b>Employed Persons</b>	21,409	92,196	8,726,360
<b>Unemployed Persons</b>	1,956	5,683	588,959
<b>Unemployment Rate (percentage)</b>	8.4 %	5.8%	6.3%

Source: U.S. Bureau of Labor Statistics, 2003

The City of Binghamton comprises 24 percent of the total Broome County labor force. The unemployment rate in the City of Binghamton (at 8.4 percent) is higher than both the Broome County unemployment rate (5.8 percent) and New York State (6.3 percent). A higher unemployment rate for a regional urban core, which provides a myriad of services, is not uncommon. Within the study area (Block Group 12-2), there are only nine people (1.5 percent) categorized as unemployed and 434 categorized as “not in labor force,” again reflecting the relatively high resident elderly (and possible student) population.

## **9.2 DIRECT AND INDIRECT IMPACTS**

### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions, such that no direct or indirect changes in socio-economic conditions would occur.

### **Proposed Action**

As noted in Chapter 8, Environmental Justice, the Proposed Action is expected to have a beneficial effect on the resident population in the vicinity of the Project Site. The number of jobs generated directly by BC Transit is not expected to change with the Proposed Action and the impact to direct job creation will be neutral. However, the Proposed Action may induce an increase in commercial activity in the Project vicinity. This should have an indirect economic benefit in downtown Binghamton. The primary effects of the Proposed Action will be a better, safer transportation delivery system for the Greater Binghamton Region. Indirect impacts are expected to be positive, as the BITT will support the economic viability and revitalization of downtown Binghamton by facilitating in-fill development and redevelopment and creating a user-friendly facility.

## **9.3 MITIGATION**

Based on the foregoing discussion, the Proposed Action will not result in any adverse effects on socio-economic conditions. Therefore, no mitigation is proposed.

## **9.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse socio-economic impacts and in fact may have a beneficial impact on the local economy.

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## 10 COMMUNITY DISRUPTION

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Community cohesion can be defined both in terms of physical characteristics of neighborhoods and through the less tangible perceptions of residents about their neighborhood quality of life. Disruption of community cohesion sometimes alters the quality of life for residents, through, for example, changes in spatial layout and/or travel routes. Community cohesion is often evaluated by looking at impacts on a neighborhood level. Information on neighborhoods in Binghamton was obtained from the City of Binghamton Planning Department, Department of Housing and Community Development, and from the City website.

### 10.1 EXISTING SETTING

The City of Binghamton does not delineate specific neighborhoods for planning purposes. However, the City is divided into nine council districts that function to some degree as neighborhood associations. For example, during the development of the most recent City-wide Comprehensive Plan, meetings were held in each council district to discuss neighborhood issues and help define neighborhood characteristics. The Project site falls within the Seventh Council District, which encompasses the downtown. A number of business districts have also formed in Binghamton in the past 10 years. These business associations focus on local issues such as public safety and enhancing the local streetscape. The Project site is part of the Downtown Business District.

The immediate Project neighborhood (within three blocks of the Project Site) is characterized by its urban scale with a diverse mix of uses, highly dense development, numerous multi-story buildings, broad streets and sidewalks, and numerous pockets of parking provided both in surface lots and in garages. There is a cohesive residential neighborhood emerging along State Street just west of the Project site with student housing, artist lofts and active ongoing rehabilitation of older buildings into a mix of flats and ground-floor commercial use. In addition, the two adjacent senior housing high-rises on Chenango Street, east of the proposed BITT site, create a small community for residents.

### 10.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions, such that no direct or indirect impacts on community cohesion or neighborhoods would occur.

#### **Proposed Action**

The proposed BITT will not result in any residential displacements, alter any neighborhood institutions or cultural resources, or inhibit access within the immediate neighborhood and would not create any visual or physical barriers in the study area. As such, it will have no direct or indirect negative impact to neighborhood cohesion or to any residential properties.

The facility will complement the existing transportation uses and create a more cohesive block, in terms of image as well as land use, because of the proposed integration of the two existing bus terminals into one consolidated terminal and the likely increase in pedestrian connections between the BITT and surrounding downtown developments.

### **10.3 MITIGATION**

Based on the foregoing discussion, the Proposed Action will not result in any adverse effects on community cohesion or neighborhoods. Therefore, no mitigation is proposed.

### **10.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts to neighborhoods in the Project vicinity.

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## 11 AIR QUALITY

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### 11.1 EXISTING SETTING

The USEPA has established National Ambient Air Quality Standards (NAAQS) for seven criteria pollutants to ensure the protection of human health and public welfare. NAAQS were established for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), lead (Pb), ozone (O<sub>3</sub>), and particulate matter (PM), which now includes PM<sub>10</sub> (PM with a diameter of 10 microns or less) and PM<sub>2.5</sub> (PM with a diameter of 2.5 microns or less). The Clean Air Act of 1970 and subsequent amendments requires states to monitor air quality to determine if statewide regions meet the NAAQS.

The City of Binghamton is located in New York State's Region 7, the Central Air Quality Control Region. The entire region is in attainment for NAAQS. The New York Department of Environmental Conservation (NYDEC) CO monitoring data (*New York State Air Quality Report for the Ambient Air Monitoring System, 2004 Data*) show that existing levels in the area are well below the NAAQS.

### 11.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions, such that no direct or indirect impacts on air quality would occur.

#### **Proposed Action**

The Proposed Action has been evaluated to determine whether it will cause the NAAQS to be exceeded. For transportation Projects, the criteria pollutants of primary concern are mobile sources of CO and O<sub>3</sub>. Emissions of PM<sub>10</sub> and PM<sub>2.5</sub> are also concerns, particularly from diesel engines. Stationary sources from proposed heating and hot water systems will be negligible.

Implementation of the new BITT will result in concentrated bus, shuttle, and automobile traffic in the immediate vicinity of the facility, with a corresponding concentration of idling buses/shuttles and taxis. Most of this activity will be from the relocation of the existing local bus service pulse point (BC Junction), which will be moved approximately ¼ mile from its present location on Hawley Street to the new BITT site, rather than from newly generated emissions. CO hot spots are unlikely in the vicinity of the Proposed Action because existing CO levels in the area are already well below the CO NAAQS and the Proposed Action will not substantially change emission sources/quantities. Thresholds for traffic Level of Service (LOS) and intersection usage are projected to remain below criteria that would trigger the need for additional air quality analyses. For this reason, a detailed air quality analysis and modeling effort is not required for the Proposed Action.

Beyond the bus activity of the BITT itself, the traffic and parking analysis contained in Chapter 13 of this EA concludes that traffic-related impacts attributed to the Proposed Action are minor or negligible. Additional trip activity (vehicles traveling to/from the BITT) resulting from the Proposed Action is predicted by Binghamton Metropolitan Transportation Study (BMTS) to be comparable to a two percent 2% average annual background growth rate (the growth rate expected under No Build Conditions), and therefore will not cause air quality standards to be exceeded. The Proposed Action will contribute to the overall goal of enhancing the transit system within the City of Binghamton and throughout the region. In general, successful transit improvements provide a long-term improvement to air quality by increasing transit use, thus reducing the number of vehicles and overall vehicle emissions on local roadways. Furthermore, the Proposed Action will allow enhanced transit access to the downtown and surrounding region without expanding the roadway network, thereby reducing auto-dependency for downtown and regional trips. These long-term effects will be positive for air quality throughout the region. Lastly, it is the policy of Broome County and BMTS to purchase diesel-electric hybrid buses for BC Transit service for all bus replacement Procurements. These buses have reduced emissions, and are quieter than standard diesel coaches. Since the current bus fleet of BC Transit, Greyhound and Coach USA are diesel vehicles, this policy will contribute to some long term reduction of the overall number of diesel buses using the facility, thereby resulting in a positive impact on air quality.

### **11.3 MITIGATION**

No long-term adverse air quality impacts will result from the Proposed Action. Therefore, no mitigation is needed or proposed. air quality impacts during construction are addressed in Chapter 28 (Construction Impacts) of this EA.

### **11.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action does not trigger the need for a detailed air quality analysis and will not result in any adverse air quality impacts.

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## 12 NOISE

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### 12.1 EXISTING SETTING

There are three categories of noise-sensitive land uses defined by the FTA in their guidance manual entitled *Transit Noise and Vibration Impact Assessment* (DOT-T-95-16, April, 1995). A Category 1 Land Use is generally defined as a tract of land where quiet is an essential element in its intended purpose, such as an outdoor concert pavilion or a National Historic Landmark where outdoor interpretation routinely takes place. Category 2 Land Uses include residences and buildings where people sleep and Category 3 Land Uses include institutions with primarily daytime and evening use, such as schools, churches, and libraries, as well as parklands with both active and passive recreation.

A site visit was conducted on August 12-13, 2004 to identify and categorize land uses (receptors) considered to be noise-sensitive within 300 feet of the proposed Project and to obtain a better understanding of the existing noise environment at the site. The noise screening distance of 300 feet was used based on guidance relative to bus transit centers contained in Chapter 4 of the FTA manual (April, 1995), and is therefore considered to be the study area for the noise impact analysis.

Noise-sensitive receptors identified within 300 feet of the Project include one house and four buildings that contain apartments. Because of their residential nature, these receptors are considered Category 2 land uses. These noise sensitive receptors are depicted on Figure 7 as R1-R5. The receptor labeled as R1 is an elderly high-rise apartment building that fronts Chenango Street and is directly opposite the existing Coach USA/Shortline bus station. It is one of two elderly high-rise apartment buildings in the area (the other being more than 300 feet from the proposed BITT site). Together, these apartment buildings contain approximately 300 residential units. Receptor R2 is a house that fronts Prospect Avenue and receptors R3 and R4 are buildings that front State Street with housing on their upper floors. Receptor R5 corresponds to apartments on the upper floors of the Little Venice Building, which is located on the block slated for the Project. The Little Venice Building will remain intact and will form the northern periphery of the BITT development. There are no other noise-sensitive receptors within 300 feet of the BITT site.

Existing (2005) ambient noise levels have not been physically measured in the Project vicinity and there are no known prior studies of current noise levels. Therefore, existing noise levels were estimated using the FTA General Noise Assessment Spreadsheet (FTANOISE) in conjunction with the FTA guidance manual. To conduct the analysis, existing noise sources within the Project area were identified and the distance from each noise source to each sensitive receptor was determined.

A vibration analysis is conducted for projects that involve any type of steel-wheeled or steel-rail vehicle, such as rail rapid transit, commuter rail, or intercity passenger railroad projects.

For projects that involve rubber-tire vehicles (such as The Binghamton Intermodal Transit Terminal), vibration impact is unlikely, except in three unusual situations:

- 1) When there are expansion joints, speed bumps, or other design features that result in unevenness in the road surface near vibration sensitive buildings. Such irregularities can result in perceptible ground-borne vibration at distances up to 75 feet away.
- 2) When buses, trucks, or other heavy vehicles operate close to sensitive buildings (Research using electron microscopes and manufacturing of computer chips are examples of vibration-sensitive activities)
- 3) When the design includes operation of vehicles inside or directly underneath buildings that are vibration sensitive. Special considerations are often required for shared-use facilities such as a bus station located inside an office building complex.

Since none of these unusual situations exist with The Binghamton Intermodal Transit Terminal, there will be no negative impacts and therefore a vibration analysis is not required.

(Source: U.S. Department of Transportation, April 1995. *Transit Noise and Vibration Impact Assessment*, DOT-T-95-16)

#### Existing Noise Sources

Traffic along adjacent city streets (Chenango Street, Henry Street, Lewis Street, Prospect Avenue, and State Street) are important existing noise sources within the Project study area. Two other important existing noise sources are the intercity bus terminals (Greyhound and Coach USA/Shortline), which are located on the Project block.

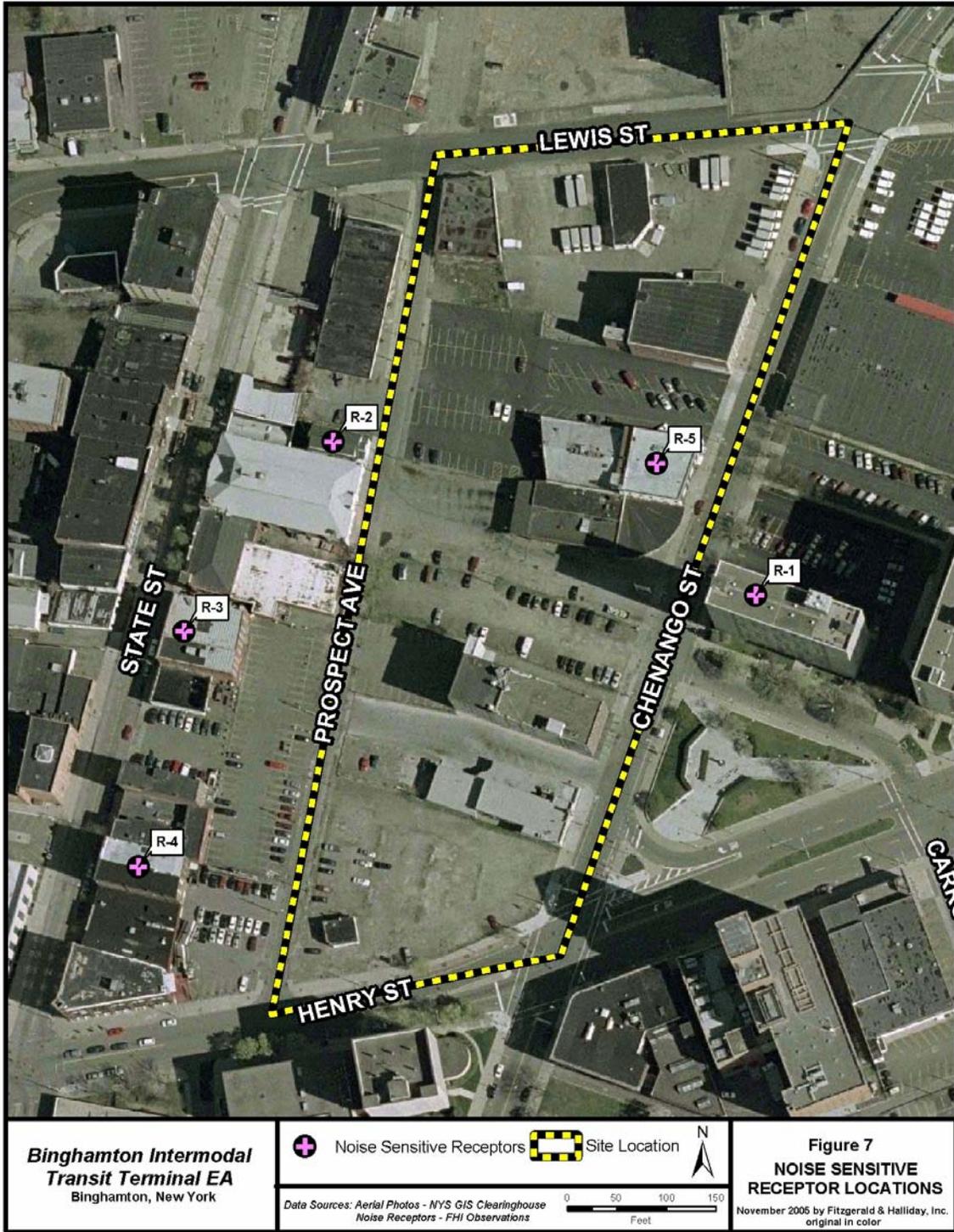
#### Existing Noise Levels

Traffic volumes (vehicles/hour), speed limits, number of intercity bus operations per daytime and overnight hours, and the distance between each noise source and noise sensitive receptor were used as input in the FTANOISE model to estimate the existing noise levels at each of the five residential receptors. Existing (2005) noise levels are expressed by FTANOISE as day-night sound level ( $L_{dn}$ ), which describes a receiver's cumulative noise exposure from all events over a full 24 hours, with events between 10 P.M. and 7 A.M. increased by 10 decibels to account for greater nighttime sensitivity to noise. The estimated existing noise levels at each of the five residential receptors are presented in Table 7. A series of FTANOISE spreadsheets complete with noise model input data and output results are included in Appendix B as part of the Technical Memorandum entitled, *FTA General Noise Assessment for the Binghamton Intermodal Transit Terminal* (Fitzgerald & Halliday, Inc. (FHI), January, 2006).

**Table 7: Estimated Existing (2005) Noise Levels**

<b>Receptor</b>	<b>Site Location</b>	<b>Estimated Existing Noise Level (dBA L<sub>dn</sub>)</b>
R1	100 Chenango Street (Senior Apartments)	70
R2	Residence on Prospect Avenue	62
R3	Student apartments on upper floors of building fronting State Street	69
R4	Student apartment on upper floors of building fronting State Street	69
R5	Apartments on upper floors of the Little Venice Building	70

Source: Fitzgerald & Halliday, Inc., November 2005.



**Figure 7: Noise Sensitive Receptors**

## 12.2 DIRECT AND INDIRECT IMPACTS

### No Build Alternative

The No Build Alternative will be a continuance of existing conditions, thus noise levels will be similar to those reported in Table 7.

### Proposed Action

The Project Site includes 12 bays (parking spaces) for BC Transit buses and 14 bays for intercity buses. For analysis purposes, it is assumed that a total of 12 BC Transit buses will pulse into the BITT twice per hour during daytime and evening hours once the facility is operational. No BC Transit buses will operate during the overnight hours (11 P.M. through 6 A.M.). In terms of intercity buses, both Greyhound and Coach USA/Shortline predict future service levels will remain essentially the same as existing (2005) conditions. Based on the above local and intercity bus information, a total of 30 buses per hour (a conservative estimate) was used as input into the FTANOISE spreadsheet to estimate future (2007) Project noise levels at nearby noise sensitive receptors. Because BC Transit will not operate during the overnight hours, the same number of overnight intercity buses used to assess existing noise conditions was used as input into the FTANOISE model for the future (2007) condition.

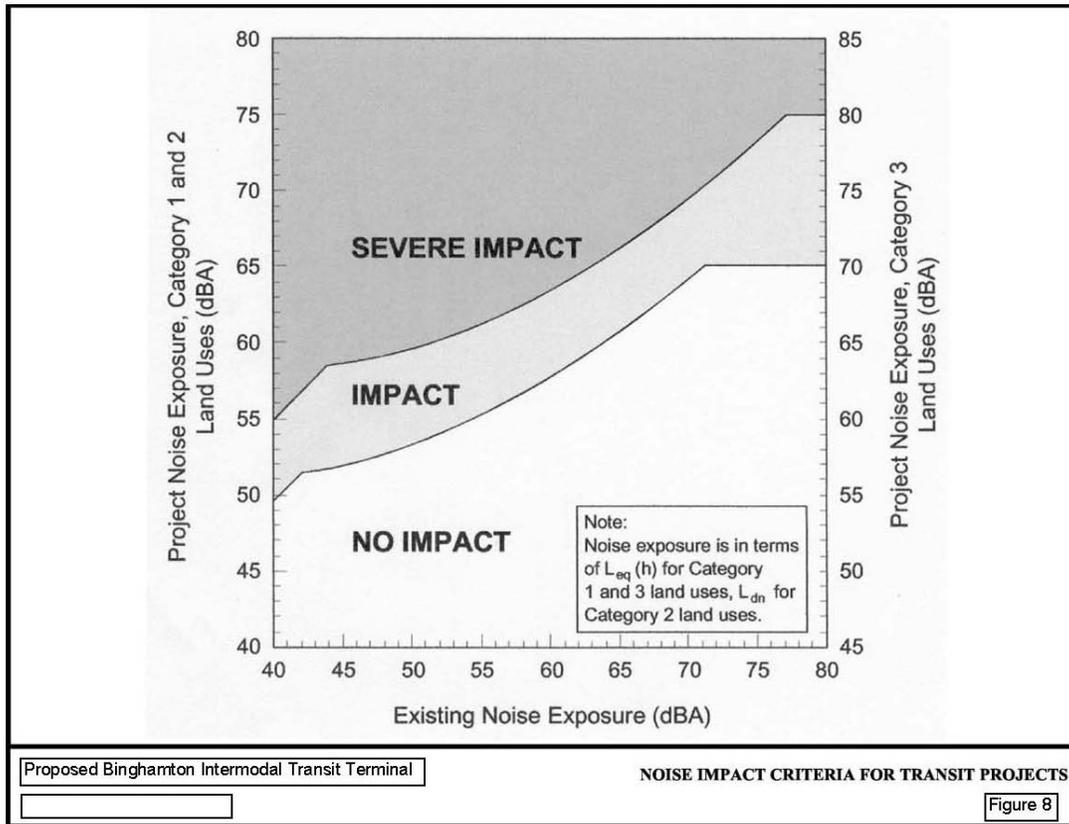
Future noise levels strictly attributed to the BITT facility (i.e., excluding other noise sources in the Project area) were predicted using FTANOISE for any location 50 feet from the new facility (to establish a noise impact contour), as well as at the five residential noise sensitive receptors located within the 300 foot noise screening buffer. At any location 50 feet from the proposed BITT, the noise exposure from future bus operations was estimated to be 67 dBA ( $L_{dn}$ ). Future noise levels at each of the five residential noise sensitive receptors, as predicted by FTANOISE, are presented in Table 8.

**Table 8: Estimated Future (2007) BITT Noise Levels**

Receptor	Site Location	Estimated Future Noise Level (dBA $L_{dn}$ )
R1	100 Chenango Street (Senior Apartments)	50
R2	Residence on Prospect Avenue	43
R3	Student apartments on upper floors of building fronting State Street	49
R4	Student apartment on upper floors of building fronting State Street	46
R5	Apartments on upper floors of the Little Venice Building	51

Source: Fitzgerald & Halliday, Inc., November 2005.

To determine whether the proposed BITT facility will result in a noise impact at any one of the five residential noise sensitive receptors located within 300 feet of the facility, a comparison of the existing (2005) outdoor noise levels (Table 7) and future (2007) outdoor noise levels resulting from the Project (Table 8) is necessary. According to the FTA guidance manual, Figure 8, which depicts “Noise Impact Criteria for Transit Projects” (FTA April, 1995), is used to facilitate this comparison.



**Figure 8: Noise Impact Criteria For Transit Projects**

To conduct the comparison, a vertical line is drawn that intersects the horizontal axis at the decibel level representative of the existing noise exposure (values taken from Table 7) for the specific noise sensitive receptor being compared. Similarly, a horizontal line is drawn that intersects a vertical axis at the decibel level representative of the Project noise exposure (values taken from Table 8) for the same noise sensitive receptor. The vertical axis that is used depends on the Land Use Category of the noise sensitive receptor being evaluated. For this Project, all five noise sensitive receptors within the established noise screening distance of 300 feet are residential, and are classified as Category 2 Land Uses. Therefore, the left vertical axis of Figure 8 is used to represent the Project noise exposure. The intersection of the existing noise exposure (vertically drawn line) with the Project noise exposure (horizontally drawn line) represents the degree of Project noise impact at that specific noise sensitive receptor. For instance, receptor #1 (R1) has an estimated existing (2005) noise

exposure of 70 dBA  $L_{dn}$  (from Table 7) and a Project noise exposure (2007) of 50 dBA  $L_{dn}$  (from Table 8). The intersection of these two noise levels when plotted on the graph illustrated in Figure 8 falls within the No Impact range. Table 9 documents the results that are obtained when applying the aforementioned procedure to the five residential noise sensitive receptors.

**Table 9:  
Anticipated Noise Impact from the Proposed BITT Project**

<b>Noise Sensitive Receptor</b>	<b>Existing (2005) Noise Levels</b>	<b>Future (2007) Project Noise Levels</b>	<b>Result</b>
R1	70 dBA ( $L_{dn}$ )	50 dBA ( $L_{dn}$ )	No Impact
R2	62 dBA ( $L_{dn}$ )	43 dBA ( $L_{dn}$ )	No Impact
R3	69 dBA ( $L_{dn}$ )	49 dBA ( $L_{dn}$ )	No Impact
R4	69 dBA ( $L_{dn}$ )	46 dBA ( $L_{dn}$ )	No Impact
R5	70 dBA ( $L_{dn}$ )	51 dBA ( $L_{dn}$ )	No Impact

For Category 2 Land Uses, noise impacts at specific noise sensitive receptors must also be evaluated in terms of cumulative noise, estimated by the addition of a Project-related noise exposure (from Table 8) and the existing noise exposure (From Table 7). The five residential noise sensitive receptors, which are Category 2 Land Uses, were evaluated with respect to cumulative noise impact using Table 10, “Noise Impact Criteria: Effect on Cumulative Noise Exposure”, which has been reproduced directly from the FTA noise guidance manual.

**Table 10:  
Noise Impact Criteria: Effect on Cumulative Noise Exposure**

<b>Noise Impact Criteria: Effect on Cumulative Noise Exposure</b>			
<b><math>L_{dn}</math> or <math>L_{eq}</math> in dBA (rounded to nearest whole decibel)</b>			
<b>Existing Noise Exposure</b>	<b>Allowable Project Noise Exposure</b>	<b>Allowable Combined Total Noise Exposure</b>	<b>Allowable Noise Exposure Increase</b>
45	51	52	7
50	53	55	5
55	55	58	3
60	57	62	2
65	60	66	1
70	64	71	1
75	65	75	0

Source: FTA, April 1995.

As previously mentioned, the existing noise exposure at site R1 is 70 dBA ( $L_{dn}$ ), and the Project noise exposure is 50 dBA ( $L_{dn}$ ). According to the second column in Table 10, the allowable Project noise exposure can be as high as 64 dBA ( $L_{dn}$ ) when the existing noise exposure (column one) is 70 dBA ( $L_{dn}$ ) before a cumulative noise impact is realized. Since the BITT Project noise exposure at receptor R1 (50 dBA ( $L_{dn}$ )) is well below the allowable

Project noise exposure for an existing noise exposure of 70 dBA ( $L_{dn}$ ), a cumulative noise impact will not occur at this residential noise sensitive receptor from the BITT Project. Similar results are also obtained when applying this method to each of the other four residential receptors.

For complete and detailed information pertaining to the technical derivation of future Project noise exposure levels and the determination of noise impact at identified noise sensitive receptors, the reader is encouraged to refer to the comprehensive Technical Memorandum entitled, FTA General Noise Assessment for the Binghamton Intermodal Transit Terminal (FHI, January 2006), included as Appendix B to this EA

### **12.3 MITIGATION**

The Proposed Action will not result in a noise impact to any of the identified noise sensitive land uses, residential receptors R1 through R5. As such, mitigation measures are not required as part of the Proposed Action.

### **12.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse noise impacts to nearby noise sensitive receptors (i.e., residences) as determined by the FTANOISE analysis conducted for this Site.

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## 13 TRAFFIC, PARKING, PEDESTRIAN AND BICYCLE CONSIDERATIONS

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### 13.1 EXISTING SETTING

The study area for the traffic analysis included the streets and intersections in the immediate vicinity of the Project Site that may be impacted by the rerouting of bus travel, and potential increases in auto and pedestrian travel. These include the following intersections:

- Chenango Street/Henry Street
- Chenango Street/Lewis Street
- Prospect Avenue/Henry Street
- Prospect Avenue/Lewis Street, and
- State Street/Henry Street

Existing traffic conditions were determined through field observations and data analysis provided by the Binghamton Metropolitan Transportation Study (BMTS). In particular, BMTS field observations included peak-hour turning movement traffic counts and ancillary data collection as follows:

- Chenango St/Henry St – May 2003
- Chenango St/Lewis St – August 2004
- Prospect Ave/Henry St – August 2004
- Prospect Ave/Lewis St – August 2004
- State St/Henry St. – August 2004

In addition, the EA study team conducted a site visit on August 12–13, 2004, where team members recorded street conditions through written descriptions and photographs. The BMTS also provided the study team with a street functional classification map.

#### Roadway Network

Binghamton is located at the junction of two interstate highways, Interstate 81 (I-81) and Interstate 88 (I-88). Other important roadways comprising the Binghamton transportation network include NY-17 and U.S.-11. Figure 9 depicts traffic patterns on the four streets surrounding the Project Site.



**Figure 9: Traffic Patterns**

Chenango Street is functionally classified as a minor arterial from West State Street, through the study area, to Court Street. Chenango Street is a two-lane roadway (one lane per direction) with bike lanes and sidewalks. Henry Street is classified as a collector from Water Street, through the study area, to NY-363. Henry Street, located south of the Project site, is one lane in each direction. Although there are no striped bike lanes, “Bike Route 4” signs are posted on the southern side of Henry Street. There are wide sidewalks on both sides of the street. Lewis Street is classified as a collector from Washington Street, through the study area, to Fayette Street. Lewis Street is one lane in each direction along the stretch of road that parallels the Project Site (on the north). There are wide sidewalks on both sides of Lewis Street that are in a state of disrepair. Prospect Avenue, which is only 24 feet wide, is one lane in each direction. There is no double yellow or single yellow striping of the roadway and the pavement condition is poor. According to state law, the speed limit on roadways within Binghamton City limits is 30 miles per hour.

The Lewis Street/Chenango Street intersection and the Henry Street/Chenango Street intersection are both signaled. At the Lewis Street/Chenango Street intersection, Lewis Street eastbound and westbound includes a shared through-right-turn lane and a left-turn lane. Chenango Street northbound includes a shared left-right-through lane. Chenango Street southbound at Lewis Street includes a left-turn lane and a shared through-right-turn lane. The intersection has pedestrian crosswalks with signal activation on all four corners. The Henry Street/Chenango Street intersection includes a raised island which serves to separate the Henry Street westbound right turn lane onto Chenango Street from adjacent traffic lanes. Henry Street westbound also includes a through-lane and a left-turn lane. Henry Street eastbound includes a shared through-right turn lane and a shared through-left turn lane. Chenango Street northbound includes a shared left-right-through lane and Chenango Street southbound includes a shared through-left turn lane. Right turns from Chenango Street southbound onto Henry Street westbound are prohibited at the intersection. Just south of the elderly housing complex fronting Chenango Street is a one-way lane, Centennial Plaza, which allows southbound vehicles on Chenango Street to connect with Henry Street eastbound.

Prospect Avenue intersects with Henry Street to the south via a stop-sign-controlled “T” intersection. To the north, Prospect Avenue intersects Lewis Street at another stop-sign-controlled “T” intersection. There are no pedestrian crosswalks at either of these “T” intersections.

### Existing Traffic Volumes

2004 average annual daily traffic (AADT) volumes for the minor arterial and major collector roadways were obtained from the BMTS. Chenango Street between Lewis Street and Henry Street carried an AADT of 5,890. Henry Street west of Chenango Street carried an AADT of 4,000. Lewis Street carried an existing AADT of 2,500, and State Street carried an AADT of 4,570. There was no data available for Prospect Avenue.

### Accident Data

The study team obtained traffic accident data from BMTS for a three-year period, from 2001 to 2004, for Chenango Street, Henry Street, Lewis Street, and Prospect Avenue. During this time period, 28 accidents occurred in the subject area. Of these 28 accidents, 15 occurred in the vicinity of the Lewis Street/Chenango Street intersection, nine occurred at the intersection of Henry Street with Chenango Street, and two each occurred near the intersections of Prospect Avenue and Lewis Street and Prospect Avenue and Henry Street. All reported accidents were at intersections, and were either right-angle or rear-end collisions, which is typical for urban intersections. The only exception was an instance of an intercity bus sideswiping a car while making a turn. There were no accidents involving pedestrians or cyclists. The accident data does not indicate any serious problems within the Project study area.

### Intersection Capacity Analyses

Capacity analyses for existing (2004) conditions were conducted at two key intersections in the traffic analysis study area. The capacity analysis estimates a level of service (LOS) for each intersection to describe how well an intersection operates in moving traffic. The LOS is an alphabetic rating of vehicle delay and inconvenience to motorists. Similar to a student report card, LOS ranges from A to F with A being the best and F representing long delays and unacceptable conditions. The analysis, which was conducted for the afternoon (P.M.) peak traffic hour and is based on existing traffic volume data, revealed that the Chenango Street/Henry Street intersection operates at a LOS B (2004) and the Chenango Street/Lewis Street intersection operates at a LOS A (2004). Thus, the existing transportation network in the Project area is providing acceptable levels of service to users.

### Parking

There are a total of 20 metered parking spots on Chenango Street adjacent to the Project site. Additionally, surface parking for the Little Venice Restaurant and a private parking lot for an elderly housing complex to the east are accessed from Chenango Street. To the south of the Project site, there are 10 metered spaces along Henry Street and a public parking garage on the corner of Henry and State streets. To the north of the Project site, there is no parking on Lewis Street (per signs), and to the west of the site, surface parking lots can be accessed from Prospect Avenue, which are associated with businesses fronting along State Street. A surface parking lot associated with the Southern Tier Independent Center building located on the Project site can also be accessed via Prospect Avenue. Parking on Prospect Avenue, itself, is prohibited. Based on field observations, it was postulated that existing parking in the vicinity of the Project Site is underutilized.

### Bus Service

The site currently houses two intercity bus terminals; Greyhound Lines and Coach USA/Shortline. The Greyhound terminal is located between Prospect Avenue and Chenango Streets, close to Henry Street. The Coach USA/Shortline terminal is also located between Prospect Avenue and Chenango Streets, but is located closer to Lewis Street. Buses for both

the Greyhound and the Coach USA/Shortline terminals enter from Prospect Avenue and pick up passengers next to the respective buildings and then exit onto Chenango Street.

Greyhound currently processes 35-40 buses per day during peak (holiday) times with six bus slips, approximately five staff persons, and 28 seats in the waiting room. Coach USA/Shortline currently processes 24 buses per day, employs 10 staff persons, and provides 36 seats in the waiting room. Neither Greyhound nor Coach USA/Shortline plan to expand their fleet size.

B.C. Transit provides local and regional bus service to Binghamton and the surrounding area. Although its administrative, maintenance and storage facility is located in the Town of Vestal, B.C. Transit has a pulse point (BC Junction) located on Hawley Street in front of the Government Complex made up of Binghamton City Hall, the State Office Building and the Broome County Office Building. Under the Proposed Action, BC Junction will be relocated to the BITT. Currently, B.C. Transit offers 13 fixed routes and six commuter routes. Of these, 12 of the fixed routes and five commuter routes regularly stop at BC Junction. Tables 11 and 12 provide a summary of the fixed route and commuter route trips respectively to BC Junction:

**Table 11: Broome County Transit, Summary of Weekday Trips; Fixed Routes**

Fixed Routes	One –Way Trips to BC Junction			Comments
	Weekday	Saturday	Sunday	
3 Park Avenue	27	11	3	
5 Vestal	32	13	8	
7 Clinton Street	31	13	7	
8 Front Street	29	12	4	
12 Conklin Avenue	33	11	5	
15 Leroy/S.U.N.Y	31	6	0	Sunday service shared with No. 5 (Vestal)
17 Ely Park/25				
Oakdale Mall	6	0	7	
23 Johnson City	11	6	0	
28 Robinson Street	32	15	8	
35 Endicott-Binghamton	37	23	7	
40 Chenango Street	29	11	0	Sunday service shared with No. 28 (Robinson Street)
<b>TOTAL</b>	<b>298</b>	<b>121</b>	<b>49</b>	

Source: Broome County, [www.gobroomecounty.com/transit/TransitRoutes.php](http://www.gobroomecounty.com/transit/TransitRoutes.php), 2004.

**Table 12: Broome County Transit, Summary of Weekday Trips; Commuter Routes**

<b>Commuter Routes</b>	<b>One-Way Trips to BC Junction</b>		
	<b>Daily (Weekday)</b>	<b>Saturday</b>	<b>Sunday</b>
Shoppers Special	14	10	8
K Commuter	2	5	0
M Commuter	1	0	0
Corporate Park	7	0	0
ARC	2	0	0
<b>TOTAL</b>	<b>26</b>	<b>15</b>	<b>8</b>

Source: Broome County, [www.gobroomecounty.com/transit/TransitRoutes.php](http://www.gobroomecounty.com/transit/TransitRoutes.php), 2004.

Overall, B.C. Transit operates 30 to 36 buses per day with 52 full-time drivers and 16 part-time drivers. There are currently 11 bus spaces at BC Junction and buses use both sides of Hawley Street to allow for transfers. Bicycle racks are provided on BC Transit buses; however, there is no secure bicycle storage available at the existing pulse point. B.C. Transit does not plan to expand its fleet size.

Broome County Transit operates lift-equipped minibuses for senior transportation within the Binghamton urbanized area and B.C. Lift Services provide curb-to-curb van service for people with disabilities. BC Country, a rural on-demand transportation service, is also available to the traveling public.

#### Taxi Service

Several taxi companies serve the Greater Binghamton area including Checker Cab, City Cab Company, Courtesy Cab Company, Endicott Cab Company, Owl Taxicab Service, Whalen's Taxi Company, and Yellow Cab.

#### Rail Service

There is no commuter rail station in the vicinity of the Project Site.

### **13.2 DIRECT AND INDIRECT IMPACTS**

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions and as such will not result in future traffic impacts. Traffic volumes are projected to increase at an average annual rate of two percent (2%) and intersections in the Project vicinity are expected to continue operating at acceptable levels of service well into the future.

#### **Proposed Action**

As proposed, the BITT will accommodate the following transportation services:

- BC Transit,
- BC Lift and BC Country (Broome County's paratransit services),

- Intercity bus service through Greyhound Bus Lines and Coach USA/Shortline,
- Kiss and ride lot adjacent to the terminal,
- Secure bicycle storage.

Tioga County Public Transit may also potentially use the BITT. The facility will provide a sheltered off-street location for passengers, as well as a lobby/waiting area for those who wish to wait inside.

### Roadway Network Impacts

There will be no roadway network impacts as a result of the Proposed Action, with the exception that bus circulation/travel patterns on adjacent streets are expected to change slightly (see subsection on Bus Service). Prospect Avenue will remain stop-sign controlled at Henry Street and Lewis Street under the Proposed Action.

### Traffic Volumes

BMTS predicts that few additional trips above and beyond the two percent (2%) annual background growth rate (the growth rate associated with the No Build Alternative) are expected to be generated with the construction of the BITT. Specifically, BMTS predicts that:

- The relocation of BC Junction will result in a maximum of 48 new bus trips during the peak hour (24 entering/24 exiting)
- The intercity carriers (Greyhound and Coach USA/Shortline) do not anticipate any additional trips
- The terminal, including proposed ancillary retail, will generate a maximum of 75 auto trips in the peak hour (40 entering/35 exiting)

Overall, the total trip generation associated with the Proposed Action is far less than the default standard of 100 peak hour trips in one direction used by the Institute of Transportation Engineers for traffic impact analysis.

Projected future (2007 and 2025) AADTs for the No Build Alternative are shown in Table 13. Based on the foregoing discussion relative to traffic volumes attributed to the Proposed Action, BMTS predicts that there is essentially no significant difference between the future Build and No-Build alternatives. Thus, future No Build traffic volumes also represent future Build condition traffic volumes

**Table 13: Existing, 2007, and 2025 AADTs**

<b>Street</b>	<b>Existing</b>	<b>2007*</b>	<b>2025**</b>
Chenango Street	5,980	6,130	8,890
Henry Street	4,000	4,160	5,300
Lewis Street	2,500	2,600	4,500
State Street	4,570	4,755	5,870

Source: Binghamton Metropolitan Transportation Study, 2004. (There is no data available for Prospect Avenue.)

\*Assumes 2% growth per year. \*\*Based on the BMTS Regional Traffic Model.

Intersection Capacity Analyses

Table 14 reports LOS for the two signalized intersections adjacent to the Project site. Although the LOS is expected to decline from B to C on Chenango Street at Henry Street with the construction of the BITT, this change of LOS is expected to occur by 2007 even without the terminal (i.e. under the No Build condition). BMTS assumes that the BITT will not have any impact on the Chenango Street/Lewis Street intersection.

**Table 14: Comparative Level of Service (LOS) Analysis, P.M. Peak Hour**

<b>Intersection</b>	<b>Year</b>	<b>LOS No Build</b>	<b>LOS Build (with BITT)</b>
Chenango Street at Henry Street	2004	B	C
	2007	C	C
	2025	C	C
Chenango Street at Lewis Street	2004	A	A
	2007	A	A
	2025	A	A

Source: Binghamton Metropolitan Transportation Study, 2004.

No significant adverse impacts to intersection capacity/level of service will occur as a result of the Proposed Action

Parking

Fifty parking spaces will be provided for parking adjacent to the proposed BITT on the north side of the terminal for BITT patrons. There are 14 intercity bus parking spaces and 12 local bus spaces proposed. The intercity buses will park adjacent to the terminal while the local buses will park along the east side of Prospect Avenue.

There will be no adverse impacts to parking as a result of the Proposed Action. Although some surface parking spaces will be eliminated with construction of the Proposed Action, additional long-term parking is available at the Henry Street/State Street Parking Garage to mitigate and alleviate parking at other locations in the vicinity of the Project Site.

## Bus Service

The local bus system will continue to operate on a pulse system, with all routes converging at the new terminal twice per hour. The existing BC Junction location on Hawley Street will no longer be used as a transfer location, but will still be a bus stop location for some BC Transit routes. There will be no significant net impact on current BC Transit users, since the new terminal is only two blocks from the current location. For those whose trips originate or end in downtown Binghamton, the walk distance to the bus stop may be slightly longer or shorter. For those transferring between routes, the relocation of the pulse point will provide them with a shelter from the elements. Buses will come into the BITT from Prospect Avenue via Henry Street and Lewis Street and will leave by these same roadways. Approximately one-half of the local buses are proposed to enter Prospect Avenue from Henry Street and exit at Lewis Street, while the other half would enter Prospect Avenue from Lewis Street and exit at Henry Street. The turning radius, however, will be designed so that if all the local buses entered from either Henry or Lewis Streets, they could circulate around the bus island included as part of the BITT. Intercity buses entering the BITT are proposed to turn onto Prospect Avenue from Lewis Street, and then will exit at the south end of Prospect Avenue onto Henry Street. There is one-way bus circulation on site.

Generally, 11 local buses per every half-hour are anticipated to enter the BITT where passengers will transfer. Passengers transferring between local buses and intercity buses will cross bus traffic lanes via a designated raised crosswalk leading to the terminal.

The parking lot located north of the terminal is accessed via Chenango Street. Passenger drop-off and pick-up will occur at this location. Pedestrian flow between the parking lot and the terminal is direct.

## Taxi Service

There will be no adverse impacts to taxi service as a result of the Proposed Action. Taxi service will be accommodated either in the parking area or via curbs-cuts located directly in front of the new terminal.

## Rail Service

Since there is no commuter rail station in the vicinity of the Project Site, there are no impacts to rail service from the Proposed Action.

### **13.3 MITIGATION**

Other than an increase in the number of buses using the street network adjacent to the Project site, no impacts to traffic, parking, bicycle or pedestrian circulation will occur as a result of the Proposed Action, thus no immediate mitigation measures are proposed. Over the long-term, BMTS will monitor the functioning of the site, especially bicycle and pedestrian activity, and any conflicts that may arise between modes as a consequence of the Proposed Action will be addressed.

#### **13.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts to local roadway traffic volumes or circulation, nor will it result in any adverse impacts to parking, bicycle or pedestrian circulation. The Proposed Action will have the beneficial affect of improving transit connectivity, system operations, and overall passenger safety.

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## 14 SECTION 106 RESOURCES

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### 14.1 EXISTING SETTING

#### Historic Resources

Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f) states that any federally funded Project must “take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register [of Historic Places].” Section 106 further requires federal agencies to seek comments from a representative of the Advisory Council on Historic Preservation, which can be the State Historic Preservation Officer.

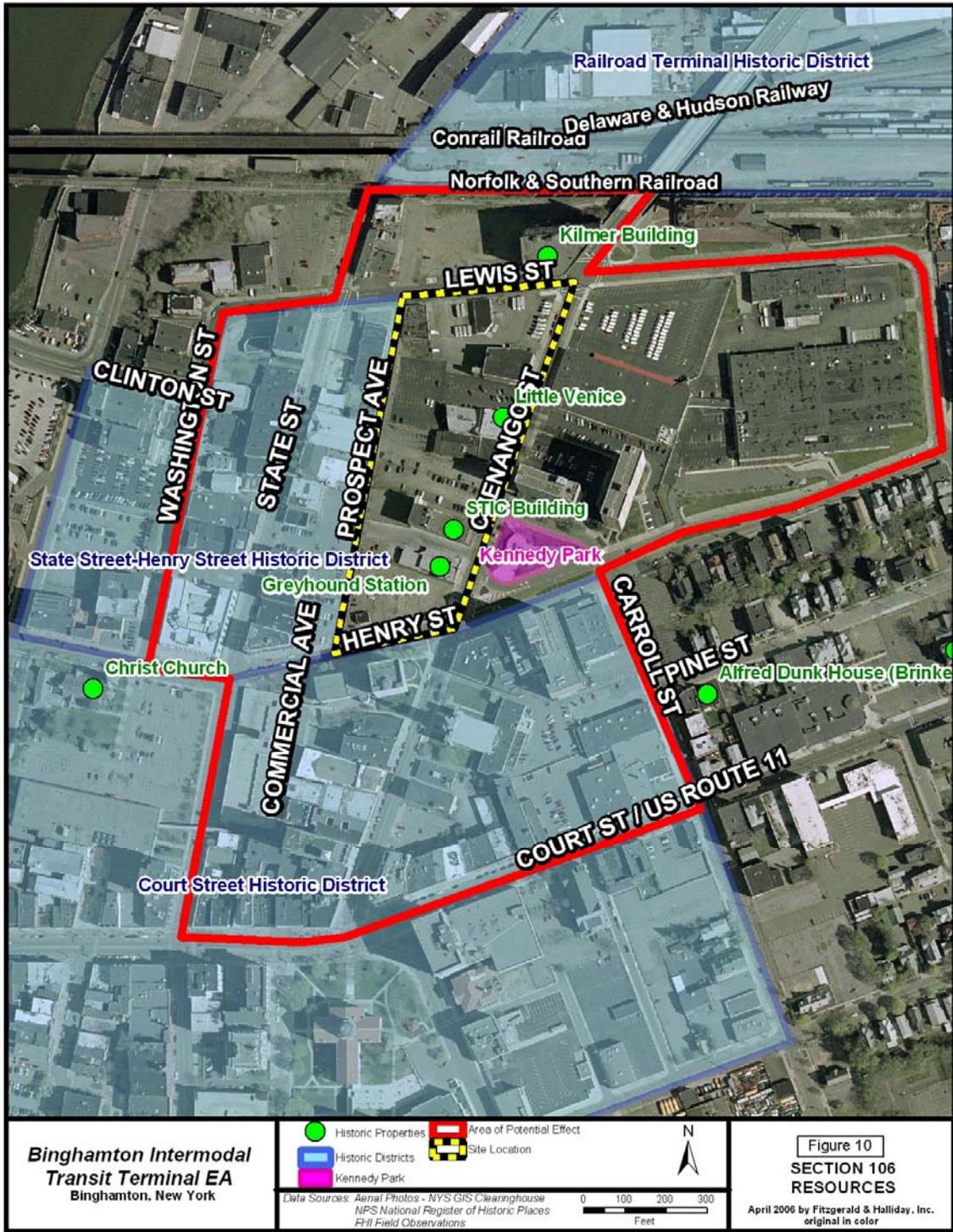
National Register eligible and potentially eligible historic and archaeological resources were investigated for the proposed BITT’s Area of Potential Effect (APE) as defined in 36 CFR 800. For this environmental assessment, the APE was established and approved by the Field Services Bureau of the NY State Department of Parks, Recreation and Historic Preservation (NYSHPO). The approved APE comprises the immediate BITT study area and one city block in all directions around the site. The APE was determined on the basis that the BITT operations would not incur any impacts, including visual impacts, beyond these limits. The APE is the area within the red boundary depicted on Figure 10.

Historic resources located within the APE were identified through consultation with the NYSHPO, review of the NYSHPO archives, review of National Register of Historic Places (NRHP) listings, consultation with Binghamton Community and Urban Designer Laurie Kimball on August 12 and 13, 2004, and during field inspections conducted on August 12 and 13, 2004. This research revealed that seven (7) historic resources fall within or abut the proposed APE. These include three (3) National Register Districts (which are also State and local historic districts), and four (4) potentially eligible structures. NYSHPO concurred with these findings in a letter to Broome County dated June 5, 2006 (Appendix A). The seven (7) historic resources that fall within the APE are listed in Table 15 and are shown on Figure 10.

**Table 15: Historic Resources in the Area of Potential Effect of the BITT**

<b>Resource</b>	<b>Location</b>	<b>Description</b>	<b>National Register</b>
Greyhound Station	81 Chenango St.	Built 1938, Functioning Art Deco/Art Modern station	Eligible for NRHP
Southern Tier Independence Center	87-89 Chenango St.	1891-1898, Six-story, brick industrial building. Rusticated brickwork on the façade.	Not eligible for NRHP
Little Venice	107-111 Chenango St.	c. 1910 Three-story, brick building with elaborate terra cotta embellishments on the façade	Potentially eligible for NRHP
Kilmer Building	31-34 Lewis St.	1903 Six-story, Beaux-Arts factory building	Potentially eligible for NRHP
Court Street Historic District	Immediately south Of site	1840-1940 The district contains 104 buildings including the courthouse and Victorian-era commercial structures.	Listed on State and NRHP
Rail Terminal Historic District	Immediately north Of site	1876-1920 A district of 20 buildings built in the commercial/industrial style with Italianate-style embellishments	Listed on State and NRHP
State and Henry Street Historic District	Immediately west Of site	1870-1935 The district consists of 23 buildings most of which are of masonry construction	Listed on State and NRHP

Source: Fitzgerald & Halliday, Inc., June 2006



**Figure 10: Section 106 Resources**

## Archaeological Resources

A Phase 1A archaeological survey was conducted by SUNY Binghamton in April of 2005 in and around the BITT Project site in order to identify subsurface cultural resources occurring in the Project vicinity. The Phase 1A survey is included as part of the Proposed Action file and can be made available for review by Broome County upon request. The Phase 1A archaeological survey consisted of a site walkover and historical research to determine locations where subsurface archaeological resources were likely to be found. The research effort involved reviewing files contained at the New York State Museum (NYSM) / New York State Office of Parks, Recreation and Historic Preservation. Based on the research it was concluded that the BITT Project site exists in a zone of high prehistoric archaeological sensitivity as there are twelve (12) known and documented prehistoric, four (4) prehistoric/historic, four (4) historic, one (1) historic Native American and one (1) unknown site(s) located within a 3.2 kilometer (2-mile) radius of the BITT Project site. Based on these findings, the archaeological survey team recommended that Phase 1B archeological testing be conducted at the BITT site. The Phase 1B survey will be completed prior to the start of construction and will be fully coordinated with the NYSHPO.

While it is true the Project site may have, hundreds of years ago, been the site of some type of Native American activity, it should be noted this area is located in the middle of the City of Binghamton and was, in the late 1800's/early 1900's excavated to construct multi-story factories, apartment buildings, hotels and other commercial buildings. Some of these structures burned down, others were demolished. New buildings were then constructed in their place. By the late 1970's many of these buildings had been abandoned and were demolished and left as vacant space now used for parking. It is highly probable that if any Native American artifacts did, at one time, exist in the Project site, they would have been lost during the excavation/construction activity that occurred. However, because recent work done for SUNY Binghamton Downtown Academic Center (formerly the Binghamton Mall Project), which is located about 0.5 – 0.75 miles southwest of the BITT Project site, resulted in discovery of extensive historic and prehistoric deposits in a similar setting with significant finds of both 19<sup>th</sup> century and prehistoric age resources and to set aside questions concerning the presence or absence of prehistoric or historic resources, a Phase 1B survey will be completed prior to the start of construction and will be fully coordinated with the NYSHPO.

The Phase 1A document research indicated that one historic Native American Site was identified as occurring within 3.2km (2 miles) of the Project site. The historic research further revealed that the Onondaga and Oneida Nations had a presence in the Susquehanna and Chenango Valleys. Due to the fact these two Native American Nations were identified in the Phase 1A historical research, they have been given the opportunity to be a consulting party for this Project. Each Nation has been contacted by letter, extending this opportunity to them (see Appendix F for copies of this correspondence). There is no active Native American Nation or Tribe in Broome County. However, because the Oneida Nation expressed an interest in the Project and requested additional information on January 11, 2007, the Broome County Department of Planning and Economic Development sent a letter to Mr. Anthony Wonderly, Historian for the Oneida Nation, outlining the specific changes that have occurred within the Project Study Area since the 1800's. The Oneida Nation responded with a letter dated January 25<sup>th</sup>, 2007 requesting notification if any resources are found.

## 14.2 FINDING OF EFFECT

### No Build Alternative

The No Build Alternative would be a continuance of existing conditions and would not result in any adverse effects to Section 106 resources.

### Proposed Action

Impacts to Section 106 resources from the Proposed Action have been assessed in coordination with NYSHPO. The following meetings, fieldwork, and correspondence (all of which are documented in Appendix A) have occurred:

- On August 12 and 13, 2004, Fitzgerald & Halliday, Inc. (FHI) conducted a field visit.
- On August 12 and 13, 2004, FHI spoke with local historian Laurie Kimball, who also serves as the Binghamton Community and Urban Designer.
- On October 18, 2004, FHI sent an initial coordination letter to Kathleen LaFrank at NYSHPO.
- NYSHPO sent FHI a letter on December 8, 2004 in response to the October 18, 2004 letter which initiated the consultation process.
- On October 13, 2005, FHI sent a second coordination letter to the NYSHPO providing further details on historic resources.
- On June 5, 2006, SHPO sent a letter to Broome County stating that it was the “SHPO’s preliminary opinion that the new terminal will not have a negative effect upon cultural resources in or eligible for inclusion in the State or National Registers of Historic Places if built as shown in the rendering prepared by Wendel Duchscherer received on May 10, 2006”.
- A Draft Programmatic Agreement (PA) has been prepared for this Proposed Action by the FTA, the NYSHPO and Broome County. This Draft PA is included in Appendix F of this EA.

Coordination with NYSHPO is ongoing and will continue as necessary throughout design development and construction of the proposed Project to ensure that impacts to Section 106 resources are properly documented and mitigated.

### Historic Resources

In compliance with Section 106 of the National Historic Preservation Act, any effects of the Proposed Action on historic properties listed on or determined eligible for listing on the National Register must be analyzed by the applicable Criteria of Adverse Effect (36 CFR 800.5a).

No adverse effects to the Kilmer Building, Little Venice Building, or to any of the three historic districts (Court Street District, Rail Terminal District, or State and Henry Street District) will result from the Proposed Action. Although the Proposed Action will involve the complete demolition of the Southern Tier Independent Center (STIC) building to make room for the new terminal and a passenger drop-off/parking lot, the STIC building is not listed on or eligible for the NRHP according to NYSHPO correspondence dated June 5, 2006 (Appendix A). The Proposed Action will involve alterations to the Greyhound Bus Terminal, which is eligible for the NRHP. Conceptual plans and a rendering submitted to the NYSHPO for initial review indicate that the historic façade of the Greyhound Bus Terminal will be kept intact, refurbished and incorporated into the BITT design. In order to retain this historic façade and make it seismically stable and code compliant, and due to the fact the existing floor slabs do not meet current New York State structural code requirements for bearing capacity, the remainder of the existing Terminal (5,320 SF) will be demolished. However, the Terminal's original Ticket Counter and Diner, neither of which are currently intact nor used for their original purpose, will be rebuilt as closely as possible to their original locations and details. Also, the existing open staircase between the first and second floors will be restored in place, retaining as much of its original material as possible, and incorporated into the new floor plan. Based on the initial concept design and rendering, the NYSHPO correspondence date June 5, 2006 (Appendix A) stated: "It is SHPO's **preliminary** opinion that the new terminal will not have a negative effect upon cultural resources in or eligible for inclusion in the State and National Registers of Historic Places **if** it is built as shown in the **rendering** prepared by Wendel Duchscherer received on May 10<sup>th</sup>, 2006." The NYSHPO will make a formal determination regarding Effect after their review of the final architectural plans and the satisfaction of their concerns regarding archeology.

The Coach USA/Shortline Bus Terminal occupies a single-story former car showroom that is attached to the south side of the Little Venice building at 107-111 Chenango Street. The former car showroom addition was built c. 1965. Little Venice is an Italian restaurant that occupies a three-story brick building with elaborate terra cotta embellishments on its façade. The Little Venice building was built c. 1910. The restaurant is an important local landmark in the community. Conceptual design plans call only for the removal/demolition of the Coach USA/Shortline Bus Terminal addition (107 Chenango) with the main structure at 111 Chenango Street (the Little Venice Building) remaining intact.

### Archaeological Resources

A Phase 1B archaeological survey has been recommended for this Proposed Action due to the prehistoric and historic sensitivity of the Project Site. A Phase 1B survey is an intensive field survey used to determine the actual presence of any archaeological remains as opposed to a Phase 1A survey, which identifies the potential for archaeological remains. The Phase 1B archaeological survey will involve a series of backhoe trenches and hand-dug shovel test pits on each historic property within the Project site that is testable in order to verify the presence or absence of below-ground archaeological and/or cultural resources. These trenches will be of varying lengths, and will generally be three-to-four feet in width. The Phase 1B survey will be conducted prior to the commencement of any Project construction and Phase 1B survey findings will be fully coordinated with the NYSHPO so that appropriate measures can be

taken in the event that archaeological resources are determined to be present on site. The County has requested and received a proposal for the Phase 1B archaeological survey from Dr. Nina M. Versaggi of Binghamton University, who also performed and produced the Phase 1A archaeological survey. However, due to the invasive nature of the Phase 1B survey, and since Broome County does not yet own the parcels needed to construct the Project, it is not possible to perform the Phase 1B archaeological survey at this time. The County is prepared to immediately initiate the Phase 1 B survey as soon as the acquisition of all the parcels has been completed. Dr. Versaggi, who will be the principal investigator for the Phase 1B survey, has significant and extensive credentials in her field, having been active in professional archaeology since 1972. She serves as an Adjunct Associate Professor at Binghamton University. Additionally, archaeological monitoring will take place during construction activities in any areas which may be deemed archaeologically sensitive based on the results of the Phase 1B survey.

### **14.3 MITIGATION**

Since coordination with the NYSHPO to date has resulted in their **preliminary** opinion that the new Terminal will not have a negative effect upon cultural resources in or eligible for inclusion in the State and National Registers of Historic Places **if** it is built as shown in the **rendering** prepared by Wendel Duchscherer received on May 10, 2006, no mitigation is anticipated. The FTA and the County will continue to consult with the NYSHPO to ensure that the design of the Intermodal Terminal continues to proceed according to the rendering submitted to the NYSHPO on May 10, 2006 by Wendel Duchscherer (i.e. the Project concept design that is being evaluated in this EA)

The County will perform the Phase 1B archaeological testing to determine the need for mitigation of archaeological resources as soon as the acquisition of all property needed for the Project has been completed. Based on the results of the Phase 1B survey, and in coordination with the NYSHPO, Wendel Duchscherer, the design consultant for the Project, will provide specific direction in the final construction documents that will instruct the contractors to immediately stop work should they encounter an unanticipated archaeological and/or cultural resource and seek direction from Broome County regarding how to proceed. Broome County will hire a full time Construction Manager to ensure compliance with this requirement. The Construction Manager will be on-site at all times during construction activity and will receive training from the Project Archaeologist on the types of resources that should be expected and what constitutes an archaeological deposit. Should a suspected historic resource be encountered, the Construction Manager will notify Broome County and the NYSHPO and implement pre-established procedures. These pre-established procedures will be developed between the FTA, the NYSHPO, Broome County and its design and construction consultants, and the Project archaeologist once the results of the Phase 1B survey are known. Broome County will then immediately contact the NYSHPO to evaluate and retrieve the archaeological data encountered.

This Draft PA has been developed between the FTA, NYSHPO and Broome County. In order for the FTA, in consultation with NYSHPO, to make a determination of Effect, the current conceptual architectural plans and design must be developed in more detail and then finalized. The FTA and Broome County will regularly consult and coordinate with the NYSHPO during the process. Currently, the County is in the process of refining and finalizing the functional

layout and schematic design of the new BITT, as well as the site design, with the two intercity users, Greyhound and Coach USA/Shortline. The County did receive the schematic design approval from both Greyhound and Coach USA/Shortline during January 2007. This approval now allows the County to specifically define, for the NYSHPO, the new BITT building footprint, it's location on the Project site, and the extent of the restoration of the existing Greyhound Terminal building façade.

#### **14.4 SUMMARY OF PROPOSED ACTION IMPACTS**

In accordance with the NYSHPO letter dated June 5, 2006 (Appendix A), the FTA and Broome County will regularly consult and coordinate with the NYSHPO to design the new Terminal according to the rendering prepared by Wendel Duchscherer and received by the NYSHPO on May 10, 2006 so that the Project being assessed in this EA will not result in any adverse effects to above-ground historic Section 106 resources. Specific effects to archaeological resources will be determined once a Phase IB archaeological survey is performed; however, this intrusive level survey, which involves trenches and test pits, cannot be undertaken until completion of the property acquisition process associated with the Project. Any potential adverse effects to archaeological resources will be appropriately mitigated according to the directives and procedures stipulated in the final PA that is developed with the FTA, the NYSHPO and Broome County for this Project.

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## 15 SECTION 4(F) RESOURCES

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### 15.1 EXISTING SETTING

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) protects historic resources eligible for listing or listed on the National Register, as well as significant publicly owned parks, recreation areas, and wildlife/waterfowl refuges. Section 4(f) properties may only be impacted if there is no feasible and prudent alternative to their use and the Proposed Action includes all possible planning to minimize harm resulting from such use.

There are no public parks, recreational areas, or wildlife and/or waterfowl refuges located within the Project Site, which includes the city block bounded by Chenango Street, Henry Street, Lewis Street, and Prospect Avenue. There is one small publicly owned park, Kennedy Park, which is located adjacent to and southeast of the Project Site. Kennedy Park (See Figure 10 on page 55) is a triangular piece of land less than one acre in size that is surrounded by planted, concrete retaining walls supporting grassy slopes. The interior portion of the park, within the concrete retaining walls, is covered in flagstone and there is a modern sculpture located at its center. The park appears to have been built in the late 1970s or early 1980s and was unpopulated on the day of the field visit.

Section 4(f) historic and archaeological resources listed on or eligible for listing on the NRHP that are located within the Project study area include only the Greyhound Bus Terminal. This historic resource is described in more detail in Chapter 14 (Section 106 Resources) of this EA. In terms of archaeological resources, there are no known archaeological sites within the Project site that are listed on or eligible for listing on the NRHP that are also important of being preserved in place. More information on archaeological resources will become evident upon completion of the Phase 1B archaeological survey (Refer to Chapter 14 of this EA); however it is unlikely that any archaeological remains will qualify for protection under Section 4(f) of the Department of Transportation Act.

### 15.2 DIRECT AND INDIRECT (CONSTRUCTIVE USE) IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions such that no direct or indirect (Constructive Use) impacts to Section 4(f) resources will occur.

#### **Proposed Action**

Because historic resources listed on or eligible for listing on the NRHP are also Section 4(f) resources, it follows that Section 4(f) property impacts include those impacts to historic resources discussed in Chapter 14 (Section 106 Resources). In discussions and coordination efforts with SHPO to date, SHPO has stated that the demolition of the Kent/STIC building and the Shortline Bus Terminal will not negatively effect cultural resources in or eligible for inclusion in the State and National Registers of Historic Places. SHPO further stated that it is

their preliminary opinion the new Terminal will not have a negative effect upon cultural resources in or eligible for inclusion in the State and National Registers of Historic Places if it is constructed according to a rendering prepared by Wendel Duchscherer that was received by SHPO on May 10, 2006. SHPO will make a formal determination regarding Effect after their review of the final architectural plans and the satisfaction of their concerns regarding archeological resources based on the future Phase 1B archeological investigation that will be performed. (See SHPO correspondence dated June 5, 2006 in Appendix A.) It is Broome County's intent to design the new BITT so it can be constructed according to the rendering prepared by Wendel Duchscherer, as received by SHPO on May 10, 2006, and further, that SHPO can issue a formal finding that the Proposed Action will not have a negative effect upon cultural resources in or eligible for inclusion in the State and National Registers of Historic Places. The FTA and Broome County will regularly consult with the NYSHPO during the design and construction activities in order to achieve these results. As a result, no Section 4(f) impacts to historic resources will occur.

The one public park located adjacent to the Project study area, Kennedy Park, will not be impacted by the new BITT. As previously mentioned, there are no known archaeological resources listed on or eligible for the NRHP located within the Project Site that also are important for preservation in place (i.e., archaeological resources that qualify for protection under Section 4(f) of the Department of Transportation Act). The Phase 1B archaeological survey to be conducted for the Proposed Action once property transfers have been completed (Refer to Chapter 14) will determine the presence or absence of archaeological remains within the Project Site footprint and their significance in terms of Section 4(f) regulation.

### **15.3 MITIGATION**

The Proposed Action will not result in any adverse impacts to known Section 4(f) resources, therefore no mitigation is proposed. However, as recommended by the Phase 1A Archaeological Report, a Phase 1B Archaeological Survey will be performed prior to the start of construction. If the Phase 1B Archaeological Survey identifies the presence of archaeological resources on the Project site, Broome County will promptly coordinate with the NYSHPO to determine the significance of these resources and to ascertain whether such resources qualify for protection under Section 4(f) of the Department of Transportation Act of 1966. If archaeological resources are uncovered that require preservation in place and therefore qualify as Section 4(f) resources, appropriate mitigation measures will be implemented, according to the Programmatic Agreement developed between the FTA, NYSHPO and Broome County. The draft Programmatic Agreement (PA) is included in Appendix F of this EA. All Section 4(f) evaluations, if required as a result of the Phase 1B Archaeological Survey, will be completed prior to the start of construction.

### **15.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts to known Section 4(f) resources; therefore a Section 4(f) Statement is not required for this Proposed Action at this time. Should the Phase 1B Archaeological Survey discover resources that qualify for protection under Section 4(f) of the Department of Transportation Act of 1966, then a Section 4(f) evaluation will be performed.

Where Section 4(f) applies to the archaeological sites discovered during construction, the Section 4(f) process will be expedited. In such cases, the evaluation of feasible and prudent alternatives will take into account the level of investment already made. The review process, including consultation with other agencies, will be shortened as appropriate.

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## 16 VISUAL/AESTHETIC EFFECTS

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### 16.1 EXISTING SETTING

The visual resource assessment study area consists of the viewshed of essentially one block in any direction surrounding the Project Site. The visual resource study area is a mix of open parking lots and commercial buildings of various sizes, styles, and colors, including unpainted concrete, yellow brick, red brick, whitewashed brick, white paneling and aluminum siding. The commercial buildings also tend to have more than one material and style. The buildings range from one-story windowless boxes to a six-story office building. Several buildings on neighboring blocks are boarded up and abandoned. The primary viewers of the Project Site are employees of the businesses in the Project study area and the seniors residing in the high-rise apartments on the east side of Chenango Street.

Because of the broad areas of open surface parking, the plain sides and backs of buildings are very visible from most points within the Project Site. Views also include the surrounding roadways and utility poles, with taller buildings on adjacent blocks rising in the background. The buildings along Chenango Street, although interrupted in a few places by parking lots, are frequent enough to form a “streetscape”. However, the variation in building types, modern alterations to the fronts, and varying signage do not form a unified attractive street front, and the buildings’ plain sides and undecorated architecture do not offer much visual interest. The exception is the Greyhound Bus Building, which has a unique Art Deco-style facade. The carved lettering and streamlined neon signage stand out amongst the boxy brick buildings lining the street.

There is no streetscape along Prospect Avenue due to the absence of buildings. Open expanses of pavement, parked cars, chipped and cracked curbs and sidewalks, and the plain backs of buildings are the primary features. The entire block comprising the Project Site is essentially void of vegetation other than one or two clumps of vines and shrubs along utility poles, thus there is no softening of the rather stark appearance of the site. Views looking away from the site are similar; however, some views include glimpses of historic buildings with architectural details of visual interest and beauty.

### 16.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions and, as such, would maintain the existing visual and aesthetic characteristics of the Project Site study area.

#### **Proposed Action**

The Proposed Action would first and foremost create definition of space in the Project study area, which is bounded by Chenango Street, Henry Street, Lewis Street, and Prospect Avenue. The BITT would replace, what are now mostly open parking areas, with well-defined spaces for passenger drop-off and parking, passenger transfer, and bus circulation and parking. The

new terminal building would expand from the existing Greyhound Terminal to create a more substantial building front along Chenango Street. A 1,800 SF landscaped green space would be located on the corner of the Henry Street/Chenango Street intersection, and a variety of site amenities would visually unify the facility, including pedestrian walkways, light posts, benches, and landscaping around the periphery of the paved ways. The architecture of the BITT will be designed to incorporate and highlight the existing Greyhound Building.

The buildings to be replaced/demolished are not of notable architectural or aesthetic quality and one is currently vacant/abandoned. Building acquisition and property ownership information is included in Table 2 of Chapter 5 (Land Acquisitions and Displacements). The loss of these buildings would not represent adverse visual impacts. Views from the adjacent senior housing high-rises would primarily be of the new terminal and defined passenger drop-off area, which would be an improvement over the current view of dilapidated older buildings and unkempt parking lots. Overall, the BITT will be perceived as a positive impact on the visual environment for all viewer groups.

### **16.3 MITIGATION**

The Proposed Action will not result in any adverse visual impacts. As a result of the Proposed Action, no mitigation is proposed.

### **16.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts to the visual and aesthetic quality of the Project study area. In fact, the Proposed Action will improve the visual quality of the study area.

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## 17 SECTION 6(F) RESOURCES

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### 17.1 EXISTING SETTING

Section 6(f) resources are parks or properties that have received funding (for recreational or conservation purposes) from the Land and Water Conservation Fund (LWCF) Act. These resources receive special consideration and impact avoidance under the Act.

There are no Section 6(f) resources within the Project Site study area, which includes the city block bounded by Chenango Street, Henry Street, Lewis Street, and Prospect Avenue.

### 17.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions and, as such, would not result in direct or indirect impacts to Section 6(f) resources.

#### **Proposed Action**

The Proposed Action will not result in direct or indirect impacts to Section 6(f) resources as no such resources existing within the Project Site study area.

### 17.3 MITIGATION

Since the Proposed Action will not affect Section 6(f) resources, no mitigation is proposed.

### 17.4 SUMMARY OF PROPOSED ACTION IMPACTS

The Proposed Action will not result in any adverse impacts to Section 6(f) resources, as no such resources exist within the Project Site study area.

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## 18 SAFETY AND SECURITY

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### 18.1 EXISTING SETTING

The existing BC Transit pulse point on Hawley Street, known as BC Junction, requires buses to park on both sides of the street. Many passengers must therefore cross Hawley Street, a 6-lane wide and busy downtown street, to transfer from one bus to another, primarily using a mid-block pedestrian crosswalk with no signal. The current unsignalized mid-block crosswalk is considered unsafe and unacceptable; particularly given the width of the crossing. In addition, during the time the buses stage along Hawley Street to allow for passenger transfers, they park nose-to-tail. On a daily basis, numerous passengers have been observed walking out from between these parked buses into the traffic lanes of Hawley Street in order to transfer to a bus on the opposite side of the street. This is done at multiple points along Hawley Street. Due to the size of the buses, passengers do not have a clear line of site to see oncoming traffic until they are actually in the traffic lanes. This situation is extremely unsafe and is unacceptable according to standard industry Intermodal planning principle, which place passenger safety among the highest priorities in designing Intermodal transfer centers. There are also three bus shelters at the site, but they do not provide enough capacity for all passengers during inclement weather, so many people must wait in the open. Lastly, there is a lack of secure bicycle storage at the existing BC Junction.

Security for BC Transit passengers is provided by the City of Binghamton through the Police Department. Fire protection and emergency medical technicians (EMTs) are located at the City of Binghamton Fire Department. In addition to the City's services, Broome County has a Government Security Division that assigns security officers to handle safety and security issues for County facilities, including Broome County Transit facilities. Security officers are designated as New York State Peace Officers with State law enforcement authority.

### 18.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would be a continuance of existing conditions. The existing B.C. Junction would continue to be used, with no enhancements for pedestrian safety and convenience.

#### **Proposed Action**

The proposed BITT will be well served by City and County security services. The police headquarters, jointly located with the fire department headquarters, is the station that will respond to calls for police assistance at the BITT. The joint police-fire headquarters are located approximately one quarter-mile to the south of the proposed BITT, at 38 Hawley Street. Ambulance service will also originate there. The Broome County Security Division is located approximately one quarter-mile to the south of the study area, at the Edwin L. Crawford County Office Building, 44 Hawley Street. These services are readily available

within the existing City and County framework and will not impact the provision of services to others.

The relocation of BC Junction to the new BITT will improve upon the general safety and security conditions of passenger transfer as passenger transfers will all take place within the confines of the BITT development and not along a busy city street. The improvements will be integral to the construction of the facility, which is designed to provide safe, sheltered off-street location featuring safe pedestrian transfer between buses, an indoor passenger lobby, and secure bicycle storage. The new terminal will be well lit, will have its own staffed security office, and will be designed to have “lock-down” points to allow for portions of the facility to remain open 24 hours a day.

### **18.3 MITIGATION**

The Proposed Action incorporates safety and security features by design and will not adversely affect the provision of services to others. Since no adverse impacts to safety or security will occur as a result of the Proposed Action, no mitigation is proposed.

### **18.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will have a significantly beneficial affect on passenger safety and security as all passenger transfers will occur within the confines of an Intermodal transit terminal and not along a busy city street. Additionally, the facility will have a staffed security office and will be well lit.

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## 19 CRITICAL ENVIRONMENTAL AREAS AND ENDANGERED SPECIES

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### 19.1 EXISTING SETTING

The Project site is primarily paved or developed, is essentially void of vegetation, and therefore provides very limited wildlife habitat.

The NYDEC Division of Fish, Wildlife, & Marine Resources' Natural Heritage Program was contacted to identify ecologically sensitive areas and rare, threatened or endangered species that may exist in the general vicinity of the Project site. The Natural Heritage Program reports that the Peregrine Falcon (*Falco peregrinus*), a State and Federal Endangered Species, and the Pygmy Snaketail Damselfly (*Ophiogomphus howei*), a State and Federal Special Concern Species, are listed in their database as occurring in the Greater Binghamton Area (see NYDEC correspondence dated April 22, 2005 included in Appendix A). Specifically, a Peregrine Falcon nest is located a few blocks from the Project Site study area. Coordination with the U.S. Fish & Wildlife Service (USFWS) revealed that; except for occasional transient individuals, no federally listed or proposed endangered or threatened species exist within the Project area (see USFWS correspondence dated May 11, 2005 included in Appendix A).

### 19.2 DIRECT AND INDIRECT IMPACTS

#### No Build Alternative

The No Build Alternative will maintain the Project study area in its present condition and therefore will not have an impact on wildlife, ecologically sensitive areas, or threatened and endangered species.

#### Proposed Action

The Peregrine Falcon nest identified by the New York Natural Heritage Program is a few blocks away from the Project Site and will not be impacted by the Proposed Action. The Pygmy Snaketail is a damselfly that occurs along the Susquehanna River Corridor. Because damselflies are associated with aquatic and riparian habitats, and since the construction of the Project is in an urban setting located approximately ½ mile north of the Susquehanna River, the Pygmy Snaketail damselfly will not be directly or indirectly impacted by the Proposed Action.

### 19.3 MITIGATION

No impacts to endangered or threatened species or ecologically sensitive areas will occur as a result of the Proposed Action; therefore, mitigation is not proposed.

### 19.4 SUMMARY OF PROPOSED ACTION IMPACTS

The Proposed Action will not result in any adverse effects to endangered or threatened species of ecologically sensitive area.

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## 20 WATER RESOURCES AND WATER QUALITY

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### 20.1 EXISTING CONDITIONS

There are no water resources within the Project Site study area. The nearest water bodies are the Chenango and Susquehanna Rivers, located approximately a quarter-mile west and a half-mile south-southeast of the study area, respectively.

Most of the study area is covered by impervious surfaces (i.e., pavement, buildings, sidewalks, etc.). Stormwater runoff from the Project site is managed by the city storm sewer collection system. A storm sewer located in Henry Street flows to the west and ultimately discharges into the Chenango River. A combined sanitary/storm sewer is located in both Chenango and Lewis Streets. This flows to the Binghamton-Johnson City Joint Sewage Treatment Plant and is ultimately discharged to the Susquehanna River. The site is served by City water.

### 20.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative will maintain the Project study area in its present condition. Stormwater runoff will continue to be managed by existing storm and/or combined sanitary/storm sewers that service the Project site. The No Build Alternative, therefore, will have no direct or indirect effects on surface and groundwater water resources or the quality of those resources.

#### **Proposed Action**

A major contributor to surface water quality degradation, especially in highly urban areas, is polluted stormwater. Stormwater can carry pollutants such as algae-producing nutrients, sediments, heavy metals, pesticides, and debris into receiving water bodies and/or watercourses via impervious surfaces and drainage systems. Without adequate stormwater best management practices, urban runoff can cumulatively degrade the water quality of receiving surface water resources.

Because much of the existing site is already impervious and used for vehicle parking and other transportation related uses, adverse impacts to surface water quality from the Project will be minimal. Also, the new BITT will not include any bus maintenance or storage operations on site, further diminishing the likelihood of surface water impacts from the Project. New impervious surfaces created under the Project will simply replace existing impervious surfaces and will continue to be accumulation areas for contaminants associated with motor vehicle operations such as fuel and oil, brake and tire dust, and other potentially toxic materials. During storm events, these contaminants will be conveyed via sheet flow into catch basins that will tie into the City's existing storm sewer collection system, and will be discharged ultimately into the Chenango River as under present conditions.

### **20.3 MITIGATION**

The control of stormwater quality, which involves the removal of contaminants from stormwater runoff prior to its discharge to receiving waters, can be accomplished by a combination of facilities and techniques known as Best Management Practices (BMPs). BMPs will be considered in the design of the Project to determine if stormwater runoff can be adequately cleansed before leaving the site. Stormwater BMPs that may be appropriate include oil water separators and/or hydrodynamic separators. The NYDEC will be consulted regarding stormwater BMPs for this Project.

### **20.4 SUMMARY OF PROPOSED ACTION IMPACTS**

With the implementation of best management practices (BMPs) such as those identified above, the Proposed Action will not result in any adverse water quality impacts to nearby surface water resources.

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## 21 WETLANDS

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### 21.1 EXISTING CONDITIONS

Wetlands can generally be defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. According to the National Wetlands Inventory (NWI) mapping for Binghamton, there are no wetlands within or directly adjacent to the Project Site study area. The absence of wetlands was confirmed during a site visit.

### 21.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would maintain the Project Site study area in its present condition, and therefore would not result in any direct or indirect wetland impacts.

#### **Proposed Action**

Construction of the Project will not result in any direct loss of wetlands through filling or draining, nor will it result in any indirect effects to other wetlands.

### 21.3 MITIGATION

No direct or indirect impacts to wetlands will occur as a result of the Proposed Action; therefore, mitigation is not required or proposed.

### 21.4 SUMMARY OF PROPOSED ACTION IMPACTS

The Proposed Action will not result in any adverse impacts to wetlands since no wetlands exist in the Project study area.

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## 22 FLOODPLAINS

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### 22.1 EXISTING SETTING

According to the *Flood Insurance Study* (December 1976) and the *Flood Boundary and Floodway Map Community/Panel Number 360038C 02F* (June 1, 1977) for the City of Binghamton, New York, Broome County (U.S. Department of Housing and Urban Development, Federal Insurance Administration), the Project Site is not located within 100-year floodplains or a designated floodway.

### 22.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative will maintain the Project study area in its present condition and therefore will have no impacts to 100-year floodplains.

#### **Proposed Action**

Since there are no 100-year floodplains in the Project study area, the Proposed Action will not have an adverse impact on 100-year floodplain resources.

### 22.3 MITIGATION

No direct or indirect impacts to 100-year floodplains would occur as a result of the Proposed Action; therefore, mitigation is not required or proposed.

### 22.4 SUMMARY OF PROPOSED ACTION IMPACTS

The Proposed Action will not result in the placement of any structures or fill within 100-year floodplains; therefore no adverse impacts will occur.

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## 23 FARMLANDS

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### 23.1 EXISTING SETTING

The Project site is urbanized and covered generally by impervious surfaces (i.e., pavement, buildings, sidewalks, etc.). Soils at the Project site consist of well drained to moderately well drained soils that have been altered by cutting, filling, or grading. Such areas either have had two feet or more of the upper part of the original soil removed or have more than two feet of fill material on top of the original soil. Soils at the Project site are not farmland soils, and there are no prime or other important farmland soils or active farmland in the vicinity of the Project Site.

### 23.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative will maintain the Project study area in its present condition and therefore will have no impacts to active farms or farmland soils.

#### **Proposed Action**

The Proposed Action will not have any direct or indirect impact to active farms or to prime or other important farmland soils.

### 23.3 MITIGATION

Since the Proposed Action will not have a negative effect on farmland soils, mitigation is not required.

### 23.4 SUMMARY OF PROPOSED ACTION IMPACTS

The Proposed Action will not result in any adverse impacts to active farms or farmland soils.

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## **24 WILD & SCENIC RIVERS/NAVIGABLE WATERWAYS/COASTAL ZONE**

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### **24.1 EXISTING SETTING**

None of the watercourses in close proximity to the Project Site study area are included in the National Wild and Scenic Rivers System or are currently under study/consideration for designation to the National Wild and Scenic Rivers System. There are no navigable waterways within the Project Site study area and the Project Site is not within a designated coastal zone.

### **24.2 DIRECT AND INDIRECT IMPACTS**

#### **No Build Alternative**

The No Build Alternative will maintain the Project study area in its present condition and therefore will have no impacts on wild and scenic rivers, navigable waterways or coastal zones.

#### **Proposed Action**

The Proposed Action will not have any direct or indirect impact to wild and scenic rivers, navigable waterways, or coastal zones as these resources do not exist in the Project study area.

### **24.3 MITIGATION**

Since the Proposed Action will not impact wild and scenic rivers, navigable waterways, or coastal zone resources, no mitigation is proposed.

### **24.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts to wild and scenic rivers, navigable waterways, or coastal zones as these resources do not exist in the Project study area.

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## 25 PUBLIC UTILITIES AND SERVICES

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### 25.1 EXISTING SETTING

New York State Electric & Gas Company (NYSEG) provides electric service to the Project Site via underground ducts located along three of the four streets surrounding the BITT Project site. Prospect Avenue is the only street adjacent to the Project with overhead transmission wires. NYSEG provides natural gas via a 6-inch underground pipeline that passes along the length of Chenango, Lewis, and Henry Streets, with a branch from the Henry Street line along Prospect Avenue. Existing buildings on the Project site are serviced by these gas mains. Communication lines found along Chenango and Lewis streets include telephone (Verizon) and cable television.

Additional utilities in the vicinity of the site include a combined sanitary/storm sewer located in Chenango Street and Lewis Street that conveys wastewater to the Binghamton-Johnson City Joint Sewage Treatment Plant located along the Susquehanna River, a storm sewer along Henry Street that discharges to the Chenango River, and a 10-inch public water main that is located beneath both Chenango Street and Prospect Avenue. A major upgrade to the Binghamton-Johnson City Joint Sewage Treatment Plant is currently underway that will provide a slight increase in capacity as well as include the installation of biological nutrient removal technology.

The Binghamton Consolidated Water Department supplies public drinking water to the Project site via a water storage and distribution system operated by the City of Binghamton Department of Public Works. The drinking water treatment plant and intake system is located approximately one and a half miles upstream of the confluence of the Chenango and Susquehanna Rivers on the Susquehanna River, which is the primary source of water. This facility has recently undergone a major upgrade that will allow the City to meet safe drinking water standards for the next 25 to 30 years. The current capacity of the plant is 20 million gallons per day (gpd) and is approximately double the current City demand for potable water, which is approximately 9.5 to 10 million gpd.

### 25.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative would maintain the Project study area in its present condition, and therefore would not result in any direct or indirect utility impacts.

#### **Proposed Action**

Construction of the Project will involve site work and a limited amount of roadway reconstruction that could result in some utility service disruptions for nearby customers. Some of the existing utility infrastructure will need to be relocated and/or replaced to accommodate the new facility and associated improvements. However, the capacity of

existing utilities is adequate to service the new BITT and ancillary facilities without impacting other customers and without major utility upgrades.

### **25.3 MITIGATION**

Utility service disruptions during Project construction will be minimized through close coordination of construction activities and scheduling with utility providers and by providing advanced notice to consumers of anticipated outages. If utility relocation is required as part of this Project, the Design engineers will coordinate thoroughly with utility providers to minimize environmental and community impacts to the greatest extent practicable.

### **25.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will result in some temporary utility service disruptions during Project construction; however, consumers will be notified in advance of these potential service disruptions.

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## 26 ENERGY REQUIREMENTS

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### 26.1 EXISTING SETTING

Existing energy consumption in the Project study area includes the use of electricity and natural gas associated with commercial, retail, industrial, and civic activities, as well as fossil fuel consumption by vehicles. Both electricity and gas are provided by NYSEG.

### 26.2 DIRECT AND INDIRECT IMPACTS

#### **No Build Alternative**

The No Build Alternative will maintain the Project study area in its present condition, thus the rate of energy demand/consumption will remain essentially constant.

#### **Proposed Action**

The Project will consume power associated with the operation and maintenance of the BITT facility, including energy consumption for light, climate control, and operation of machines and appliances. The new BITT terminal will consolidate existing intercity and local transit bus operations into one terminal, resulting in the elimination of one intercity bus station, the Coach USA/Shortline station, and adaptive reuse of a second, the Greyhound station. Although the new BITT will have more site amenities than the two existing stations combined, it is not expected to have a substantially higher energy demand. This is because the Design Architects will take into consideration various site-wide energy saving measures and other Green Building strategies (also known as LEED [Leadership in Energy and Environmental Design]) in developing the BITT design. Green building strategies employed may include efficient building arrangement/orientation, insulating materials, glazing methods, heat recovery systems, and various other energy-efficient measures. As the details of the Project design evolve, LEED will be employed to a level and extent that the Project budget allows (but may not necessarily result in the building obtaining a LEED certification). Another reason why the BITT is not expected to consume substantially more energy than the two existing bus stations is because the two existing stations occupy older buildings that may be somewhat less energy efficient due to older mechanical and electrical systems and other structural deficiencies. Also, the Southern Tier Independent Center (STIC) building will be demolished as part of the Proposed Action, thereby eliminating the existing energy demand associated with that older building. It is suspected that a slight energy savings may be realized if the new site occupied by STIC is a more modern and energy efficient building and the use of LEED principles are incorporated into the new terminal.

The Proposed Action is also anticipated to result in reduced consumption of transportation-related fossil fuels through improved traffic flow in the Project vicinity and increased use of the transit system, which will reduce single-occupancy vehicle trips.

Overall, the Proposed Action is neutral in terms of its energy use/consumption when compared to existing energy demand associated with the two intercity bus stations and STIC

building, as the Design architects and engineers will incorporate energy conservation measures into its overall design and operation. The inclusion of these measures will render the new BITT very energy-efficient.

### **26.3 MITIGATION**

The design of the Project will incorporate energy conservation measures and will not significantly negatively impact the infrastructure needs of existing energy providers, therefore no mitigation measures are warranted or proposed.

### **26.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will not result in any adverse impacts with respect to energy use. In fact, the design of the Project will incorporate energy conservation measures where deemed cost effective and appropriate by the architect and engineer.

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## 27 ENVIRONMENTAL RISK SITES/HAZARDOUS MATERIALS

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### 27.1 EXISTING SETTING

A preliminary environmental screening was conducted to identify and document the potential for environmental risk sites and/or hazardous materials and contamination in the BITT Project site area (Appendix D). The screening involved the review of existing land use, a search of both Federal and State environmental regulatory databases, and a review of Sanborn Fire Insurance Maps for the Project area. The following areas of environmental concern were noted and are also depicted on Figure 11:

- Three underground storage tanks (USTs) were removed from the southwest portion of the Project Site. The tanks were associated with a filling station that once operated at this location. The removal of the USTs was prompted by a failed leak test on one of the tanks. The NYDEC spill investigation closed on 1/03/92 as the site was no longer a concern to the NYDEC after UST removal. This location of the three removed USTs is identified as Site 1 on Figure 11.
- Two USTs were removed from the U-Haul rental center property that occupies the northern portion of the block proposed to house the new BITT. The U-Haul property is not being developed as part of the Project. The USTs were removed after at least one tank failed a leak test. The NYDEC spill investigation closed on 10/10/90 as the site was no longer a concern to the NYDEC after UST removal. The location of the two removed USTs is identified as Site 2 on Figure 11.
- A Resource Conservation and Recovery Act (RCRA) small quantity generator permit was associated with an analytical laboratory that once operated on the site of the New York State Electric & Gas (NYSEG) Company offices at 85-87 Chenango Street. NYSEG donated the building to the Southern Tier Independence Center and vacated its offices and laboratory in 1999. No violations were noted for this permit. The location of the former RCRA facility is identified as Site 3 on Figure 11.

In addition, a review of a 1960 Sanborn Fire Insurance Map showed a gasoline filling station associated with a tire sales and service business once operated at 105 Chenango Street, the current site of the Coach USA/Shortline Bus terminal (Site 4 on Figure 11). No regulatory files were found for USTs at this location, therefore the status of USTs at this location is unknown. The 1960 Sanborn Map also depicts a gas tank in what is now the parking area for the Little Venice restaurant between the restaurant and the U-Haul rental center (Site 5 on Figure 11). Again, there were no files found on the UST, therefore the status of this tank is unknown.

Due to the age of the buildings located on the Project Site, there is the likelihood that asbestos containing materials (ACM) and lead based paint may also be present.

## **27.2 DIRECT AND INDIRECT IMPACTS**

### **No Build Alternative**

The No Build Alternative would not alter the existing condition of the Project study area, and therefore would not result in any direct or indirect impacts to the surrounding environment from exposure to and/or release of hazardous materials.

### **Proposed Action**

Because the Proposed Action is partially funded with federal monies and involves the acquisition of real property, a formal Phase 1 Environmental Site Assessment (ESA) will be required before the Project can be constructed. The purpose of a Phase 1 ESA is to identify the potential for the presence or likely presence of any hazardous substances or petroleum products on a property. The data reviewed for this NEPA Environmental Assessment is one aspect of conducting a formal Phase I ESA and was necessary in order to gain a preliminary understanding of potential environmental risks and/or hazardous materials that may be encountered as the Project progresses. The formal Phase 1 ESA will ascertain whether additional sites investigations are needed to further characterize the contamination risk posed by the identified areas of concern. A Phase 1 ESA has four components:

- A records review, wherein existing records of the property are obtained and reviewed.
- An on-site reconnaissance, wherein the property is visually and/or physically observed to the extent possible in order to identify any recognized environmental conditions.
- Interviews, wherein past and present owners, operators, occupants of the property, and local government officials are asked questions about the current and prior uses and conditions of the property.
- A Report is produced, documenting the findings, opinions and conclusions reached as a result of the above steps.

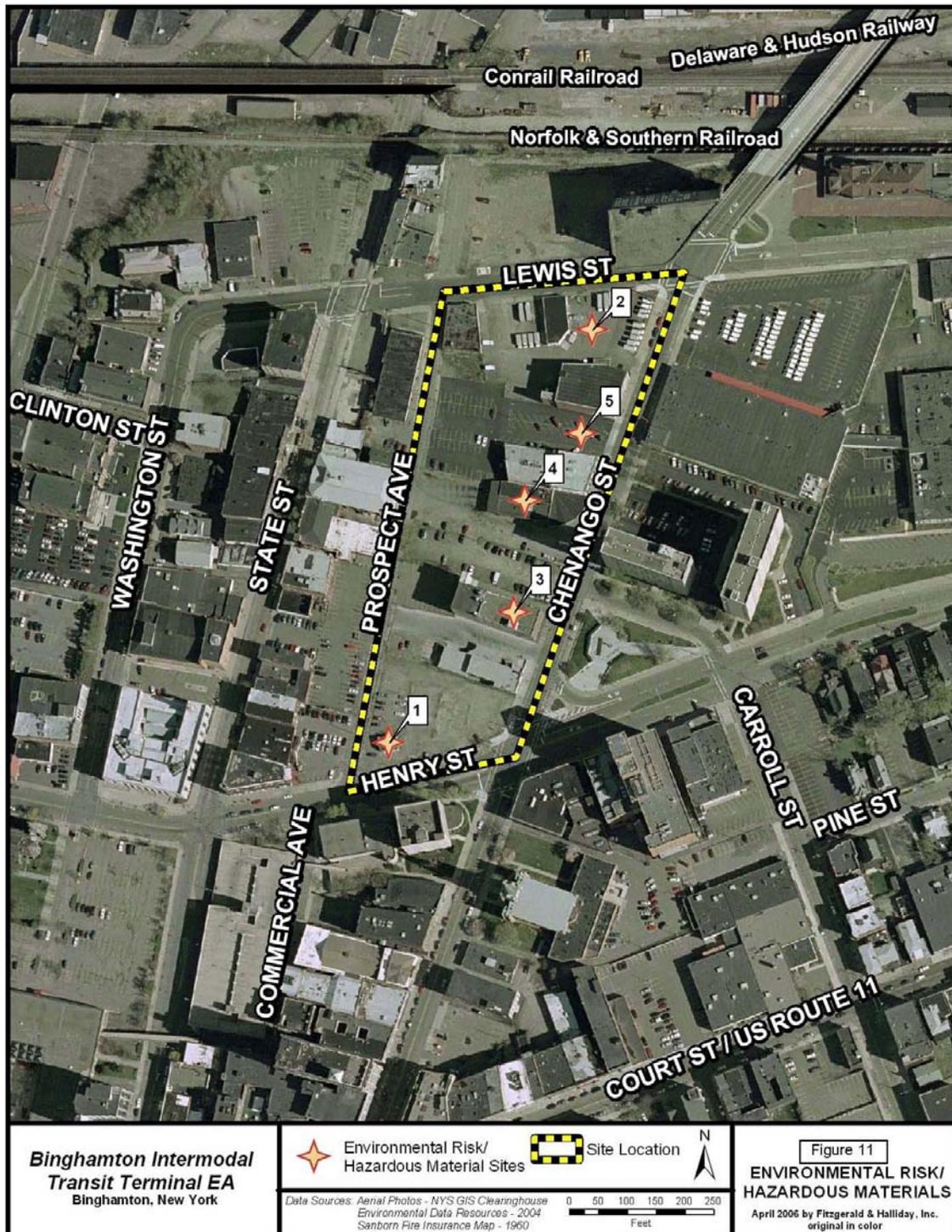
The Phase I ESA is currently being initiated by Broome County and will be completed prior to the property acquisition for this Project.

In general, the presence of hazardous materials and possible contamination on the Project Site will have a direct impact on Project implementation. Increased Project costs may be incurred if the Phase 1 ESA determines that further site investigations are required. Broome County has the available resources to conduct a Phase 2 ESA, should this be necessary. Construction costs could also increase related to potential remedial activities, such as the removal of USTs, abatement of contaminated soils and/or groundwater, and the removal of lead and asbestos containing materials prior to existing building demolition. These types of measures are necessary in order to reduce the potential contamination risk to construction workers as well as to nearby residents.

During construction of the BITT, the primary impact related to hazardous materials will be the generation of debris from the demolition of the Southern Tier Independence Center building, a former RCRA permitted facility. If ACM or lead based paints are present in the building, they will need to be professionally removed and abated before demolition can commence.

Overall, the potential for long-term adverse impacts related to hazardous materials exposure from the Proposed Action will be minimal as regulations are in place to ensure that the site is

thoroughly characterized and remediated prior to construction. Additionally, the BITT itself is not a generator of hazardous waste and therefore there will be no risk once the site is operational.



**Figure 11: Environmental Risk/Hazardous Materials**

### **27.3 MITIGATION**

The Project Site will be fully characterized through the preparation of a Phase I ESA by Broome County in accordance with the American Society of Testing and Materials (ASTM) E1527 Standard Practice for Environmental Site Assessment guidelines. The Phase I ESA will be conducted during the appraisal phase of the property acquisition process. If necessary and appropriate, subsequent environmental investigations and remediation measures will be implemented to reduce potential contamination threats. If investigations determine that contamination does exist on site and remediation is necessary, a site-specific Health and Safety Plan for construction workers will be developed in accordance with Occupational Safety and Health Administration (OSHA) guidelines.

With respect to demolition debris, it is recommended that all debris be segregated and testing be conducted on debris of concern. Based on the separation of different waste streams, the following mitigation is proposed:

- Asbestos Containing Materials: As required by the U.S. Environmental Protection Agency (EPA) National Emission Standard for Hazardous Air Pollutants, regulated ACM will be removed from buildings slated to be torn down prior to any demolition activities that would break up, dislodge, or similarly disturb the material or preclude the access of material for subsequent removal. All regulated ACM will be disposed of as special waste. If there will be more than three linear feet or three square feet of ACM, abatement will be performed by a licensed asbestos abatement contractor. Any removal of ACM from buildings will proceed in accordance with New York State Department of Public Health, EPA, Broome County, and OSHA regulations and guidelines.
- Lead-Based Paint: Renovation/demolition activities associated with lead based paint will be performed using lead safe work practices, and workers will be trained at a minimum according to the OSHA lead standard (29 CFR 1910.1025 and 1926.62). Abatement will be performed by a licensed contractor and/or contractor with the required OSHA training.

### **27.4 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action will involve the demolition of existing buildings as well as excavation and grading for utility connections, foundations, and to prepare the site for the new facility. These activities may result in potential temporary exposure of construction workers to hazardous materials and/or contamination that resides on the Project site, and may also result in increased Project costs for treatment, containment, and/or disposal.

Prior to construction of the BITT facility, a Phase I Environmental Site Assessment (ESA), will be conducted and a Phase II will also be conducted, if necessary. With site specific Hazardous Materials Management Plan and Health Safety Plan in place, not significant adverse impacts with respect to environmental/hazardous materials is expected as a result of the Proposed Action.

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## 28 CONSTRUCTION IMPACTS

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### 28.1 TEMPORARY IMPACTS

Construction of the Project will occur over a period of 14 to 18 months. The following general types of construction equipment, among others, will be used to demolish existing buildings, prepare the site, and construct the new BITT facility:

- Dump trucks
- Backhoes
- Dozers
- Cranes
- Jackhammers
- Loaders
- Various pneumatic tools
- Air compressors
- Generators

Demolition and construction activities will result in a variety of temporary impacts as follows:

- Disruption of traffic flows due to the movement of construction vehicles. Temporary lane closures, reduced lane widths and/or lane shifting may occur primarily along Chenango Street and Prospect Avenue.
- Disruption of traffic flows and the presence of heavy construction vehicles traveling to and from the Project site will result in some inconvenience to access the adjacent land along Chenango and Henry Streets and Prospect Avenue.
- Increased safety concerns due to the presence of heavy construction equipment at the construction site.
- Increased potential for soil and other materials to be washed into the existing storm sewer. Site work may involve modifications to the existing stormwater drainage system, including the addition and/or removal of some existing catch basins and piping.
- Increased noise from construction equipment, traffic detours, materials movement, and construction and demolition activities. Impacts may be particularly bothersome to residents and businesses immediately adjacent to the construction site during the hours of active construction (daytime). As an example, noise from a jackhammer may be used as a gauge for construction noise. According to the *Noise Control Reference Handbook* (Industrial Acoustics Company, 1989), the expected noise level 50 feet from a jackhammer is approximately 88 decibels. For comparison, noise levels within

urban environments typically range from 60 to 80 dBA (*Transit Noise and Vibration Impact Assessment*, DOT-T-95-16, April, 1995). Noise levels decrease dramatically as the distance from the noise source increases. In general, as distance from the source doubles, the noise levels decrease by about 6 decibels. Therefore, at 100 feet from the jackhammer, the noise level would be approximately 82 decibels. The OSHA standard for permissible exposure over an 8-hour period is 90 dBA. Given the distance to the closest noise sensitive land uses from the proposed construction (refer to Chapter 12 of this EA), and the exponential decrease in noise levels that occurs with increased distance from the source, it is unlikely that noise levels would exceed the OSHA standard at any of the nearby noise sensitive land uses.

- Increased fugitive dust emissions associated with demolition and earth moving activities and increased diesel combustion emissions resulting from the operation of construction equipment.
- Potential utility relocations and/or service disruptions.
- Increased energy consumption and air emissions from diesel fuel combustion by construction equipment and additional electrical demand for construction.
- Potential exposure/release of hazardous materials to the air and/or drainage system (refer to Chapter 27 of this EA).

## **28.2 MITIGATION**

In response to construction related impacts, an efficient construction phasing and sequencing plan will be developed, including the following measures:

- A traffic flow plan, to ensure that temporary traffic impacts in the vicinity of the Project site are minimized will be developed. Techniques that may be employed include signage, detours, and the use of officers to direct traffic. Binghamton Metropolitan Transportation Study (BMTS), a core partner with the County in the design and direction of the Project, participates ex-officio in the City of Binghamton Traffic Board, which will review and approve all traffic flow and detour (Traffic Maintenance and Protection) plans.
- A comprehensive Erosion and Sedimentation Control Plan (E&S Plan) and Stormwater Pollution Prevention Plan will be developed specifically for the Project. These plans will be implemented and adhered to in conformance with all applicable Federal, State, and local policies. Silt fences, hay bales, and other controls will be properly installed adjacent to Project disturbance limits and around catch basins and will be maintained throughout the construction period to avoid storm drainage and off-site impacts.
- Access to and from the construction site will be controlled in order to keep the general public from entering the site. The construction site will be fenced as a safety precaution.

- Noise abatement measures will be included in construction specifications. The City of Binghamton has a Noise Control Ordinance; documented in Section 504 (Performance Standards) Subsection B (Noise Control) of The *Code of Ordinances of the City of Binghamton, New York* (Binghamton City Council [undated]). The ordinance is in place to protect the general public from adverse and unnecessary noise. Although Broome County is not bound by this ordinance, the County will honor the purpose and intent of the City's noise ordinance during Project construction, taking all reasonable precautions to minimize construction noise. In keeping with the ordinance, construction activities will occur during normal work hours between 8 A.M. and 6 P.M. during weekdays and Saturdays, with no construction occurring on Sundays.
- Mitigation measures to control impacts to air quality during construction will include wetting and stabilization exposed earth surfaces to decrease dust, cleaning paved areas, placing tarps over truck beds when hauling dirt and scheduling construction to minimize the amount and duration of exposed earth. In addition, the contractor will be required to keep equipment maintained and operating efficiently in a clean manner to mitigate any exhaust impacts.
- During all phases of construction, efforts will be made to avoid and minimize impacts to utilities in the area to the greatest extent practicable. Extensive coordination with the City of Binghamton and all affected utility companies will be maintained throughout the duration of construction.
- Incidental exposure of unknown sources of contamination during construction will be addressed prior to commencement of construction with the development of a site-specific hazardous materials management plan. A site-specific Health & Safety Plan for construction workers will also be developed in accordance with OSHA guidelines. No hazardous materials, other than diesel fuel for construction equipment, will be stored on site during the construction period. All fuel storage tanks used during construction will be equipped with secondary containment systems. Extra attention will be paid, during construction, to coordinate all aspects of receipt, handling, storage, use, disposal, preventive release, cleanup, and other safety measures for managing hazardous and toxic substances. Such measures will also be included as part of the operation of the BITT facility.

### **28.3 SUMMARY OF PROPOSED ACTION IMPACTS**

Construction of the Project may result in temporary (14-18 months in duration) impacts to various environmental elements as follows:

- |   |                        |
|---|------------------------|
| • LAND USE  | No Construction Impact |
| • CONSISTENCY WITH LOCAL,<br>REGIONAL AND STATE PLANS | No Construction Impact |
| • ENVIRONMENTAL JUSTICE AND<br>TITLE IV               | No Construction Impact |

- SOCIO-ECONOMICS No Construction Impact
- COMMUNITY DISRUPTION No Construction Impact
- AIR QUALITY There will be some dust production when excavation of the site and demolition of the STIC building occur. This impact will be temporary in nature. Standard construction practices, including wetting, cleaning paved surfaces and covering exposed truck cargo will keep the impact at a minimum.
- NOISE Temporary changes in noise levels will occur during construction because of the use of machinery. Standard practice noise abatement measures will be implemented.
- TRAFFIC, PARKING, PEDESTRIAN & BICYCLE CONSIDERATIONS No Construction Impact
- SECTION 106 RESOURCES Any potential adverse effects to historic resources will be appropriately mitigated according to the directives and procedures stipulated in the Final Programmatic Agreement that is entered into by the FTA, NYSHPO and Broome County.
- SECTION 4(f) RESOURCES A Section 4(f) evaluation will be conducted if any 4(f) resources are discovered.
- VISUAL/AESTHETIC EFFECTS No Construction Impact
- SECTION 6(f) RESOURCES No Construction Impact
- SAFETY AND SECURITY No Construction Impact
- CRITICAL ENVIRONMENTAL AREAS AND ENDANGERED SPECIES No Construction Impact
- WATER RESOURCES AND WATER QUALITY During excavation/construction there is the potential for stormwater runoff. The County will prepare an Erosion & Sedimentation Control Plan and a Stormwater Management Plan and will use standard construction techniques such as silt fencing and/or straw bales.
- WETLANDS No Construction Impact
- FLOODPLAINS No Construction Impact
- FARMLANDS No Construction Impact
- WILD & SCENIC RIVERS/NAVIGABLE

WATERWAYS/COASTAL ZONE

No Construction Impact

- **PUBLIC UTILITIES AND SERVICES** There will be temporary disruptions in service when it becomes necessary to connect various utilities to main distribution lines. The County will coordinate connections with utility companies and will notify, in writing, and via telephone and radio, customers who will be affected by temporary service disruptions.
- **ENERGY REQUIREMENTS** No Construction Impact
- **ENVIRONMENTAL RISK SITES/  
HAZAROUS MATERIALS** A Hazardous Materials Management Plan and Health & Safety Plan will be developed. In addition, an Environmental Assessment of the Project Site will be developed prior to construction or demolition.

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## 29 INDIRECT AND CUMULATIVE IMPACTS

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Indirect impacts, also known as secondary impacts, are effects caused by an action, which occur later in time or at a distance from the Project, yet are reasonably foreseeable (i.e., probable). Cumulative impacts are the total incremental affects on a resource, ecosystem, or human community due to past, present and reasonably foreseeable future activities.

### 29.1 OVERVIEW OF PROJECT IMPACTS

The Proposed Action is a relocation of local transit operations from one area of the City of Binghamton to another. The convergence of BC Transit buses will thus occur at the new BITT rather than at the current BC Junction on Hawley Street. While a building will be constructed at the new BITT site to provide passenger amenities, the transit operation will not expand as a result of the Proposed Action. The number of buses and routes is not expected to change for BC Transit, Greyhound Bus Lines or Coach USA/Shortline and, according to the BMTS, there are no other planned or programmed transit improvements that would affect Downtown in the foreseeable future (S. Gayle, personal communication). The net transportation impacts of the Proposed Action will be improved safe, weather protected transit transfers for passengers and more efficient bus operations for the bus operators. No additional roadway infrastructure is required or proposed within the overall downtown area, therefore no net changes in traffic volumes, noise, or air quality will occur.

In addition, because the proposed BITT is located in a predominantly vacant and underutilized urban block slated for economic redevelopment, no adverse impacts to natural resources or the human community will occur. Overall, the changes in resource use compared to the existing operations will only consist of the following:

- generation of solid waste (debris) from demolition of buildings
- demolition of the Southern Tier Independence Center building which is potentially eligible for the National Register of Historic Places (NRHP)
- demolition of approximately 5,320 square feet of the Greyhound Bus Terminal which is eligible for listing on the NRHP

### 29.2 INDIRECT IMPACTS

The BITT would directly relocate a human activity center (BC Junction) from Hawley Street to a new location in downtown Binghamton. This could indirectly cause an increase in commercial and retail sales in the nearby vicinity. The presence of this activity and the improved transportation mobility the BITT would provide could make the vicinity more attractive for businesses, thereby inducing further infill development, rehabilitation of vacant buildings and establishment of new businesses downtown. These indirect impacts would all be positive impacts in terms of socio-economic development and land use, in keeping with the goals of the City and County. At the same time, there would be negligible indirect impacts on

natural resources and the ambient environment. The Proposed Action's indirect impacts are thus viewed as positive and desirable.

### **29.3 CUMULATIVE IMPACTS**

A cumulative Impact Analysis typically focuses on the resource categories to be directly impacted by a proposed action and on the area within which direct impacts will be felt. In the case of the BITT, direct impacts, as summarized above, include production of solid waste and the loss of one building that is potentially eligible for the NRHP and a portion of a second building that is eligible for the NRHP. Trends in Downtown Binghamton were evaluated for these resource categories.

According to the Binghamton Planning Department (J. Yonkoski, personal communication) and the Binghamton Economic Development Department (J. Boyd, personal communication), there are several downtown redevelopment Projects proposed or in progress, including the following:

- Restoration of the Kilmer Building at the corner of Lewis and Chenango Streets for a museum and office space
- Restoration of the building at 61 Prospect Avenue for a theater (first floor) and residential (upper three stories)
- Restoration of eight buildings in the historic rail yard north of Lewis Street, for lofts and retail
- Continual and ongoing restoration of buildings on State Street for new art studios

These Projects have not entailed building demolition; demolition has in fact been very rare over the past several years. The trend has been toward infill development and rehabilitation of existing buildings, including many historic restorations. Thus, with respect to cumulative impacts, the proposed demolition of the STIC building and the demolition of approximately 5,320 SF of the Greyhound Bus Terminal, both of which are not part of an established National Register District, is considered to be a marginal impact.

### **29.4 MITIGATION**

Improvements in recycling technology have brought forth new ways to reuse demolition debris, which the County will explore for the BITT Project. With respect to demolition of the STIC building and a portion of the Greyhound Bus Terminal coordination with the NYSHPO will be undertaken to establish appropriate mitigation measures. These measures will help mitigate the cumulative impacts that the Proposed Action may involve.

### **29.5 SUMMARY OF PROPOSED ACTION IMPACTS**

The Proposed Action, with the mitigation measures discussed above and throughout this EA, will not result in any adverse indirect or cumulative environmental impacts.

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### **30 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

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Irreversible and irretrievable commitments of resources caused by the Proposed Action include energy, construction materials, human labor and finances. Energy will be consumed in Project construction. A variety of natural, synthetic and processed construction materials will be utilized to construct the Project. The dedication of human labor to the construction and operational phases of the Project represents an irretrievable expenditure of time and production that is thus unavailable for other purposes. Finally, the expenditures required, once committed, are no longer available for other purposes and, once spent, cannot be regained.

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## **31 LIST OF POTENTIAL ENVIRONMENTAL CERTIFICATES, PERMITS, AND APPROVALS**

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This section identifies potential environmental permits, approvals, certifications, and registrations that may be required for completion of the Proposed Action.

### New York State Department of Environmental Conservation

- Air Pollution Control- State Facility Permit for the operation of any air contamination source such as combustion for heating or emergency generators.
  
- State Pollutant Discharge Elimination System – SPDES Permits needed for discharge to ground or surface waters for wastewater disposal or stormwater discharge activities. An Erosion and Sedimentation Control Plan and a Stormwater Pollution Prevention Plan will be required.
  
- Solid & Hazardous Waste Disposal Permit

Additional permit/coordination items include the need to obtain a building permit to demonstrate compliance with the Uniform Fire Prevention and Building Code, and coordination regarding roadwork, utilities, operation of construction equipment and sanitary sewage disposal.

Additional investigations of environmental risk will be required throughout the Project construction area. Demolition waste may require lead and asbestos testing and disposal planning.

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## 32 COORDINATION PROCESS

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The preparation of this EA involved extensive coordination with various Broome County administrative departments, the public, and Federal and State agencies with jurisdiction over potentially affected resources. A Project Advisory Committee (PAC) was established at the outset of the Proposed Action to provide input and help guide development while keeping community ideals in perspective. In addition to Design consultants, the PAC consists of representatives from the following agencies, departments, and organizations:

- Broome County Executive Department
- Broome County Department of Planning and Economic Development
- Binghamton Metropolitan Transportation Study
- Broome County Department of Public Transportation
- U.S. Representative Maurice Hinchey
- New York State Department of Transportation
- Broome County Industrial Development Agency
- City of Binghamton
- Binghamton University
- Opportunities for Broome

Through preparation of the draft environmental assessment, a total of four PAC meetings have been held; March 6, 2004, September 28, 2004, July 7, 2005, and October 6, 2005. PAC meetings will continue to be held at regular intervals throughout the Proposed Action until it is completed.

In terms of public involvement, there have been numerous opportunities for the public to provide input on the Proposed Action. Three Public Scoping/Listening Sessions were held at the outset of the NEPA process. The first two were held on September 28, 2004 at the Broome County Public Library; one in the afternoon and the second in the evening. Despite being advertised in local media outlets including newspaper and television, these meetings unfortunately had low attendance. It was therefore decided that a third Public Scoping/Listening Session be advertised and held on October 20, 2004 so that the public would have an additional opportunity to get involved with the Proposed Action at the scoping stage.

During the environmental process, the public was again afforded the opportunity to provide input. Two Public Listening Sessions were held each on July 7, 2005 and October 6, 2005 to present site plan options and preliminary findings of the environmental assessment. On each date, an afternoon session was held at the library and an evening session was held at the Broome County Office Building. Comments received at these listening sessions and from PAC meetings helped lead to the development of the Preferred Alternative for the BITT that is the subject of this EA.

Overall, compilation of this EA involved extensive coordination with Federal, State, and regional resource and planning agencies for the purpose of identifying existing conditions, potential Project impacts, and mitigation. Coordination and correspondence letters are included in Appendix A.

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### 33 LIST OF PREPARERS

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