

**FEDERAL TRANSIT ADMINISTRATION
REGION III**

Finding of No Significant Impact

Project: Easton Intermodal Transportation Center

Applicant: Lehigh and Northampton Transportation Authority
in cooperation with the City of Easton

Project Location: Easton, Pennsylvania

FTA Grant Nos.: PA-03-0388 and PA-04-0028

Proposed Project

The Lehigh and Northampton Transportation Authority (LANTA), in cooperation with the City of Easton, are proposing to construct an intermodal transportation center on an approximately 2.4-acre site comprised of two parcels located at 123 and 181 South Third Street in the City of Easton, Northampton County, Pennsylvania. Two properties under separate private ownership are being acquired for the project. A vacant one-story building housing the former Perkins Restaurant is situated at 123 South Third Street. The vacant former Marquis Theatre building is situated at 181 South Third Street.

The proposed project would have the following components:

- An off-street/protected transfer center for transit and intercity bus passengers on the ground level
- Elevated parking structure consisting of three levels, providing approximately 350 parking spaces
- At grade surface parking area at the rear (west) of the site with a capacity of 17 spaces
- One access point from South Third Street with minimal driveway curb cut width
- Two access points onto Bank Street
- A 3-story commercial building (approximately 245 feet in length and 65 feet in width). Total gross floor space provided is approximately 48,000 square feet (SF)
- A “vest pocket” park at the southeast corner of the site which would provide an area for outdoor dining, a water feature, and green “living’ facades

LANTA would lease and operate the public transportation elements of the Easton Intermodal Transportation Center from the Easton Parking Authority (EPA). The transit elements would include eight bus parking bays for LANTA and intercity buses, two passenger waiting platforms, and an indoor passenger convenience station (the station would be located on the ground level). Bike racks would also be provided for bicyclists using the facility.

The purpose of the proposed project is to provide a protected, off-street transfer center and terminal for transit and intercity bus passengers with access to parking, and to expand public parking and support the economic revitalization of downtown Easton.

The need for the proposed project consists of:

- Existing facility deficiencies associated with the Easton Metro Bus Station in Centre Square and the Intercity Bus Station at South Third Street and Ferry Street;
- System linkage – lack of connectivity between LANTA’s Metro bus service and Trans-Bridge’s intercity bus service in downtown Easton; each have separate stations with poor connectivity, which makes transfers between buses difficult, awkward, and time-consuming for the general public, and particularly difficult for persons with disabilities within the community;
- Public parking supply within downtown Easton is limited and there are concerns related to potential future temporary loss of public parking at the existing City Parking Garage; and
- Downtown Easton has experienced a decline in population and growth with many jobs and retail activities moving to the suburban parts of the region; transportation infrastructure in the form of the intermodal center project would support the economic revitalization of Downtown Easton.

Agency Coordination and Public Opportunity to Comment

The Environmental Assessment (EA) was completed with coordination from federal, state, and local resource and regulatory agencies. Early consultation letters were sent out, which provided a description of the proposed action and requested input on the project. Generally, there were no negative concerns expressed regarding the project. The chronology of project coordination activities is summarized in Exhibit 4.1 in Section 4.0 of the EA (the EA is attached to this document as Appendix A).

Public meetings held to date include:

- A public meeting was held on October 28, 2009, which served primarily to introduce the project and overall project concept;
- A public meeting was held on February 18, 2010, which served to provide further information on the project and to solicit public comments on the project;
- A public meeting was held on June 3, 2010, which served to provide further information on the project and to solicit public comments on the project; and
- A public meeting was held on June 21, 2010, which served to provide further information on the project and to solicit public comments on the project.

At least five other meetings held by the City of Easton, including Easton City Council, Planning Commission and Historic District Commission meetings, have included discussions of the project. All meetings held by the City of Easton were free, accessible, and open to the public.

The Easton Intermodal Transportation Center EA was approved by the Federal Transit Administration (FTA) and released for agency and public review on July 21, 2010. LANTA in cooperation with the City of Easton made copies of the EA available to agencies and the public through a variety of means, including:

- Providing hard copies of the document for public review at several locations, including:
 - City of Easton, Planning Bureau, City Hall, 3rd Floor;
 - Easton Area Public Library, 515 Church Street;
 - LANTA, Easton Office, 3610 Nicholas Street; and
 - LANTA, Main Office, 1060 Lehigh Street, Allentown
- Posting a notice of availability of the EA on LANTA's web page at www.lantabus.com
- Sending out email notifications to interested officials, agencies, and residents on project mailing lists on how to view or receive a copy of the document;
- Providing a newspaper notice advertisement on the availability of the EA and Public Hearing on Wednesday, July 21, 2010 and Tuesday, August 3, 2010 in the Express Times and the Morning Call newspapers.

A Public Hearing on the EA was held on Tuesday, August 17, 2010 at the Grand Eastonian Suites Hotel in Downtown Easton.

Comments on the EA

LANTA received verbal comments from two individuals at the public hearing and written comments from two individuals on the EA. Comments were received from:

1. Rich Heishetter, Easton resident
2. Sal Panto, Mayor, City of Easton
3. Dennis Lieb, Easton Planning Commission
4. Lynn Fraser, Easton resident

Appendix B contains a copy of the public hearing transcript and sign-in sheet and copies of the written and emailed comments received during the comment period.

The comments focused on the following topics:

- Architectural design and aesthetics;
- Project cost;
- Land acquisition;
- Economic impacts (positive); and
- Facility amenities.

The comments were summarized and responses were prepared to the comments received as documented in Appendix C.

Determinations and Findings

National Environmental Policy Act (NEPA) Finding

FTA served as lead agency under NEPA for the project. LANTA in cooperation with the City of Easton prepared an EA in compliance with all applicable laws, regulations, executive orders and agency guidance (listed in Section 1.5 of the EA). The EA analyzes and describes the project's potential impacts.

The EA identified and evaluated potential impacts to: Land Acquisitions and Displacements, Land Use and Zoning, Air Quality, Noise, Water Quality, Wetlands, Floodplains, Navigable Waterways and Coastal Zones, Ecologically Sensitive Areas, Threatened and Endangered Species, Traffic and Parking, Energy Requirements and Potential for Conservation, Historic Properties and Parklands, Construction, Aesthetics, Community Disruption and Environmental Justice, Safety and Security, Secondary Development, Consistency with Local Plans, and Hazardous Materials.

After carefully considering the EA, its supporting documents, and the public comments and responses, **FTA finds under 23 CFR 771.121 that the proposed project will have no significant adverse impacts on the environment.** The record provides sufficient evidence and analysis for determining that an EIS is not required.

Land Acquisitions and Displacements

The study area is urban, nearly fully built-out, with a mix of primarily commercial and residential development. The project site is currently occupied by two vacant buildings under separate private ownership. A vacant one-story building housing the former Perkins Restaurant is situated on the northern half of the site at 123 South Third Street. The vacant former Marquis Theatre building is situated on the southern half of the site at 181 South Third Street. Both parcels are primarily paved or occupied by modern buildings and have little green space.

The project would require the acquisition of two vacant properties and would result in no displacements. Both vacant buildings at the project, which are modern and not historic, would be demolished during construction to make way for the proposed project.

Land Use and Zoning

The project is in the "Downtown (DD) District" zoning district. The purpose of the DD District is to provide the highest intensity of development in the core of the City of Easton and to promote a mix of regional commercial and office space, with residential opportunity and neighborhood services. Passenger depots, parking lots and structures, government services, cultural activities and exhibitions, and commercial uses such as specialty retail and food establishments are permitted uses within DD zoned areas.

The project is also located within the “Street Corridor Enhancement” (SC) overlay district and a portion is within the “Flood Fringe” (FF) overlay district. The purpose of the SC overlay district is to accommodate medium and high density development at the gateways to the city and within the primary vehicular access corridors, and to promote compact, walkable, mixed use buildings with local and regional commercial services, light industrial, and residential uses. All uses permitted by right in the DD District are permitted by right in the SC overlay district. Parking lots and structures, government services, cultural activities and exhibitions, and commercial uses such as specialty retail and food establishments are special exception uses.

The proposed project is consistent with existing land use and zoning. The uses proposed as a part of the project are permitted uses within the DD District and the SC overlay district. The southeast corner of the property is located within the FEMA 100-year floodplain (Zone AE – base flood elevations determined) and most of the remaining portion of the property is located within the 500-year floodplain (Zone X – areas of 500-year flood). Both of these zones are part of the FF overlay district and would require a special exception for development.

Air Quality Conformity

The Clean Air Act (CAA) requires states to take actions to reduce air pollution in nonattainment areas and to provide control measures in maintenance areas. The framework for meeting these goals is the State Implementation Plan (SIP). The Lehigh Valley Transportation Study (LVTS) is the metropolitan planning organization (MPO) for Northampton County and is responsible for developing the Transportation Improvement Program (TIP) and Long Range Plan (LRP) for the metropolitan area.

The Lehigh Valley was recently designated by the U.S. Environmental Protection Agency (USEPA) as a nonattainment area under the Particulate Matter 2.5 microns or less in size (PM_{2.5}) standard of the CAA and as a maintenance area under the 8-hour standard of the CAA. Attainment of the new federal PM_{2.5} and ozone standards is required by the year 2015, which becomes a new analysis year for the conformity analysis.

According to Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas, the Federal Highway Administration (FHWA) and the USEPA noted in the March 2006 final rule that for a transit project to be considered a project of air quality concern, an existing bus or intermodal terminal should have a large vehicle fleet and the number of diesel buses should increase by 50 percent or more, as measured by bus arrivals. Buses are currently serving downtown Easton, stopping at the Centre Square and inter-city bus stations. The buses proposed to use the new intermodal facility would simply make minor shifts in their current routes, which are 2.5 blocks south of Centre Square and 1 block south of the current inter-city bus station, to stop at the proposed intermodal center. No new bus arrivals within downtown Easton are proposed at this time. Future diesel bus operation in downtown Easton would not increase by 50 percent.

The Easton Intermodal Transportation Center is on the LVTS’s LRP and approved 2009-2012 TIP. These plans have been found to conform to the SIP. Because the project is contained in

conforming plans, it is considered a conforming project. **Therefore, the FTA finds that at both the regional and “project” level, the project conforms to the SIP and meets the requirements of the CAA.**

Noise Finding

The potential for noise impacts was determined using the FTA’s Transit Noise and Vibration Impact Assessment guidance manual (2006). A noise screening analysis, as outlined in the guidance manual, was used to identify locations where a project has the possibility of a noise impact. Two noise-sensitive land uses were identified in the vicinity of the proposed project:

- St. John’s Evangelical Lutheran Church to the northwest; and
- Quality Inn hotel to the south.

Since two noise-sensitive land uses were identified in the noise screening analysis, a general noise assessment was prepared in accordance with guidance manual. The results of the general noise assessment indicated that the proposed project would not result in moderate or severe noise impacts to the two noise sensitive receivers of interest identified during the noise screening analysis. **Because the general noise impact assessment showed no moderate or severe noise impact, the FTA concludes that the project will not create significant noise impacts.**

Water Quality

The study area is near the confluence of the Lehigh and Delaware Rivers. Easton maintains a storm sewer system that collects runoff from points within the city. Stormwater from the vicinity of the project is discharged into the Lehigh River.

The project would not result in an increase in stormwater runoff or a change in the quality of stormwater runoff. Storm and sanitary sewers are capable of accommodating the projected runoff. The project would be designed for the capture and treatment of oil and grease that may occur. The proposed project would not result in the disposal of hazardous, polluting or toxic substances into the Delaware River or other bodies of water. **The FTA finds that no adverse impacts to water quality would occur as a result of the proposed project.**

Wetlands Finding

The United States Department of Transportation (DOT) seeks to assure the protection, preservation, and enhancement of the nation’s wetlands to the fullest extent practicable during the planning, construction, and operation of transportation facilities and projects (DOT Order 5660.1A; Executive Order 11990). The site is primarily paved for parking and contains two vacant buildings. An examination of the U.S. Fish and Wildlife Service’s National Wetland Inventory maps and Pennsylvania Department of Environmental Protection’s eMapPA application, coupled with a site walkover, indicated that the site is not within or near any wetlands. As such, there is no potential impact to wetlands due to this project. **The FTA finds that the project meets Federal wetlands requirements.**

Floodplain Finding

The southeast corner of the property is located within the FEMA 100-year floodplain (Zone AE – base flood elevations determined) and most of the remaining portion of the property is located within the 500-year floodplain (Zone X – areas of 500-year flood). Topography of the project site is such that the low point is located at the southeast corner of the property (i.e., proposed entrance to the transit center). There is an approximate 15 foot change in grade along both the northern (frontage) and western (side) directions. It is anticipated that these grade changes would be accommodated through a combination of ramping the entrance from South Third Street and the gradual sloping (approximately 2.5 percent) of the bus terminal. The exit from the facility would be located outside of the 100-year floodplain (on the high end of the property) and would allow for safe egress during a flood emergency.

The following avoidance and minimization measures have been incorporated into the design of the project to prevent adverse floodplain impacts:

- The elevation of the bus terminal area would be set at 1.5 feet above the base flood elevation;
- The first floor elevation of the commercial building would be set at 1.5 feet above the base flood elevation;
- Emergency management and evacuation plans would be developed for vehicles and pedestrians to provide:
 - Early warning notification procedures;
 - Way finding signage for both vehicles and pedestrians internal and external to the parking structure; and
 - A public transportation emergency operations procedure would be established;
- The surface level or area below the base flooding elevation meets design criteria in the FEMA's floodplain management criteria for flood-prone areas (44 CFR Part 60.3);
- The public investment, including the FTA components, would be protected through the purchase of appropriate and adequate flood insurance.

The project would not result in considerable probability of loss of human life, would not significantly impact the floodplain of the Delaware and Lehigh Rivers, or cause damage in cost or extent, or cause an interruption of service or the loss of a vital transportation facility. **The FTA finds that with the implementation of avoidance and minimization measures noted above, no adverse impacts to any 100-year floodplains or floodways would occur as a result of the proposed project.**

Navigable Waterways and Coastal Zones

Both the Delaware and Lehigh Rivers, which are considered navigable waters, are situated near but not adjacent to the proposed project. The Delaware River is approximately 1,300 feet to the east and the Lehigh River is approximately 300 feet to the south/southeast of the project site. The project would not impact these navigable waterways. The project is not in a coastal zone area.

The FTA finds that no adverse impacts to any navigable waterway or coastal zone would occur as a result of the proposed project.

Ecologically Sensitive Areas

Ecologically sensitive areas are natural features such as woodlands, prairies, wetlands, lakes, streams, scenic areas, geological land formations, or pristine natural areas. The project is an urban area. There are no known ecologically sensitive areas at the project site. The project would not impact known ecologically sensitive areas. **The FTA finds that no adverse impacts to any ecologically sensitive areas would occur as a result of the proposed project.**

Endangered Species Finding

The Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 et seq) (ESA), intends to protect threatened and endangered species and the ecosystems on which they depend. The ESA requires a federal agency to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any listed species or result in direct mortality or destruction or adverse modification of critical habitat of listed species. This requirement is fulfilled under section 7 of the ESA by review of the proposed actions and consultation with the appropriate agency responsible for the conservation of the affected species.

Gannett Fleming, Inc., on behalf of LANTA, conducted a review of the Pennsylvania Natural Diversity Inventory (PNDI) Project Environmental Review through the Pennsylvania Natural Heritage Program. The PNDI Project Review conducts a search of the U.S. Fish and Wildlife Service (USFWS), Pennsylvania Department of the Conservation and Natural Resources (PADCNR), Pennsylvania Fish and Boat Commission, and Pennsylvania Game Commission databases. No known ecologically sensitive areas that are under the jurisdiction of the above-mentioned agencies were identified by the search.

A state-listed endangered plants species under the jurisdiction of PADCNR, Ebony Sedge (*Carex eburnea*) is situated near the study area; however no adverse impacts are anticipated and no further coordination with PADCNR is required. It is recommended that the project incorporate appropriate conservation measures to avoid the introduction of invasive species to protect the integrity of this nearby plant species of concern.

The following conservation measures would be incorporated into the design and construction of the preferred alternative to avoid the introduction of invasive species:

- Voluntary cleaning of equipment/vehicles;
- Using clean fill and mulch; and
- Avoiding planting invasive species

The FTA concludes that the proposed intermodal transportation center will not have an adverse impact upon endangered species and/or ecosystems.

Traffic and Parking

A traffic impact study was performed for the area surrounding the proposed project by Pennoni Associates, Inc., to assess current and future (year 2011 and 2021) traffic conditions. The traffic study examined eleven roadways and seven intersections in the vicinity of the project. Peak hour level of service (LOS) analysis was performed for the seven intersections studied for current and future traffic conditions with (build) and without (no-build) the project.

The LOS analysis found that most movements at studied intersections are expected to operate at no worse than no-build levels of service, even with the additional traffic from the proposed development (build levels are no worse than no-build levels of service). There would be no overall intersection level of service drops with delay increases greater than 10 seconds with the exception of the intersection of North Third Street and Bushkill Street. This intersection currently operates at LOS 'F' during the PM peak hour and is expected to continue to operate at LOS 'F' during the PM peak hour for all conditions analyzed. The expected overall intersection delay increases are 16.2 seconds and 13.6 seconds from no-build to build conditions for the 2011 opening year and 2021 design year, respectively.

The City of Easton will implement the following traffic improvement measures:

- To accommodate bus turning movements at the intersection of South Third Street and Ferry Street, the eastbound approach of Ferry Street will be modified from the existing lane configuration (separate left, through and right lanes) to an exclusive left turn lane and a shared through-right lane.
- To accommodate bus and vehicular traffic exiting the facility Bank Street will be redesignated as one-way northbound with no on-street parking.

With the traffic improvement measures described above, the FTA finds that the local roadway system is adequate to support the anticipated bus and automobile traffic generated by the proposed intermodal transportation center.

Energy Requirements and Potential for Conservation

The project would offer the potential for energy conservation by helping to increase public transit use by offering a safe and efficient location for the transfer of passengers within LANTA's system and between LANTA's system and intercity operations, no additional deadheading of LANTA vehicles, and coordinated and concentrated transit service in one central facility.

Section 106 Compliance

Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. § 470 et seq), as amended, requires the review of federally assisted projects for impacts to districts, sites, buildings, structures, and objects listed in, or eligible for inclusion in, the National Register of Historic Places (National Register). Federal agencies must coordinate with the State Historic

Preservation Officer (SHPO) and potentially affected Tribes to make this determination. The Advisory Council on Historic Preservation (ACHP) has established procedures for the protection of historic and cultural properties in, or eligible for, the National Register (36 CFR Part 800).

One historic resource eligible for listing on the National Register was identified in the vicinity of the project. The project is adjacent to, but not within, the Easton Historic District which is listed on the National Register. Properties directly opposite the project on the east side of South Third Street are within the boundaries of the Easton Historic District, along with St. John's Evangelical Lutheran Church and associated properties northwest of the site on the west side of Bank Street and north side of Spruce Street.

The project falls within the boundaries of Easton Local Historic District. The Easton Local Historic District, also known as the "Boundary Increase to the Easton Historic District," was established to help serve as a buffer to protect the integrity and character of the Easton Historic District.

Gannett Fleming, Inc., on behalf of LANTA coordinated with the SHPO. In a letter dated October 2, 2009 the SHPO found that the proposed project would have "no effect" on the Easton Historic District and that "no archaeological resources will be affected by this project."

Based on the cultural resources analysis and coordination with the SHPO, **the FTA finds that the project will have no effect on any identified or likely cultural or historic resources, and that the Section 106 coordination and consultation requirements for this project have been fulfilled.**

Section 4(f) Finding

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. § 303, declares a national policy that a special effort should be made to preserve the natural beauty of the countryside, public park and recreational lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may not approve transportation projects that adversely affect such resources unless a determination is made that there is no feasible and prudent alternative, and that all possible planning has been done to minimize harm (23 CFR 771.135).

An investigation of the project area has been conducted and the project would not require the use of land from any resources that would be covered under Section 4(f). **The FTA finds that the proposed project will not use any historic site, public park or recreational resources protected by Section 4(f).**

Construction

Impacts from construction of an alternative are temporary and occur during and following construction. The time for the individual or specific construction impacts to dissipate varies with the type of activity performed and resource impacted; most construction impacts cease immediately after the activity in an area is completed. Some specific construction impacts cannot

be estimated at this time because they depend on several factors that are determined either during final design or by the contractor before or during construction: location for staging and stockpiling equipment and materials, the timing and sequencing of construction, specific construction methods and materials and equipment to use, and areas for the disposal of debris and excess earth material. Additionally, impacts to utilities, traffic, safety and security, and disruption to nearby businesses were evaluated.

Construction of the project would not have permanent impacts on resources in the study area. The construction of the project would result in temporary impacts primarily due to noise and erosion and sedimentation. Those impacts will be minimized through:

- Local ordinances governing construction impacts (e.g., dust abatement, noise abatement, nighttime construction, blasting, pile-driving).
- The use of a Pennsylvania-licensed demolition contractor to handle the demolition of the existing buildings and haul the material to an approved land fill.
- An erosion and sedimentation pollution control plan.

The FTA finds that no significant impacts are reasonably anticipated as a result of construction from the proposed action.

Aesthetics

The study area is within an urban environment. The existing vacant development that occupies the project was constructed in the 1970s and 1980s and is suburban in style, being set back from the sidewalk with ample surface parking. This suburban style development present on the site is out of scale and character with much of the development in downtown Easton.

The project would impact aesthetics in the study area. The existing vacant suburban style structures would be demolished. Two new structures (parking garage and commercial building) would be constructed at the site. The proposed commercial building would be constructed with zero setbacks from the existing sidewalk along South Third Street in order to achieve the desired urban atmosphere consistent with the Zoning Code for the DD District. The design of the buildings, colors, orientation, etc. would be sensitive to the general historic nature of the adjacent Easton Historic District and would be reviewed by the Easton Historic District Commission.

When compared to the existing aesthetic character of the structures at the site, the proposed buildings associated with the project would have a positive impact on aesthetics.

Environmental Justice Finding

Executive Order 12898 provides 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 and low-income populations.” The Department of Transportation’s (DOT) Order to

Address Environmental Justice in Minority Populations and Low-Income Populations similarly requires agencies to explicitly consider human health and environmental effects related to transit projects that may have a disproportionately high and adverse effect on minority and low-income populations. It also requires them to implement procedures to provide “meaningful opportunities for public involvement” by members of these populations during project planning and development (DOT Order No. 5680.1). The DOT Order specifically provides for the consideration of mitigation and enhancement measures, as well as project benefits in making determinations regarding disproportionately high and adverse effects on minority and low-income populations.

The EA includes a thorough environmental justice analysis in accordance with the Executive and the DOT’s Orders (Section 3.16). Based on the analysis, the project would not disrupt the community, nor have an adverse impact on minority or low-income residents. It would improve public transit service, which would have a positive impact on the community and minority and low-income transit passengers. Based on the analysis of environmental justice included in the EA, **FTA finds that the construction and operation of the Easton Intermodal Transportation Center Project would not result in disproportionately high and adverse effects on minority or low-income populations.**

Safety and Security

Measures will be taken to provide for safe and secure operation of the proposed project after its construction. The project would have a beneficial impact on security and safety. The project would meet the City of Easton, state and federal safety codes governing public access buildings. The project would represent a substantial improvement to the safety and security of transit passengers and personnel. The project would provide a location protected from the elements and restricted for transit use only. Boarding areas and access would be designed to permit safe pedestrian passage. LANTA and/or intercity bus personnel would be on duty when the facility is in operation. A security camera system and other appropriate electronic surveillance would be installed in the intermodal center.

Secondary Development

The project would have a beneficial impact on secondary development. As defined at the outset, the project contains a commercial development component. This EA presents the impacts not only from the public transit component, but the impacts associated with the commercial components.

The project would meet the goals expressed in Easton’s plans to renew and reenergize its center city. It is the desire of the city government that the proposed project would generate a demand for secondary development. Local planning agencies indicate that if such development occurs it would be in conformance with adopted city land use plans.

Consistency with Local Plans

This project is consistent with the implementation objective defined in the 1997 Easton Comprehensive Plan and the LVPC Comprehensive Plan for the Lehigh Valley.

Hazardous Materials

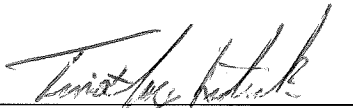
A Phase I Environmental Site Assessment Report was prepared for the project site for the City of Easton in accordance with the American Society of Testing and Materials Standard Practice Designation E 1527-05. According to the assessment, no conditions indicative of releases or threatened releases of hazardous substances on, at, in or to the project.

Environmental Finding

The following documents are attached and incorporated by reference as part of this finding of no significant impact:

- Appendix A: Environmental Assessment (July 2010)
- Appendix B: Public Hearing Transcript, Sign-In Sheet and Written/Emailed Comments
- Appendix C: Summary of Comments Received and Responses to Comments on the Environmental Assessment

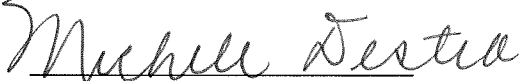
Based on the Environmental Assessment and its associated supporting documents, **the Federal Transit Administration finds pursuant to 23 CFR 771.121 that there are no significant impacts on the environment associated with the development and operation of the proposed Easton Intermodal Transportation Center project.**



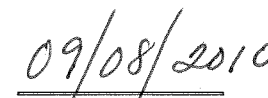
Timothy Lidiak, AICP
Community Planner
Federal Transit Administration



Date



Michele Destra, Director
Office of Planning and Program Development
Federal Transit Administration



Date



Letitia A. Thompson
Regional Administrator
Federal Transit Administration



Date