

1 INTRODUCTION AND SUMMARY

This document is the Final Supplemental Environmental Impact Statement (FSEIS) for the proposed Seneca Meadows Landfill Expansion. Seneca Meadows, Inc. (SMI) has prepared Stage 2 permit applications and a Draft Supplemental Environmental Impact Statement (DSEIS) for a sequence of activities (collectively, the Project) required to secure authorization for an approximately 181-acre landfill expansion (the Landfill Expansion) proposed adjacent to its existing solid waste landfill in the Town of Seneca Falls, Seneca County, New York. The project applicant is Seneca Meadows, Inc. (SMI), with offices at 1786 Salcman Road, Waterloo, New York 13165.

The Landfill Expansion has already been the subject of a Draft and Final Generic Environmental Impact Statement as part of the Stage 1 permit applications. The New York State Department of Environmental Conservation (NYSDEC) has issued an Article 24 Freshwater Wetlands permit on October 5, 2006, and federal Clean Water Act Section 401 Certification on October 27, 2006. The NYSDEC also issued a Findings Statement pursuant to the requirements of SEQRA on October 5, 2006.

In December, 2006 SMI submitted Stage 2 permit applications (including the DSEIS), and revised the submittal on February 16, 2007, to secure the remaining State and local authorizations for the Landfill Expansion proposed by SMI.

The Project is defined as the series of physical activities leading to and including the Landfill Expansion at SMI's existing solid waste landfill in the Town of Seneca Falls, Seneca County, New York. These activities include:

- the filling of regulated wetlands in the Project Area;
- the realignment of a portion of Black Brook and the construction of a replacement highway bridge;
- the relocation of the tire processing facility, maintenance shop and storage building, and access road;
- the construction of additional sediment and stormwater retention basins;
- the relocation of third party-owned utility lines;
- and the construction and operation of the Landfill Expansion.

The purpose of the Project is to allow SMI to continue landfilling operations at its currently permitted acceptance rate of 6,000 TPD at or in close proximity to its existing landfill and associated support facilities, beginning in 2009 (when SMI's currently

permitted disposal capacity will be exhausted) and continuing for 14 years. The Project would allow SMI to continue to provide critically needed solid waste disposal services locally and for New York State at a properly zoned site with the required support facilities, work force, and acceptable transportation access.

This FSEIS was prepared and accepted in accordance with the requirements of the State Environmental Quality Review Act, Article 8 of the Environmental Conservation Law.

The DSEIS was accepted as complete by the lead agency, the New York State Department of Environmental Conservation (NYSDEC), on March 30, 2007 and noticed in the Environmental Notice Bulletin on April 4, 2007 and in the Reveille Between the Lakes on April 5, 2007. The DSEIS was available for public inspection at the NYSDEC Regional office, at several local repositories, and on the Seneca Meadows web site. A Legislative Hearing was held on May 21, 2007, and the public comment period closed on June 1, 2007.

This FSEIS consists of the DSEIS (which is incorporated by reference in its entirety), this introduction and summary (Section 1), the summary of substantive comments and responses (Section 2), all written comments on the DSEIS (presented in Appendix A), the transcript of the legislative hearing held on May 21, 2007 (presented in Appendix B), the transcript of the Issues Conference held on May 22, 2007 (presented in Appendix C), the Administrative Law Judge's Issues Ruling, Summary Report, and Order of Disposition (presented in Appendix D), the analysis of relocated Salcman Road (presented in Appendix E), and NYSDOT correspondence (presented in Appendix F).

After reviewing the comments and respective responses, there are no substantive changes to the conclusions presented in the DSEIS with respect to impacts anticipated from the proposed Project.

As noted in the DSEIS, the most significant environmental impact that will result from the Project is the permanent taking of 71 acres of regulated wetlands. Alternatives to avoid these impacts as well as appropriate mitigation to compensate for this taking were fully examined during the SEQR process connected with the Stage 1 permitting for the Project. As noted above, the NYSDEC has issued an Article 24 Freshwater Wetlands permit and federal Clean Water Act Section 401 Certification, along with a Findings Statement pursuant to the requirements of SEQR.

The Landfill Expansion will be designed, constructed and operated in accordance with the requirements of applicable regulations, including 6 NYCRR Part 360 and 6 NYCRR Part 201. As such, significant adverse environmental impacts will be avoided and minimized to the maximum extent practicable.

The DSEIS was prepared to assess impacts associated with the following specific aspects of the Project that had become more defined as a result of advanced Project engineering

undertaken after the FGEIS was accepted: noise impacts; visual impacts; and traffic impacts.

With respect to potential noise impacts, these will be mitigated to the maximum practical extent by design features and operational methods and will not exceed the operational limits set forth in the NYSDEC's Part 360 solid waste management facility regulations. Mitigation measures that will attenuate noise impacts include the construction of screening berms along the western property boundary and the use of operational core berms during waste disposal. The Landfill Expansion was redesigned so that the access road to the western part of the Landfill Expansion will be located along the eastern slope, thus screening this noise from potential receptors to the west. Section 3 and Appendix B of the DSEIS provide additional discussion and details regarding noise impacts and mitigation measures.

Regarding visual impacts, a refined visual impact assessment confirms that there is no change in the conclusion of the FGEIS that the operational and long-term visual impacts of the proposed Landfill Expansion will be consistent with the visual impacts that currently are experienced, or will be experienced upon completion and closure of the Southeast Landfill. In order to minimize potential visual impacts to the maximum practical extent, the proposed Landfill Expansion will include a number of mitigation measures, including the construction of landscaped screening berms, and the use of operational core berms, as detailed in Section 4 and Appendix C of the DSEIS.

There is no change in the conclusion of the FGEIS that the proposed Landfill Expansion will not result in increased traffic on roadways in the vicinity of the Project. The traffic analysis is provided in Section 5 of this DSEIS. The supplemental traffic analysis concludes that there are no operational issues within the corridor of State roads leading to the Existing Facility. Six key intersections were evaluated (two to the north, three to the south, and the Existing Facility's entrance). The existing intersection of Route 414 and Salcman Road currently operates at a level of service (LOS) A or B during the weekday AM and PM peak hours. Traffic exiting Salcman Road currently operates at a LOS of C or better during the peak AM and PM hours. Because the number of trucks arriving at and leaving the Facility will not increase as a result of the Landfill Expansion, the Landfill Expansion will not cause any adverse impact on the currently acceptable levels of service.

Several improvements to Route 414 that were developed subsequent to the FGEIS are described in the DSEIS. These include the relocation of Salcman Road and the widening of Route 414 to provide a northbound left-turn lane and a southbound deceleration and right-turn lane onto Salcman Road. In addition, a traffic signal has been proposed to be added. The signal would cause minimal delay to traffic traveling on NYS route 414 which would be minimized by having a semi-actuated signal (based on Salcman Road actuation).

As noted in Section 6 of the DSEIS, there will be no significant impacts associated with changes proposed for the Project since the acceptance of the FGEIS. A slight increase in landfill gas generation is expected due to Project design which has optimized available landfill capacity. However, this increase is not significant and will be mitigated through the construction and operation of the landfill gas collection and control system.

Therefore, this FSEIS concludes that none of the project changes or supplemental analyses described in the DSEIS, as required by 6 NYCRR 617.10 (d)(4) and the DSEIS scoping process, indicate that the Project will have any significant environmental impact beyond those evaluated in the FGEIS.