

**FINAL ENVIRONMENTAL IMPACT STATEMENT**  
**Docket No. FD 35116**

**R.J. Corman Railroad Company/Pennsylvania Lines Inc.**  
**Construction and Operation of 20 miles of rail line in**  
**Clearfield and Centre Counties, Pennsylvania**

**Lead Agency:** Surface Transportation Board; **Cooperating Agency:** Federal Highway Administration.

**Proposed Action:** Construction, operation, and reactivation of approximately 20 miles of rail line in Clearfield and Centre Counties, Pennsylvania.

**Location:** The proposed rail line would be located in eastern Clearfield County primarily in Morris and Cooper Townships, and in western Centre County in Rush and Snow Shoe Townships. The proposed rail line would pass through or would be adjacent to the villages of Troy, Hawk Run, Munson and Winburne; and end at Gorton.

**Abstract:** On May 20, 2008, R.J. Corman Railroad Company/Pennsylvania Lines Inc. (RJCP) filed a petition with the Surface Transportation Board (Board), pursuant to 49 U.S.C. § 10502 and 49 C.F.R. § 1121, for an exemption from the prior approval requirements of 49 U.S.C. § 10901 to construct and operate an abandoned 10.8-mile rail line between Wallacetown and Winburne in Clearfield County, Pennsylvania (the Western Segment) and to reactivate a connecting 9.3-mile portion of currently rail banked line between Winburne and Gorton in Clearfield and Centre Counties, Pennsylvania (the Eastern Segment) (together, the Proposed Action). The proposed rail line would serve a new waste-to-ethanol facility, quarry, and industrial park currently being developed by Resource Recovery, LLC (RRLLC) near Gorton, Pennsylvania, as well as several other shippers located along the line that are interested in the availability of rail service. On July 23, 2010, the Board's Office of Environmental Analysis (OEA) issued a Draft Environmental Impact Statement (DEIS) for this project. The DEIS identified and evaluated the potential environmental impacts associated with the Proposed Action and Alternatives, including the No-Action Alternative. The public was invited to comment on the DEIS in writing and at a public meeting which was held in Philipsburg, Pennsylvania, on September 14, 2010. In response to the DEIS, OEA received 72 written/electronic comments, as well as 18 oral comments submitted at the public meeting. After carefully reviewing all comments received, as well as additional information about the project proposal, OEA decided to prepare a Supplemental Draft Environmental Impact Statement (SDEIS) to address changes in the project that had taken place since the preparation of the DEIS. The SDEIS was issued on March 4, 2011. In response to the SDEIS, OEA received an additional 23 written/electronic comments. Due to the public meetings that had already been held on this project and the limited focus of the SDEIS, OEA requested written comments only.

OEA has prepared this FEIS to address the public and agency comments that were received in response to both the DEIS and SDEIS. The FEIS, which is organized in a manner that is consistent with Council on Environmental Quality (CEQ) regulations, is intended to be read in conjunction with both the DEIS and SDEIS, which provide more detailed information on the Proposed Action and Alternatives, as well as their respective impacts on the human environment. In addition to responding to the numerous public and agency comments received on the DEIS and SDEIS, the FEIS clarifies and, where necessary, expands upon certain environmental impact information presented in the DEIS and SDEIS, and discusses OEA's conclusions. However, OEA has not altered the conclusions presented in the DEIS or SDEIS in the FEIS. If approved, the Proposed Action would cause recreational, hazardous materials, transportation and safety, land use, noise, wetland, and watercourse impacts. OEA has included final recommended mitigation measures to mitigate potential impacts in this FEIS. The mitigation measures will be considered by the Board as potential conditions if the Board decides to grant RJCP authority to construct, operate, and reactivate the proposed rail line. The Proposed Action and Alternatives would have negligible impacts on all other environmental resource categories.

OEA anticipates that the U.S. Environmental Protection Agency (USEPA) will publish the notice of availability of the FEIS in the *Federal Register* on November 25, 2011. Under CEQ regulations (40 C.F.R. 1506.10(b)), agencies must wait 30 days from USEPA's *Federal Register* notice before issuing a final decision unless they have an internal appeal process. The Board has such a process, which means that the Board could issue a final decision in less than 30 days from November 25, 2011. If the Board were to do so, OEA recommends that the Board's administrative review period be extended to permit parties to seek agency reconsideration of the final decision within 30 days after it is served, rather than the typical 20 days. The Board would consider any administrative appeals in a subsequent decision.

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