

**TABLE OF CONTENTS**

	<b>PAGE</b>
LIST OF FIGURES .....	vii
LIST OF TABLES .....	ix
LIST OF ACRONYMNS AND ABBREVIATIONS.....	xi
GLOSSARY OF TERMS .....	xvi
<b>CHAPTER 1: OVERVIEW AND PURPOSE AND NEED FOR ACTION .....</b>	<b>1-1</b>
1.1 INTRODUCTION .....	1-1
1.2 BACKGROUND.....	1-4
1.3 PROPOSED ACTION.....	1-7
1.4 PURPOSE OF PROPOSED ACTION .....	1-8
1.5 NEED FOR PROPOSED ACTION .....	1-8
1.6 PROJECT CONTEXT.....	1-8
1.7 AGENCY RESPONSIBILITIES.....	1-9
1.7.1 Lead Agency.....	1-9
1.7.2 Cooperating Agencies .....	1-10
1.7.3 Consultation with Other Agencies.....	1-10
1.8 SCOPING AND PUBLIC INVOLVEMENT.....	1-12
1.9 RRLLC’S PROPOSED LANDFILL.....	1-13
1.9.1 Relevant Considerations in Determining the Extent to which the EIS Should Address the Landfill .....	1-15
1.9.2 Appropriate Analysis of the Landfill.....	1-17
1.10 EIS ORGANIZATION AND FORMAT.....	1-18
1.11 REQUEST FOR COMMENTS ON THE DRAFT EIS .....	1-20
1.12 PUBLIC MEETING .....	1-21
<b>CHAPTER 2: PROPOSED ACTION AND ALTERNATIVES .....</b>	<b>2-1</b>
2.1 ALTERNATIVES DEVELOPMENT.....	2-2
2.2 ALTERNATIVES CONSIDERED AND CARRIED FORWARD IN THIS DRAFT ENVIRONMENTAL IMPACT STATEMENT .....	2-3
2.2.1 Proposed Action & Modified Proposed Action.....	2-3
2.2.1.1 Proposed Action & Modified Proposed Action Construction .....	2-7
2.2.1.2 Proposed Action & Modified Proposed Action Operations .....	2-11
2.2.2 No-Build Alternative (Local Road System Upgrade) .....	2-14
2.2.3 No-Action Alternative .....	2-18
2.3 ALTERNATIVES CONSIDERED BUT NOT ADVANCED FOR DETAILED ANALYSIS.....	2-18
2.3.1 No-Build Alternative (I-80 Interchange).....	2-18
2.3.2 No-Build Alternative - Local Road System Upgrade (Black Bear Road).....	2-20
2.4 COMPARISON OF ENVIRONMENTAL IMPACTS/IDENTIFICATION OF THE ENVIRONMENTALLY PREFERABLE ALTERNATIVE .....	2-20

**TABLE OF CONTENTS  
(CONTINUED)**

	<b>PAGE</b>
CHAPTER 3: AFFECTED ENVIRONMENT .....	3-1
3.1 TRANSPORTATION AND SAFETY .....	3-1
3.1.1 Background .....	3-1
3.1.2 Existing Conditions – Local Road Traffic/Grade Crossing Delay .....	3-2
3.1.3 Existing Conditions – Rail Operations .....	3-6
3.1.4 Existing Conditions – Rail Operations Safety .....	3-6
3.2 LAND USE .....	3-6
3.2.1 Background/Methodology .....	3-6
3.2.2 Existing Conditions .....	3-7
3.3 ENERGY RESOURCES .....	3-11
3.3.1 Background/Methodology .....	3-11
3.3.2 Existing Conditions .....	3-11
3.4 AIR QUALITY .....	3-11
3.4.1 Background/Methodology .....	3-11
3.4.2 Existing Conditions – Air Quality .....	3-11
3.4.3 Existing Conditions – Odors .....	3-12
3.5 NOISE AND VIBRATION .....	3-12
3.5.1 Background/Methodology .....	3-12
3.5.2 Existing Conditions – Noise .....	3-12
3.5.3 Existing Conditions – Vibration .....	3-13
3.6 BIOLOGICAL RESOURCES .....	3-13
3.6.1 Background/Methodology .....	3-13
3.6.2 Existing Conditions – Vegetation and Wildlife .....	3-16
3.6.3 Existing Conditions – Threatened and Endangered Species .....	3-18
3.6.4 Existing Conditions – Vermin/Vectors for Disease .....	3-20
3.7 WATER RESOURCES .....	3-20
3.7.1 Background/Methodology .....	3-20
3.7.2 Existing Conditions – Wetlands and Watercourses .....	3-21
3.7.3 Existing Conditions – Groundwater and Public Water Supplies .....	3-26
3.7.4 Existing Conditions – Floodplains .....	3-26
3.8 SOCIOECONOMICS .....	3-27
3.8.1 Background/Methodology .....	3-27
3.8.2 Existing Conditions – Demographics and Employment .....	3-27
3.8.3 Existing Conditions – Community Facilities and Services .....	3-29
3.8.4 Existing Conditions – Parks and Recreation Facilities .....	3-34
3.9 ENVIRONMENTAL JUSTICE .....	3-35
3.9.1 Background/Methodology .....	3-35
3.9.2 Existing Conditions .....	3-35
3.10 GEOLOGY AND SOILS .....	3-37
3.10.1 Background/Methodology .....	3-37
3.10.2 Existing Conditions – Geology .....	3-37
3.10.3 Existing Conditions – Soils .....	3-38

**TABLE OF CONTENTS  
(CONTINUED)**

	<b>PAGE</b>
3.11 HAZARDOUS WASTE SITES/HAZARDOUS MATERIALS TRANSPORT .....	3-44
3.11.1 Background/Methodology.....	3-44
3.11.2 Existing Conditions – Hazardous Waste Sites .....	3-45
3.11.3 Existing Conditions – Hazardous Materials Transport .....	3-48
3.12 CULTURAL/HISTORIC RESOURCES.....	3-48
3.12.1 Background/Methodology.....	3-48
3.12.2 Existing Conditions.....	3-49
 CHAPTER 4: ENVIRONMENTAL IMPACTS .....	 4-1
4.1 TRANSPORTATION AND SAFETY.....	4-3
4.1.1 Methodology .....	4-3
4.1.2 Impact Analysis – Local Road Traffic/Grade Crossing Delay .....	4-3
4.1.3 Impact Analysis – Rail Operations.....	4-10
4.1.4 Impact Analysis – Rail Operations Safety.....	4-10
4.2 LAND USE.....	4-12
4.2.1 Methodology .....	4-12
4.2.2 Impact Analysis.....	4-13
4.3 ENERGY RESOURCES.....	4-20
4.3.1 Methodology .....	4-20
4.3.2 Impact Analysis.....	4-20
4.4 AIR QUALITY.....	4-22
4.4.1 Methodology .....	4-22
4.4.2 Impact Analysis – Air Quality.....	4-22
4.4.3 Impact Analysis – Odors .....	4-23
4.5 NOISE AND VIBRATION .....	4-24
4.5.1 Methodology .....	4-24
4.5.2 Impact Analysis – Noise.....	4-26
4.5.3 Impact Analysis – Vibration.....	4-29
4.6 BIOLOGICAL RESOURCES.....	4-30
4.6.1 Methodology .....	4-30
4.6.2 Impact Analysis – Vegetation and Wildlife .....	4-30
4.6.3 Impact Analysis – Threatened and Endangered Species.....	4-32
4.6.4 Impact Analysis – Vermin/Vectors for Disease .....	4-33
4.7 WATER RESOURCES.....	4-33
4.7.1 Methodology .....	4-33
4.7.2 Impact Analysis – Wetlands and Watercourses .....	4-34
4.7.3 Impact Analysis – Groundwater and Public Water Supplies.....	4-38
4.7.4 Impact Analysis – Floodplains .....	4-40

**TABLE OF CONTENTS  
(CONTINUED)**

	<b>PAGE</b>
4.8 SOCIOECONOMICS.....	4-43
4.8.1 Methodology .....	4-43
4.8.2 Impact Analysis – Demographics and Employment .....	4-43
4.8.3 Impact Analysis – Community Facilities and Services.....	4-44
4.8.4 Impact Analysis – Parks and Recreation Facilities .....	4-45
4.9 ENVIRONMENTAL JUSTICE .....	4-47
4.9.1 Methodology .....	4-47
4.9.2 Impact Analysis .....	4-48
4.10 GEOLOGY AND SOILS .....	4-49
4.10.1 Methodology .....	4-49
4.10.2 Impact Analysis – Geology .....	4-49
4.10.3 Impact Analysis – Soils.....	4-50
4.11 HAZARDOUS WASTE SITES/HAZARDOUS MATERIALS TRANSPORT .....	4-50
4.11.1 Methodology .....	4-50
4.11.2 Impact Analysis – Hazardous Waste Sites .....	4-50
4.11.3 Impact Analysis – Hazardous Materials Transport .....	4-51
4.12 CULTURAL/HISTORIC RESOURCES.....	4-52
4.12.1 Methodology .....	4-52
4.12.2 Impact Analysis.....	4-52
 CHAPTER 5: CUMULATIVE IMPACTS .....	 5-1
5.1 METHODOLOGY .....	5-1
5.2 IMPACT ANALYSIS .....	5-4
5.2.1 Transportation and Safety .....	5-4
5.2.2 Land Use .....	5-5
5.2.3 Energy Resources.....	5-5
5.2.4 Air Quality.....	5-6
5.2.5 Noise and Vibration.....	5-6
5.2.6 Biological Resources.....	5-7
5.2.7 Water Resources.....	5-8
5.2.8 Socioeconomics.....	5-10
5.2.9 Environmental Justice .....	5-10
5.2.10 Geology and Soils .....	5-10
5.2.11 Hazardous Waste Sites/Hazardous Materials Transport.....	5-11
5.2.12 Cultural/Historic Resources .....	5-11
 CHAPTER 6: MITIGATION.....	 6-1
6.1 OVERVIEW OF SEA’S APPROACH TO RECOMMENDED ENVIRONMENTAL MITIGATION .....	 6-1
6.1.1 Limits of the Board’s Conditioning Power .....	6-1
6.1.2 Voluntary Mitigation and Negotiated Agreements.....	6-1
6.1.3 Preliminary Nature of Environmental Mitigation .....	6-2

**TABLE OF CONTENTS  
(CONTINUED)**

	<b>PAGE</b>
6.2 RJCP’S VOLUNTARY MITIGATION MEASURES.....	6-2
6.2.1 Grade Crossing Delay .....	6-2
6.2.2 Rail Operations.....	6-3
6.2.3 Rail Operations Safety .....	6-3
6.2.4 Land Use .....	6-4
6.2.5 Energy Resources.....	6-4
6.2.6 Air Quality.....	6-4
6.2.7 Noise.....	6-4
6.2.8 Threatened and Endangered Species.....	6-5
6.2.9 Wetlands and Watercourses.....	6-5
6.2.10 Parks and Recreation Facilities .....	6-6
6.2.11 Geology and Soils .....	6-7
6.2.12 Hazardous Waste Sites .....	6-7
6.2.13 Historic Resources.....	6-7
6.3 SEA’S PRELIMINARY RECOMMENDED MITIGATION.....	6-7
6.3.1 Transportation and Safety .....	6-7
6.3.2 Land Use .....	6-7
6.3.3 Energy Resources.....	6-8
6.3.4 Air Quality.....	6-8
6.3.5 Noise and Vibration.....	6-8
6.3.6 Biological Resources.....	6-8
6.3.7 Water Resources.....	6-8
6.3.8 Socioeconomics.....	6-8
6.3.9 Environmental Justice .....	6-8
6.3.10 Geology and Soils .....	6-8
6.3.11 Hazardous Waste Sites/Hazardous Materials Transport.....	6-9
6.3.12 Cultural/Historic Resources .....	6-9
 CHAPTER 7: SHORT-TERM USE VERSUS LONG-TERM PRODUCTIVITY OF THE ENVIRONMENT .....	   7-1
 CHAPTER 8: IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES .....	   8-1
 CHAPTER 9: LIST OF PREPARERS.....	  9-1
 CHAPTER 10: LIST OF AGENCIES, ORGANIZATIONS AND PERSONS TO WHOM COPIES OF THE EIS ARE SENT .....	   10-1
10.1 FEDERAL AGENCIES.....	10-1
10.2 STATE AGENCIES.....	10-1
10.3 COUNTY/LOCAL GOVERNMENTS .....	10-1
10.4 ELECTED OFFICIALS .....	10-2

**TABLE OF CONTENTS  
(CONTINUED)**

	<b>PAGE</b>
10.5 ORGANIZATIONS .....	10-2
10.6 OTHER .....	10-2
REFERENCES .....	R-1
<b>APPENDICES</b>	
APPENDIX A: PUBLIC INVOLVEMENT MATERIALS	
APPENDIX B: AGENCY CORRESPONDENCE	
APPENDIX C: APPLICANT FILINGS/CORRESPONDENCE	
APPENDIX D: S.R. 0053/NINTH STREET GRADE CROSSING ANALYSIS	
APPENDIX E: NORFOLK SOUTHERN TARIFF NS 6306	
APPENDIX F: ENERGY RESOURCES/AIR QUALITY CALCULATIONS	
APPENDIX G: NOISE METHODOLOGY	
APPENDIX H: LAUREL RUN HYDROLOGIC AND HYDRAULIC ANALYSIS	

**LIST OF FIGURES**

<b>FIGURE</b>		<b>PAGE</b>
ES-1	PROJECT LOCATION.....	ES-2
ES-2	WESTERN SEGMENT ALTERNATE ROUTES TO MUNSON .....	ES-9
1-1	PROJECT LOCATION.....	1-2
1-2	WESTERN SEGMENT ALTERNATE ROUTES TO MUNSON .....	1-5
2-1	PROPOSED ACTION & MODIFIED PROPOSED ACTION .....	2-4
2-2	PROPOSED ACTION TYPICAL CROSS SECTION .....	2-10
2-3	RJCP REGIONAL OPERATIONS.....	2-12
2-4	NO-BUILD ALTERNATIVE LOCAL ROAD SYSTEM UPGRADE .....	2-16
2-5	NO BUILD ALTERNATIVE I-80 INTERCHANGE.....	2-19
3-1	WESTERN SEGMENT PUBLIC ROAD AND PRIVATE DRIVEWAY CROSSINGS.....	3-4
3-2	LAND USE.....	3-8
3-3	NOISE MONITORING LOCATIONS.....	3-14
3-4	WATERCOURSES & FLOODPLAINS.....	3-24
3-5	COMMUNITY/PARKS & RECREATION FACILITIES.....	3-30
3-6	GEOLOGY .....	3-40
3-7	FARMLAND SOILS .....	3-42
3-8	POTENTIAL WASTE SITES.....	3-46
3-9	HISTORIC RESOURCES.....	3-50
4-1	WESTERN SEGMENT PUBLIC ROAD AND PRIVATE DRIVEWAY CROSSINGS .....	4-6
4-2	WESTERN SEGMENT ADJACENT RESIDENTIAL PROPERTIES .....	4-14

**LIST OF FIGURES  
(CONTINUED)**

<b>FIGURE</b>		<b>PAGE</b>
4-3	INCREASE IN CUMULATIVE NOISE LEVELS ALLOWED BY CRITERIA .....	4-27
4-4	LAUREL RUN FLOODPLAIN IMPACTS .....	4-42
4-5	MOSHANNON STATE FOREST .....	4-46
5-1	CUMULATIVE IMPACT ACTIONS (APPROXIMATE LOCATIONS).....	5-2

**LIST OF TABLES**

<b>TABLE</b>	<b>PAGE</b>
2-1 LOCAL ROAD SYSTEM UPGRADE .....	2-14
2-2 ENVIRONMENTAL IMPACT SUMMARY TABLE.....	2-22
3-1 PROPOSED ACTION WESTERN SEGMENT (WALLACETON TO MUNSON ROUTE) PUBLIC ROAD CROSSINGS .....	3-3
3-2 MODIFIED PROPOSED ACTION WESTERN SEGMENT (ALTERNATE ROUTE FROM PHILIPSBURG TO MUNSON) PUBLIC ROAD CROSSINGS .....	3-6
3-3 LOCAL AND REGIONAL LAND USE PLANNING DOCUMENTS.....	3-10
3-4 AMBIENT NOISE MEASUREMENT LOCATIONS .....	3-13
3-5 WATERCOURSE CLASSIFICATIONS .....	3-22
3-6 PROJECT AREA POPULATION DATA .....	3-28
3-7 PROJECT AREA HOUSING DATA.....	3-29
3-8 PROJECT AREA PERCENT EMPLOYMENT BY OCCUPATION SECTOR.....	3-32
3-9 PROJECT AREA EJ POPULATION DATA .....	3-36
4-1 ENVIRONMENTAL IMPACT SUMMARY TABLE.....	4-2
4-2 BUILD ALTERNATIVE – PROPOSED ACTION WESTERN SEGMENT (WALLACETON TO MUNSON ROUTE) GRADE CROSSING SAFETY FEATURES .....	4-4
4-3 BUILD ALTERNATIVE – MODIFIED PROPOSED ACTION WESTERN SEGMENT (ALTERNATE ROUTE FROM PHILIPSBURG TO MUNSON) GRADE CROSSING SAFETY FEATURES .....	4-5
4-4 S.R. 0053/NINTH STREET PM PEAK HOUR GRADE CROSSING QUEUE SUMMARY .....	4-9
4-5 PROPOSED ACTION & MODIFIED PROPOSED ACTION ESTIMATED ANNUAL DIESEL FUEL CONSUMPTION .....	4-21

**LIST OF TABLES  
(CONTINUED)**

<b>TABLE</b>		<b>PAGE</b>
4-6	NO-BUILD ALTERNATIVE (LOCAL ROAD SYSTEM UPGRADE) ESTIMATED ANNUAL DIESEL FUEL CONSUMPTION .....	4-21
4-7	ESTIMATED ANNUAL MOBILE SOURCE EMISSIONS OF CRITERIA POLLUTANTS (TONS/YEAR).....	4-23
4-8	LAND USE CATEGORIES FOR TRANSIT NOISE IMPACT ASSESSMENT .....	4-25
4-9	GROUNDBORNE VIBRATION IMPACT CRITERIA .....	4-26
4-10	PROPOSED ACTION & MODIFIED PROPOSED ACTION NOISE-IMPACTED SENSITIVE LAND USES .....	4-28
4-11	NO-BUILD ALTERNATIVE (LOCAL ROAD SYSTEM UPGRADE) NOISE-IMPACTED SENSITIVE LAND USES .....	4-29
4-12	PROPOSED ACTION & MODIFIED PROPOSED ACTION VEGETATIVE COMMUNITY/WILDLIFE HABITAT IMPACTS .....	4-31
4-13	NO-BUILD ALTERNATIVE (LOCAL ROAD SYSTEM UPGRADE) VEGETATIVE COMMUNITY/WILDLIFE HABITAT IMPACTS .....	4-31
4-14	PROPOSED ACTION & MODIFIED PROPOSED ACTION WETLAND IMPACTS.....	4-34
4-15	PROPOSED ACTION & MODIFIED PROPOSED ACTION WATERCOURSE IMPACTS .....	4-36
4-16	NO-BUILD ALTERNATIVE (LOCAL ROAD SYSTEM UPGRADE) WETLAND IMPACTS.....	4-37
4-17	NO-BUILD ALTERNATIVE (LOCAL ROAD SYSTEM UPGRADE) WATERCOURSE IMPACTS .....	4-38
4-18	PROPOSED ACTION & MODIFIED PROPOSED ACTION FLOODPLAIN IMPACTS .....	4-41

**LIST OF ACRONYMS AND ABBREVIATIONS**

<b>ACHP</b>	Advisory Council on Historic Preservation
<b>ADT</b>	Average Daily Traffic
<b>Agencies</b>	SEA and the cooperating agencies
<b>AMD</b>	Acid Mine Drainage
<b>Applicant</b>	R.J. Corman Railroad Company/Pennsylvania Lines Inc.
<b>AST</b>	Aboveground Storage Tank
<b>ATA</b>	Area Transportation Authority
<b>ATV</b>	All-terrain Vehicle
<b>BMP</b>	Best Management Practice
<b>BFE</b>	Base Flood Elevation
<b>Board</b>	Surface Transportation Board
<b>CAA</b>	Clean Air Act of 1970
<b>CAAA</b>	Clean Air Act Amendments of 1990
<b>CEQ</b>	Council on Environmental Quality
<b>CERCLA</b>	Comprehensive Environmental Response, Compensation, and Liability Act
<b>C.F.R.</b>	Code of Federal Regulations
<b>CITU</b>	Certificate of Interim Trail Use
<b>CO</b>	Carbon Monoxide
<b>CRGIS</b>	Cultural Resources Geographic Information System
<b>CWA</b>	Clean Water Act of 1977
<b>CWF</b>	Cold Water Fishes
<b>dba</b>	Sound Decibel
<b>EIS</b>	Environmental Impact Statement

<b>EJ</b>	Environmental Justice
<b>EMS</b>	Emergency Medical Services
<b>EO</b>	Executive Order
<b>ESA</b>	Endangered Species Act of 1973
<b>EV</b>	Exceptional Value
<b>FEMA</b>	Federal Emergency Management Agency
<b>FHWA</b>	Federal Highway Administration
<b>FIRM</b>	Flood Insurance Rate Map
<b>FIS</b>	Flood Insurance Study
<b>FRA</b>	Federal Railroad Administration
<b>FRSA</b>	Federal Railroad Safety Act
<b>FTA</b>	Federal Transit Administration
<b>GIS</b>	Geographic Information System
<b>GPS</b>	Global Positioning System
<b>HC</b>	Hydrocarbons
<b>HCT</b>	Headwaters Charitable Trust
<b>HEC-RAS</b>	Hydrologic Engineering Center – River Analysis System Software
<b>HQ-CWF</b>	High Quality-Cold Water Fishes
<b>HSA</b>	Highway Safety Act
<b>HSCA</b>	Hazardous Sites Cleanup Act
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>ICC</b>	Interstate Commerce Commission
<b>L<sub>dn</sub></b>	Day-Night Average Noise Level
<b>LOS</b>	Level of Service

<b>MF</b>	Migratory Fishes
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act of 1969
<b>NFIP</b>	National Flood Insurance Program
<b>NHPA</b>	National Historic Preservation Act of 1966
<b>NO<sub>x</sub></b>	Nitrogen Oxides
<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>NPS</b>	National Park Service
<b>NRCS</b>	Natural Resources Conservation Service
<b>NRHP</b>	National Register of Historic Places
<b>NWI</b>	National Wetlands Inventory
<b>O<sub>3</sub></b>	Ozone
<b>OSHA</b>	Occupational Safety and Health Administration
<b>PA DCED</b>	Pennsylvania Department of Community and Economic Development
<b>PA DCNR</b>	Pennsylvania Department of Conservation and Natural Resources
<b>PA DEP</b>	Pennsylvania Department of Environmental Protection
<b>PA DOA</b>	Pennsylvania Department of Agriculture
<b>Pb</b>	Lead
<b>PEM</b>	Palustrine Emergent Wetland
<b>PennDOT</b>	Pennsylvania Department of Transportation
<b>PFBC</b>	Pennsylvania Fish and Boat Commission
<b>PFO</b>	Palustrine Forested Wetland
<b>PGC</b>	Pennsylvania Game Commission
<b>PHMC</b>	Pennsylvania Historical and Museum Commission

<b>PHRS</b>	Pennsylvania Historic Resource Survey
<b>PM</b>	Particulate Matter
<b>PNDI</b>	Pennsylvania Natural Diversity Inventory
<b>POW</b>	Palustrine Open Water Wetland
<b>PPC</b>	People Protecting Communities
<b>PSS</b>	Palustrine Scrub-Shrub Wetland
<b>PUC</b>	Public Utility Commission
<b>RCRA</b>	Resource Conservation and Recovery Act
<b>RJCP</b>	R.J. Corman Railroad Company/Pennsylvania Lines, Inc.
<b>RRLLC</b>	Resource Recovery, LLC
<b>SALDO</b>	Subdivision and Land Development Ordinance
<b>SEA</b>	Section of Environmental Analysis
<b>SHPO</b>	State Historic Preservation Officer
<b>SO<sub>2</sub></b>	Sulfur Dioxide
<b>SOP</b>	Standard Operating Procedure
<b>S.R.</b>	State Route
<b>SSRTA</b>	Snow Shoe Rails-to-Trails Association
<b>T&amp;E</b>	Threatened and Endangered Species
<b>TSCA</b>	Toxic Substances Control Act
<b>TSF</b>	Trout Stocked Fishes
<b>UNT</b>	Unnamed Tributary
<b>USACE</b>	U.S. Army Corps of Engineers
<b>U.S.C.</b>	United States Code
<b>USDOT</b>	U.S. Department of Transportation

<b>USEPA</b>	U.S. Environmental Protection Agency
<b>USFWS</b>	U.S. Fish and Wildlife Service
<b>USGS</b>	U.S. Geological Survey
<b>UST</b>	Underground Storage Tank

## **GLOSSARY OF TERMS**

<b>Adverse Effect</b>	Under Section 106 of the National Historic Preservation Act, a project adversely affects a historic property if it alters the characteristics that qualify the property for inclusion in the National Register of Historic Places in a manner that would diminish the integrity of the property.
<b>Adverse environmental impact</b>	A negative effect resulting from the implementation of a proposed action that serves to degrade or impair one or more aspects of the natural environment.
<b>Advisory Council on Historic Preservation (ACHP)</b>	An independent federal agency charged with advising the President and Congress on historic preservation matters and administering the provisions of Section 106 of the National Historic Preservation Act.
<b>Applicant</b>	Any person or entity seeking Board action whether by application, petition, notice of exemption, or any other means that initiates a formal Board proceeding.
<b>Application</b>	A formal filing with the Board related to certain railroad transactions such as railroad mergers, acquisitions, constructions, or abandonments.
<b>Aquifer</b>	A permeable geological stratum or formation than can both store and transmit water in significant quantities.
<b>At-grade roadway crossing</b>	The location where a vehicular street or roadway crosses railroad tracks at the same level or elevation.
<b>Attainment area</b>	An area that EPA has classified as complying with the National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
<b>A-weighted sound level (dBA)</b>	The most commonly used measure of noise, expressed in “A-weighted” decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
<b>Best Management Practice (BMP)</b>	Techniques that various parties (e.g., the construction industry) use to avoid or minimize adverse environment impacts.

<b>Biological Assessment</b>	Information prepared by, or under the direction of, a federal agency to determine whether a proposed action is likely to: 1) adversely affect listed species or designated critical habitat, 2) jeopardize the continued existence of species that are proposed for listing, or 3) adversely modify proposed critical habitat.
<b>Block group</b>	The smallest geographic unit for which the U.S. Census provides demographic data.
<b>Board</b>	The Surface Transportation Board
<b>Branch line</b>	A secondary line of railroad usually handling light volumes of traffic.
<b>Carload</b>	A unit of measure used to describe commodities transported on a railroad typically in a boxcar, tank car, flat car, hopper car or gondola.
<b>Clean Air Act (Clean Air Act Amendments)</b>	The primary federal law that protects the nation's air resources comprised of the Clean Air Act of 1970 and the subsequent amendments, including the Clean Air Act Amendments of 1990 (42 U.S.C. § 7401-7671g). This act establishes a comprehensive set of standards, planning processes, and requirements to address air pollution problems and reduce emissions from major sources of pollutants.
<b>Clean Water Act</b>	<p>The Federal Water Pollution Control Act Amendment of 1972 (33 U.S.C. § 1251 <i>et seq.</i>) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The act provides a comprehensive framework of standards, technical tools, and financial assistance to address the many causes of pollution and poor water quality, including municipal and industrial wastewater discharges, polluted runoff from urban and rural areas, and habitat destruction. Specifically, the Clean Water Act provides for the following:</p> <ul style="list-style-type: none"><li>● Requires major industries to meet performance standards to ensure pollution control.</li><li>● Charges states and tribes with setting specific water quality standards appropriate for area waters and developing pollution control programs to meet them.</li><li>● Protects valuable wetlands and other aquatic habitats through a permitting process that conducts land development activities and other activities in an environmentally sound manner.</li></ul>

<b>Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)</b>	Federal law (42 U.S.C. §§ 9601-9675; P.L. 96-510) that provides EPA with authority to clean up inactive hazardous waste sites and distribute the cleanup costs among the parties who generated and/or handled the hazardous substances at these sites.
<b>Condition</b>	A provision that the Board imposes as part of any decision that requires action by the Applicant.
<b>Council on Environmental Quality (CEQ)</b>	Federal agency responsible for developing regulations and guidance for agencies implementing the National Environmental Policy Act.
<b>Criteria pollutant</b>	Any of six emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone, and particulate matter) regulated under the Clean Air Act, for which an area must meet national air quality standards.
<b>Critical habitat</b>	The specific site within a geographical area occupied by threatened or endangered species that includes the physical or biological features essential to the conservation of the species. These areas may require special management considerations or protection.
<b>Cultural resource</b>	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (National Register). A cultural resource that is listed in or is eligible for listing in the National Register is considered a historic property (or a significant cultural resource).
<b>Cumulative effects</b>	Impact on the environment which results from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions, regardless of which agency (federal or non-federal) or person undertakes such actions. Cumulative impacts result from individually minor but collectively significant actions taking place over a period of time.
<b>dBA</b>	Adjusted decibel level. A sound measurement that adjusts to noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an “A-weighting” scale to acoustical measurements.
<b>Eastern Segment</b>	The rail banked portion of the proposed rail line stretching from a point east of the bridge over Moshannon Creek in the village of Winburne to the western edge of Gorton Road in the village of Gorton.
<b>Emissions</b>	Air pollutants that enter the atmosphere.

<b>Emergent vegetation</b>	An aquatic plant with vegetative growth mostly above the water.
<b>Endangered species</b>	A species of plant or animal that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
<b>Environmental Impact Statement (EIS)</b>	A document that the CEQ regulations implementing the National Environmental Policy Act requires federal agencies to prepare for major projects or legislative proposals having the potential to significantly affect the environment. A tool for decision-making, it describes the positive and negative environmental effects of the undertaking and alternative actions and measures to reduce or eliminate potentially significant environmental impacts.
<b>Environmental justice</b>	For purposes of this document, the Section of Environmental Analysis defines environmental justice as the mission discussed in Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (59 FR 7629, February 11, 1994). This EO directs federal agencies to identify and address “disproportionately high and adverse human health or environmental effects” of their programs, policies, and activities on minority and low-income populations in the United States. EO 12898 also calls for public notification for environmental justice populations, as well as meaningful public participation of environmental justice populations.
<b>Environmental justice population</b>	A population within an area of potential effect whose minority and low-income composition meets at least one of the following criteria: 1) the percentage of minority and low-income population in the area of potential effect is greater than 50 percent of the total population in the area of potential effect or 2) the percentage of minority and low-income population in the area of potential effect is at least ten percentage points greater than the percentage of minority or low-income population in the county of which the area of potential effect is a part.
<b>Environmental resource category</b>	Any of the environmental issues that serve as the major topics of impact analysis for this EIS. Examples include land use, biological resources, water resources, noise, cultural resources, or socioeconomic resources.

<b>Equipment</b>	For a railroad, a term used to refer to the mobile assets of the railroad, such as locomotives, freight cars and on track maintenance machines. Also used more narrowly as a collective term for freight cars operated by this railroad.
<b>Executive Order (EO) 11988</b>	Executive Order 11988, “Floodplain Management,” requires Federal agencies to take actions to reduce the risk of flood damage and directs agencies to evaluate the potential effects of actions they may take or allow in floodplains and to consider Alternatives to avoid adverse effects.
<b>Executive Order (EO) 12898</b>	Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations,” issued in February of 1994, directs Federal agencies to identify and address as appropriate “disproportionately high and adverse human health or environmental effects”, including interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.
<b>Fill</b>	The term used by the U.S. Army Corps of Engineers (USACE) that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under USACE jurisdiction.
<b>Flood Insurance Rate Map (FIRM)</b>	Maps available from the Federal Emergency Management Agency (FEMA) that delineate the land surface area subject to the 100-year and 500-year flooding events.
<b>Floodplain</b>	The lowlands adjoining inland and coastal waters and relatively flat areas and flood-prone offshore islands, including, at a minimum, those areas that have a one percent or greater chance of flood in any given year (also known as 100-year or Zone A floodplain).
<b>Floodway</b>	The portion of the available flow cross section that cannot be obstructed without causing an increase in the water-surface elevations resulting from a flood with a 100-year average return period of more than a given amount.
<b>Geographic Information System (GIS)</b>	A computer system for storing, retrieving, manipulating, analyzing, and displaying geographic data. GIS combines mapping and location databases.
<b>Grade crossing</b>	<i>See at-grade roadway crossing.</i>

<b>Habitat</b>	The places(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat.
<b>Hazardous materials</b>	Substances or materials that the Secretary of Transportation has determined are capable of posing an unreasonable risk to human health, safety, and property when transported in commerce, as designated under 49 C.F.R. Parts 172 and 173.
<b>Hazardous wastes</b>	Waste materials that by their nature, are inherently dangerous to handle or dispose of, as designated under 40 C.F.R. § 261. Usually, industrial operations produce these waste materials.
<b>Historic property</b>	Any historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (National Register). The term “eligible for inclusion in the National Register” pertains to both properties that the Secretary of the Interior has formally determined to be eligible and to all other properties that meet National Register listing criteria.
<b>Horn noise</b>	Noise that occurs when locomotives sound warning horns in the vicinity of at-grade roadway crossings.
<b>Impaired waterbody</b>	Any waterbody that is too polluted to maintain its beneficial uses.
<b>Jurisdictional wetland</b>	Wetlands that the U.S. Army Corps of Engineers regulates under Section 404 of the Clean Water Act (33 U.S.C. § 1344).
<b>L<sub>dn</sub></b>	The day-night average noise sound level, which is the receptor’s cumulative noise exposure from all noise events over a full 24 hours. This is adjusted to account for the perception that noise at night is more bothersome than the same noise during the day.
<b>L<sub>eq</sub></b>	The level equivalent, which is the energy-averaged sound pressure level over a specified time interval.

<b>Level of Service (LOS)</b>	A degree of peak congestion experienced by roadway vehicle traffic stream using procedures that consider factors such as vehicle delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Traffic analysts express LOS as letter grades, ranging from Level of Service A (free flowing) to Level of Service F (severely congested); they measure LOS by the average for all vehicles. Specifically, Level of Service A describes operations with very low delay (less than 5.0 seconds per vehicle), Level of Service B describes operations with delay in the range of 5.01 to 15.0 seconds per vehicle, Level of Service C describes operations with delay in the range of 15.0 to 25.0 seconds per vehicle, Level of Service D describes operations with delay in the range of 25.0 to 40.0 seconds per vehicle, Level of Service E describes operations with delay in the range of 40.0 to 60.0 seconds per vehicle, and Level of Service F describes operations with delay in excess of 60.0 seconds per vehicle.
<b>Low-income population</b>	A population composed of persons whose median household income is below the Department of Health and Human Services poverty guidelines.
<b>Mainline</b>	Railroad line that through trains use between terminals.
<b>Minority population</b>	A population composed of persons who are Black, Hispanic, Asian, American Indian or Alaskan Native.
<b>Mitigation</b>	An action taken to prevent, reduce, eliminate or compensate for an adverse environmental impact.
<b>National Ambient Air Quality Standards (NAAQS)</b>	Air pollutant concentration limits established by the USEPA for the protection of human health, structures, and the natural environment.
<b>National Environmental Policy Act (NEPA)</b>	The National Environmental Policy Act of 1969, as amended (42 U.S.C. §§ 4321-4347; P.L. 91-190) is the basic national charter for the protection of the environment. It establishes policy, sets goals, and provides means for carrying out the policy. Its purpose is to provide for the establishment of a Council on Environmental Quality (CEQ) and to instruct federal agencies on what they must do to comply with the procedures and achieve the goals of NEPA.

<b>National Historic Preservation Act (NHPA)</b>	The National Historic Preservation Act of 1966 (NHPA), as amended (16 U.S.C. § 470 <i>et seq.</i> ; P.L. 89-665), is the basic legislation of the Nation's historic preservation program that established the Advisory Council on Historic Preservation (ACHP) and the Section 106 review process. Section 106 of the NHPA requires every federal agency to "take into account" the effects of its undertakings on historic properties.
<b>National Register of Historic Places (NRHP)</b>	Administered by the National Park Service (NPS), the nation's master inventory of known historic properties, including buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the federal, state, and local levels.
<b>National Wetlands Inventory (NWI)</b>	An inventory of wetland types in the U.S. compiled by the U.S. Fish and Wildlife Service.
<b>No-Action Alternative</b>	An alternative that involves taking no action. The No-Action Alternative serves as the basic measure of existing conditions for comparison to all other project alternatives.
<b>Noise</b>	Any undesired sound or unwanted noise.
<b>Noise contour</b>	Line plotted on a map or drawing connecting points of equal sound level.
<b>Noise-sensitive receptor</b>	Location where noise can interrupt ongoing activities and can result in community annoyance, especially in residential areas. The Board's environmental regulations include schools, libraries, hospitals, residences, retirement communities, and nursing homes as examples of noise-sensitive receptors.
<b>Non-attainment area</b>	An area that the USEPA has classified as not complying with the National Ambient Air Quality Standards (NAAQS) promulgated under the Clean Air Act.
<b>Palustrine wetland</b>	Non-tidal wetland dominated by trees, shrubs, or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
<b>Particulate matter (PM)</b>	Airborne dust or aerosols.
<b>Point source</b>	A distinct stationary source of air or water pollution such as a factory or sewer pipe.

<b>Prime farmland</b>	According to the Natural Resources Conservation Service, land having the best combination of physical and chemical characteristics for producing food, feed forage, fiber, and oilseed crops.
<b>Rail line segment</b>	For the purposes of this EIS, separate portions of the proposed rail line extending between two defined points.
<b>Rail yard</b>	A location or facility with multiple tracks where rail operators switch and store rail cars.
<b>Rare species</b>	Species that have small populations that presently are not in danger or vulnerable, but are at risk.
<b>Right-of-way</b>	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad, or utility line.
<b>Riparian</b>	Of or related to the area immediately adjacent to a stream or river.
<b>Scoping</b>	Scoping is a process designed to examine a proposed project early in the EIS environmental analysis/review process, and is intended to identify the range of issues raised by the proposed project and to outline feasible Alternatives or mitigation measures to avoid potentially significant environmental effects. The scoping process inherently stresses early consultation with responsible agencies, trustee agencies, and any federal agency whose approval or funding of the proposed project will be required for completion of the project. Scoping is considered an effective way to bring together and resolve the concerns of other agencies potentially affected by the project as well as other interested persons, such as the general public, who might not be in accord with the action on environmental grounds.
<b>Section 106</b>	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. § 470).
<b>Service</b>	The official notification and delivery of Board decisions and notices (including environmental documents) by the Secretary of the Board to persons involved in a particular proceeding.
<b>Siding</b>	A track parallel to a main track that is connected to the main track at each end. A siding is used for the passing and/or storage of trains.
<b>Take or taking</b>	Refers to the removal of property, an acquisition of right-of-way, or a loss and/or degradation of species' habitat.

<b>Tank car</b>	A type of freight car that shippers use to ship liquids and liquefied gases in bulk.
<b>Threatened species</b>	A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law.
<b>Threshold for environmental analysis</b>	A level of proposed change in railroad activities that determines the need for SEA's environmental review. SEA first applies the Board's thresholds for environmental analysis at 49 C.F.R. Part 1105. The Board thresholds apply specifically to air quality and noise. For other issue areas, SEA developed appropriate thresholds to guide its environmental review.
<b>Toxic</b>	Toxic refers to effects of, relating to, or caused by a poisonous substance.
<b>Track class</b>	Designation between one and six by the Federal Railroad Administration to characterize the quality and condition of track. The track geometry and type of track structure govern the allowable speed over the track and the level of upkeep to maintain the track. For a Class 3 track the maximum allowable operating speed is 40 mph for freight trains and 60 mph for passenger trains.
<b>Unit train</b>	A train consisting of cars carrying a single commodity, e.g., a coal train.
<b>Verified Statement</b>	A party's sworn statement that provides information to the Board.
<b>Water resources</b>	An all inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, and sloughs.
<b>Wayside</b>	Of or relating to the area adjacent to the railroad track.
<b>Wayside train noise</b>	Train noise adjacent to the right-of-way that comes from sources other than the horn, such as engine noise, exhaust noise, and noise from steel train wheels rolling on steel rails.

**Western Segment**

The portion of the proposed rail line stretching from its junction with RJCP's Wallaceton Subdivision Line to a point just east of the bridge over Moshannon Creek in the village of Winburne. There are two routes for a portion of the Western Segment: the Proposed Action's Wallaceton to Munson Route and the Modified Proposed Action's Alternate Route from Philipsburg to Munson.

**Wetland**

According to 40 C.F.R. Part 230.41, those "areas that are inundated or saturated by surface or ground water 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," generally including swamps, marshes, bogs, and similar areas.