

CHAPTER 5 CUMULATIVE IMPACTS

5.1 METHODOLOGY

The CEQ regulations for implementing NEPA define a cumulative impact as “the impact on the environment which results from the incremental consequences of an action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions” (40 C.F.R. § 1508.7). Cumulative effects include both the direct effects and indirect effects (those effects that occur later in time or farther removed in distance) of a proposed project on a given resource, ecosystem, or community. To assist federal agencies in assessing cumulative impacts under NEPA, CEQ developed a handbook entitled *Considering Cumulative Effects under the National Environmental Policy Act* (CEQ, 1997). SEA followed CEQ’s guidelines in its evaluation of whether planned and reasonably foreseeable projects in the area combined with potential construction and operation impacts of the Proposed Action and its alternatives would cumulatively result in significant adverse environmental impacts.

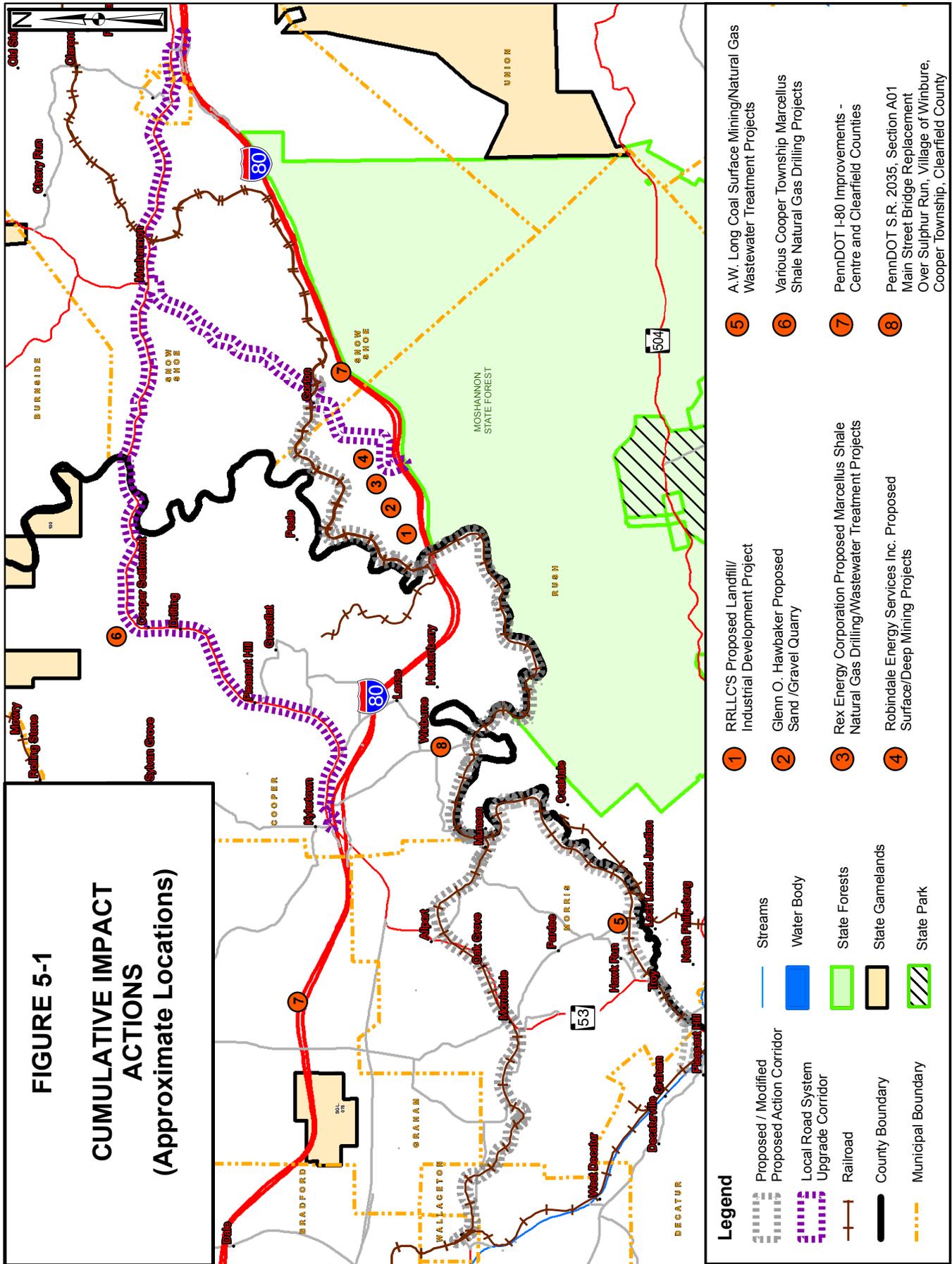
SEA consulted with RJCP, local municipalities, regional planning departments, and state/federal agencies. SEA also conducted public outreach and scoping activities to identify other past, present, and reasonably foreseeable future actions in the general project area. These efforts resulted in the identification of several local and regional actions (see Figure 5-1) that are relatively concurrent geographically and temporally with the Proposed Action. Therefore, SEA included these actions as part of the cumulative impact assessment for the proposed project. These identified actions are described below.

RRLLC’s proposed landfill/industrial development project:

Located directly north of I-80 between the Snow Shoe and Kylertown interchanges in Rush Township, Centre County, RRLLC’s proposed landfill, if permitted by PA DEP, would provide a waste disposal capacity of approximately 40 million tons and allow for a 28-year landfill life, based on an average daily volume of waste equal to 5,000 tons. The proposed permit area would occupy approximately 710 acres, all of which are located within the boundary of property owned by RRLLC. The permit area would include, in addition to the landfill footprint, a soil borrow area, access roads, storm water management facilities, and ancillary structures. The lined landfill footprint area would occupy approximately 274 acres. The proposed landfill would be operated on a 24-hour per day basis, Monday through Saturday, except for national holidays. Accompanying the proposed landfill development would be a proposed industrial park located on lands adjacent to the proposed landfill. The proposed industrial park would be serviced by the new and improved infrastructure (i.e., roads, utilities, water supply/wastewater disposal systems, energy sources, etc.) associated with the development of the landfill project.

Glenn O. Hawbaker proposed sand/gravel quarry:

Glenn O. Hawbaker, Inc. (Hawbaker) expects to mine some 200,000 tons of sand and gravel annually from the larger RRLLC property. Hawbaker has been granted an exploratory permit from PA DEP for the removal of 10,000 tons per year and was authorized to use Gorton Road as the



primary means of access to the site. The precise location of future sand/gravel quarry operations would be determined by the existing and potential future exploratory investigations.

Rex Energy Corporation proposed Marcellus Shale natural gas drilling/wastewater treatment projects:

Rex Energy Corporation (Rex Energy) is seeking to permit a facility in the immediate area of the proposed rail line for processing “frac water” from natural gas extraction in the nearby Marcellus Shale fields of central and southwestern Pennsylvania. Rex Energy has also secured mineral rights to the larger RRLC property as well as many other properties throughout the state to drill for natural gas. Rex Energy anticipates drilling activity in the central Pennsylvania area to increase in 2009 and beyond.

Robindale Energy Services, Inc. proposed surface/deep mining projects:

Robindale Energy Services, Inc. (Robindale) and its affiliates control millions of tons of coal reserves in the project area that could be transported by rail. Robindale indicates that it holds the rights to approximately one million tons of proven coal reserve and an additional ¾ million tons of unproven coal reserve to be removed by surface mining methods from areas on the larger RRLC property. In addition, Robindale is developing six to ten million tons of deep mine coal reserves in Cooper Township near Winburne. Robindale also controls property adjacent to the proposed railroad right-of-way where it plans to load coal into railcars. Once these sites reach full production, Robindale could ship as much as 30,000 to 50,000 tons per month over the proposed rail line should the Board grant RJCP’s proposal.

A.W. Long Coal surface mining/natural gas wastewater treatment projects:

A.W. Long Coal Company (A.W. Long) operates two small coal mines near Hawk Run, one of which is adjacent to RJCP’s proposed rail line. Given the adjacent location, A.W. Long has expressed interest in using the proposed rail line if approved by the Board. A.W. Long indicates that it would ship approximately 10 cars of coal per month on the proposed rail line, which would potentially allow for expansion in the geographic market. Additionally, A.W. Long owns a former water treatment plant and has identified a prospective tenant who is interested in locating a “frac water” processing facility there. The prospective tenant anticipates shipping approximately 20 tanker cars per week (10 loaded and 10 empty) associated with this proposed water treatment plant.

Various Cooper Township Marcellus Shale natural gas drilling projects:

Coordination with Cooper Township officials indicates that several private property owners have leased their properties for natural gas drilling. These properties are primarily located along S.R. 0053 and are concentrated in the area of German Road. Several properties are reported to have already been permitted for drilling by PA DEP.

PennDOT I-80 Improvements – Centre and Clearfield Counties:

As part of its ongoing I-80 improvements, PennDOT Engineering District 2-0 is proposing to rehabilitate four bridges in Cooper and Graham Townships, Clearfield County, and to restore

approximately 14 miles of pavement from Milepost 138 to Milepost 152 in Rush and Snow Shoe Townships, Centre County. These planned highway improvement projects are intended to maintain the long-term viability of traffic operations on I-80, as a major east-west route through central Pennsylvania.

PennDOT S.R. 2035, Section A01 – Main Street Bridge Replacement over Sulphur Run, Village of Winburne, Cooper Township, Clearfield County:

This project is self-explanatory.

The first five entities listed above have expressed strong interest in the use of the proposed rail line should it be approved by the Board. All of these entities have submitted letters to SEA in support of RJCP's proposed project. The remaining three actions consist of various private properties leased/permitted for Marcellus Shale natural gas drilling and two planned PennDOT highway/bridge improvement projects. While the exact location, physical extent, and limits of disturbance (i.e., the defined boundaries for the specific area of land to be impacted) are unknown at this time for most of these actions, SEA was able to draw general conclusions about potential cumulative impacts of the proposed rail line project. Cumulative impacts include the direct and indirect project impacts associated with both construction and operation of the proposed rail line. This analysis differentiates, where appropriate, between cumulative impacts associated with short-term, but overlapping, construction impacts and longer-term, overlapping impacts associated with rail operations.

Each of these actions would be permitted and reviewed by the appropriate regulatory authorities pursuant to all applicable environmental rules and regulations. Beyond the Proposed Action, SEA has no jurisdictional authority or regulatory oversight over these other actions. This EIS is not intended to be, nor should it be construed as, the environmental clearance document for these other actions. These other actions and their potential environmental impacts are only discussed here for the express purpose of assessing cumulative impacts of the proposed rail line project.

5.2 IMPACT ANALYSIS

SEA identified the combined interaction of the Proposed Action and its alternatives and the other planned and reasonably foreseeable actions described above. From this combined interaction, SEA was able to qualitatively identify potential cumulative impacts for the environmental resource categories described in Chapters 3 and 4. Potential cumulative impacts under each environmental resource category are described below.

5.2.1 Transportation and Safety

Impact categories evaluated under Transportation and Safety include local road traffic/grade crossing delay, rail operations, and rail operations safety. As previously noted, the first five entities listed above have expressed strong interest in the use of the proposed rail line should it be approved by the Board. The proposed landfill/industrial development project, sand and gravel quarry, Marcellus Shale natural gas drilling/wastewater treatment projects, surface/deep mining projects, and surface mining/natural gas wastewater treatment projects would have a direct bearing on grade crossing delay, rail operations, and rail operations safety because they would generate the bulk of rail traffic

associated with the proposed rail line. Therefore, SEA does not anticipate that these actions would result in cumulative grade crossing delay, rail operations, or rail operations safety impacts beyond the direct impacts that have already been documented in Chapter 4, Environmental Impacts. Similarly, the various Cooper Township Marcellus Shale natural gas drilling operations and the proposed PennDOT highway/bridge improvement projects are not anticipated to have cumulative impacts on grade crossing delay, rail operations, or rail operations safety because they have no foreseeable railroad involvement (RJCP or otherwise).

However, it is reasonably foreseeable that the various Cooper Township Marcellus Shale natural gas drilling operations (and the associated increase of truck traffic on local roadways), when combined with the potential increased volume of truck traffic associated with the Local Road System Upgrade alternative, could result in adverse cumulative impacts to local road traffic. These combined activities would potentially result in an even greater volume of truck traffic on local roadways, including S.R. 0053 and S.R. 0144.

5.2.2 Land Use

Cumulative impacts to land use would likely result from the incremental impacts of the Proposed Action and its alternatives when combined with the reasonably foreseeable impacts of the other actions. Impacts to land use would vary depending on each action. For example, the proposed landfill development or a new surface coal mining operation would require earth disturbances such as clearing and excavation and would result in the physical conversion of relatively large acreages of land from pre-development land uses (i.e., abandoned/reverting strip mine areas, undeveloped forestland, etc.). PennDOT's proposed S.R. 2035 bridge replacement project would impact a relatively minor amount of land through the potential acquisition of right-of-way from adjacent private property owners. The cumulative land use impact would be the summation of all the anticipated land use changes associated with each individual action.

While the exact location, physical extent, and limits of disturbance are unknown at this time for most of these other actions, it is reasonable to conclude that their incremental impact to land use when combined with the proposed rail line would result in greater cumulative impacts to land use. That cumulative impact would be defined by the individual impact acreages of each respective action. Likely cumulative impacts include the loss of several hundred acres of undeveloped forestland, the conversion of abandoned/reverting strip mine areas, and other minor-acreage impacts to private properties. However, the larger planned earth disturbance projects (e.g., the proposed landfill and mining activities) would likely require eventual site restoration mitigation as part of their respective permit conditions. It is common practice that regulatory permits issued by PA DEP for large-scale projects of this nature typically require some form of site restoration as mitigation once the permitted activity is complete. This mitigation would not necessarily revert the land use and land cover back to predevelopment conditions but would likely include regrading and reforestation measures to reduce long-term cumulative impacts. Public properties (i.e., state forests, state parks, state game lands, or local parks) would not be impacted from a cumulative land use perspective.

5.2.3 Energy Resources

Cumulative impacts to energy resources would likely result from the incremental expenditure of fuel for the construction and operation of the proposed rail line when combined with the reasonably

foreseeable expenditure of fuel associated with the construction and operation of the other actions. While difficult to quantify, construction and operation of the individual actions would require the expenditure of fuel to power the appropriate equipment and machinery. These individual fuel requirements would result in a cumulative energy impact that exceeds the estimated annual fuel requirement of the proposed rail line alone. SEA estimates that cumulative impacts to energy resources (i.e., the estimated annual fuel requirement) would at least be double, if not triple, that of the proposed rail line alone. However, several of the other actions would actually produce energy resources. In particular, RRLLC's proposed landfill, Rex Energy's proposed Marcellus Shale natural gas drilling, Robindale's proposed coal mining, A.W. Long's existing coal mining, and the Cooper Township Marcellus Shale natural gas drilling projects would all result in the development of energy resources through waste to energy conversion (i.e., capturing reusable methane gas from the landfill) and mineral/energy resource extraction (i.e., coal mining and natural gas drilling). Therefore, there could be a net positive (increase) cumulative impact to energy resources.

5.2.4 Air Quality

Similar to energy resources, cumulative impacts to air quality would likely result from the incremental expenditure of fuel for the construction and operation of the proposed rail line when combined with the reasonably foreseeable expenditure of fuel associated with the construction and operation of the other actions. The cumulative consumption of energy resources (i.e., an increased annual fuel requirement) would result in cumulative impacts to air quality (i.e., an associated increase in mobile source emissions generated by vehicles, equipment, and machinery burning that fuel). While difficult to quantify, construction and operation of the individual actions would require the expenditure of fuel to power the appropriate equipment and machinery. These individual fuel requirements would result in an associated emission of criteria pollutants, which would result in a cumulative air quality impact that exceeds the estimated annual mobile source emissions of the proposed rail line alone. SEA estimates that cumulative impacts to air quality (i.e., the estimated annual mobile source emissions) would at least be double, if not triple, that of the proposed rail line alone. However, given the rural, undeveloped character of eastern Clearfield County and western Centre County, cumulative impacts to regional air quality would not be significant and would not likely affect the attainment levels for emissions adversely.

5.2.5 Noise and Vibration

Construction and operation of the proposed rail line would result in both noise and vibration impacts to adjacent properties. While these impacts are anticipated to be relatively minor in extent and severity, the individual construction and operation of the other actions would also result in potential noise and vibration impacts. For example, PennDOT's proposed I-80 Improvements Project, RRLLC's proposed landfill and Hawbaker's proposed quarry would require the operation of heavy equipment and construction machinery that would generate temporary noise and vibration impacts. Thus, cumulative noise and vibration impacts would likely result from the incremental impacts of the proposed rail line when combined with the reasonably foreseeable noise and vibration impacts of the other actions.

The cumulative noise and vibration impacts from construction of the other actions would be temporary and limited in duration, extent, and magnitude. The more lasting cumulative noise and vibration impacts would come from the long-term operation of the other actions when combined

with that of the proposed rail line. However, these cumulative operations-based noise and vibration impacts would be somewhat offset by the undeveloped/uninhabited nature of the respective project areas for each individual action. One exception would be the various Cooper Township Marcellus Shale natural gas drilling operations, which would take place on private properties adjacent to potential noise/vibration-sensitive land uses including residences.

5.2.6 Biological Resources

Impact categories previously evaluated under the Biological Resources heading in Chapter 4 include vegetation and wildlife, threatened and endangered species, and vermin/vectors for disease. From a cumulative impact perspective, it is reasonably foreseeable that incremental impacts of the proposed rail line when combined with the varied biological resource impacts of the other identified actions would likely result in a collectively greater impact to biological resources.

Acreage impacts to major vegetative communities/wildlife habitats were quantified in Chapter 4 based on the anticipated construction and operation impacts of the proposed rail line. Given the physical, earth-disturbing nature of the other identified actions, it is reasonable to conclude that these other actions would also result in acreage impacts to vegetative communities/wildlife habitats. The actual acreage impacts would be dependent on the particular location, physical extent, and limits of disturbance associated with each individual action which, in turn, would be dictated by the site development plans for each action. While impossible to quantify without exact locations and specific limits of disturbance, SEA has concluded that cumulative impacts to vegetative communities/wildlife habitat would consist of impacts to a diverse mixture of old field/herbaceous, shrub, and forest community/habitats. SEA has also concluded that given the differences in impact between a linear railroad corridor and a large block development project (i.e., a landfill, quarry, surface mine, etc.), the incremental impact to vegetation and wildlife of the proposed rail line when combined with the vegetation and wildlife impacts of the other actions would be substantially greater than that of the proposed rail line alone. In addition, the Black Moshannon Landscape Conservation Area could potentially be adversely affected by the cumulative impacts of the potential development activities of the other actions located in this area. Conversely, neither the Black Moshannon State Park/State Forest Important Bird Area nor the Southern Sproul State Forest Important Bird Area is anticipated to be cumulatively impacted due to their primary location on publicly owned land. Likewise, neither the Snow Shoe Moshannon Biological Diversity Area nor the Snow Shoe Swamp Biological Diversity Area is anticipated to be cumulatively impacted due to their location in Snow Shoe Township, which has strict land use/development zoning controls.

SEA does not anticipate significant impacts to threatened and endangered species associated with the combined effects of the proposed rail line and the other identified actions. Impacts to threatened and endangered species are regulated by USFWS pursuant to the Endangered Species Act and corresponding state laws for both public and private land development projects. These impacts are typically fully mitigated via the applicable environmental review/permit authorization process. A number of potential threatened and endangered species have been identified by the resource agencies as potentially occurring in the general vicinity of RRLLC's proposed landfill project (and presumably in the general vicinity of the other identified actions as well given their proximity to the proposed rail road and landfill projects). These species include the following:

- Bald Eagle (*Haliaeetus leucocephalus*) – Former Federal Threatened Species,
- Indiana Bat (*Myotis sodalis*) – Federal Endangered Species,
- Northeastern Bulrush (*Scirpus ancistrochaetus*) – Federal Endangered Species,
- Small-whorled Pogonia (*Isotria medeoloides*) – Federal Threatened Species,
- Timber Rattlesnake (*Crotalus horridus*) – PA Candidate Species, and
- Alleghany Woodrat (*Neotoma magister*) – PA Threatened Species.

Field surveys for each of these species have been conducted by qualified biologists as part of the environmental studies for the proposed landfill project. While potential habitat was identified for each species, only the timber rattlesnake was identified as being present in the project area. As documented in the PA DEP landfill permit application (April 2006), the proposed landfill project would adversely affect the identified timber rattlesnake habitat areas. However, this species is classified as a Pennsylvania Candidate Species and is not listed as an actual threatened or endangered species. Therefore, the timber rattlesnake is not afforded the same level of protection nor does it carry the same level of regulatory oversight/management as that of listed threatened and endangered species. For example, the PFBC has established an annual harvest season for timber rattlesnakes within Pennsylvania when people possessing the proper permit can legally kill one timber rattlesnake per year.

Finally, SEA evaluated potential cumulative impacts for vermin/vectors for disease. SEA evaluated this impact based on comments received during the public scoping process. Given the application of NS' strict municipal solid waste transportation requirements, SEA determined that the impact of the proposed rail line on increased vermin/vectors for disease would be negligible. SEA has determined that reasonably foreseeable cumulative impacts to vermin/vectors for disease for the proposed rail line combined with the collective impacts of the other actions would also be negligible. This determination is based, in part, on the conclusion that the other actions would not have a noticeable bearing on vermin/vectors for disease. Given the current regulatory mandates and modern handling/treatment technologies associated with new landfill projects, SEA does not anticipate any noticeable impact on vermin/vectors for disease associated with the construction and operation of the proposed landfill. The design and management of sanitary landfills are strictly regulated by PA DEP and USEPA. These regulations include buffers between the landfill and adjacent properties and daily soil coverage to provide for safe and sanitary operations (Pennsylvania Solid Waste Management Act - Act 97 of 1980, as amended). Thus, SEA has determined that cumulative impacts associated with increased potential for vermin/vectors for disease would be negligible.

5.2.7 Water Resources

Impact categories previously evaluated in Chapter 4, Water Resources, include wetlands and watercourses, groundwater and public water supplies, and floodplains. SEA has preliminarily concluded that the incremental water resource impacts of the proposed rail line, when combined with the water resource impacts of the other actions, could potentially result in cumulative impacts that

exceed that of the proposed rail line alone. Given the physical, earth-disturbing nature of the other identified actions, it is reasonable to conclude that these other actions would also potentially result in impacts to wetlands and watercourses. The actual impacts would be dependent on the particular location, physical extent, and limits of disturbance of each individual action which, in turn, would be dictated by the site development plans for each action. While impossible to quantify without exact locations and specific limits of disturbance, SEA has concluded that cumulative impacts to wetlands and watercourses would likely consist of impacts to a combination of PEM, PSS, and PFO wetlands and watercourses. However, wetland and watercourse impacts are regulated at both the state and federal level by PA DEP and USACE, respectively. Individual project impacts are typically mitigated in full, or in excess of full when the designated mitigation ratio is greater than 1:1 (e.g., 1 acre of wetland impact is mitigated by the creation of 2 acres of replacement wetland), as part of the applicable environmental review/permit authorization process. Nonetheless, each of the other actions has the potential to result in individual wetland and watercourse impacts (pursuant to their permitted authorizations), which, when evaluated collectively, would result in reasonably foreseeable cumulative impacts that quantitatively exceed the reported wetland and watercourse impacts of the proposed rail line alone.

SEA considered the likely geological disturbance activities associated with each of the other actions when evaluating potential cumulative impacts to groundwater resources and public water supplies. SEA considered the applicable environmental review/permit authorization processes that each respective action would be subject to and assumed that all the other actions would be completed in accordance with the applicable permitted authorizations. As a result, SEA does not anticipate RRLC's proposed landfill/industrial development project, Hawbaker's proposed sand/gravel quarry, Robindale Energy Services' proposed surface mining projects, or PennDOT's proposed highway/bridge improvement projects to result in groundwater impacts. However, given the geologically intrusive nature of natural gas drilling operations and the large volume of water used in the hydraulic fracturing process, SEA was unable to render a determination about the potential impact to groundwater resources associated with this action. While Pennsylvania law requires drillers to case and grout wells through all fresh water aquifers before drilling to deeper zones, the technologies associated with the deep drilling required for extracting Marcellus Shale natural gas deposits are new to Pennsylvania. There appears to be growing concern (particularly in rural areas) about potential groundwater impacts caused by the hydraulic fracturing process associated with drilling operations. Because of these natural gas drilling projects, SEA was unable to render a conclusion about the reasonably foreseeable cumulative impacts to groundwater resources.

When evaluating potential cumulative impacts to floodplains, SEA considered the topographic position of the greater RRLC property as well as the regulatory 100-year floodplains currently mapped in the area by FEMA. Given the "mountaintop" geography of much of the RRLC property, SEA does not foresee significant floodplain encroachment associated with the other actions. One exception would be PennDOT's proposed bridge replacement project over Sulphur Run. PennDOT is required to design bridge replacements that do not increase the 100-year water surface elevation and avoid impacts to the floodplain. Thus, SEA has determined that any potential cumulative floodplain impacts would be negligible.

5.2.8 Socioeconomics

In Chapter 4, SEA evaluated the socioeconomic impacts of the Proposed Action and its alternatives by examining potential impacts to demographics and employment, community facilities and services, and parks and recreation facilities. For the additional actions, SEA found potential positive cumulative impacts to employment in the form of economic opportunity and job creation. For example, RRLLC's proposed landfill development project would reportedly generate approximately 69 new jobs with a total annual earned income of \$2.5 million. It is reasonably foreseeable that several of the other actions would also result in new jobs and other forms of economic opportunity.

Exclusive of PennDOT's proposed highway/bridge improvement projects, the remainder of the other actions would take place entirely on private property. Therefore, SEA does not foresee any physical cumulative impacts to demographics, community facilities and services, or parks and recreation facilities. While a number of local residents have submitted comments about the loss of recreational opportunity associated with these other actions, any recreational activities taking place on private property would constitute trespassing and would violate the law. Accidents or emergency situations that might occur at the sites of these other proposed land development actions might result in a potential increased demand for emergency response services. However, this potential increase in emergency response service demand would likely be within the existing service capacity of the various local and regional service providers. Thus, SEA has determined that potential cumulative impacts to socioeconomics of the proposed rail line when combined with the other actions would be negligible.

5.2.9 Environmental Justice

As identified in Chapter 3, Affected Environment, the project area appears to contain a potential low-income environmental justice population. SEA evaluated the potential environmental justice implications of the Proposed Action and its alternatives. SEA considered the direct and indirect impacts to residential properties combined with the overall potential for disruption of community cohesion. In Chapter 4, SEA only evaluated the Western Segment because of the undeveloped land uses and the complete lack of residential properties, private driveway crossings, and public road crossings within the Eastern Segment. Like the Eastern Segment, a number of the other actions (i.e., RRLLC's proposed landfill/industrial development project, Hawbaker's proposed quarry, Rex Energy's proposed natural gas drilling operations, etc.) would be located on fairly remote private property removed from developed residential areas. Furthermore, SEA determined that these other actions might have a positive impact to the local low income environmental justice populations because of the potential for economic opportunity and job creation. Therefore, SEA has determined that potential cumulative impacts to environmental justice of the proposed rail line when combined with the other actions would be negligible.

5.2.10 Geology and Soils

Given the geologically intrusive nature of the other actions (i.e., a landfill, quarry, coal mining, natural gas drilling), SEA has determined that cumulative impacts to geology and soils would greatly exceed impacts caused by the proposed rail line alone. Given the physical, earth-disturbing nature of the other actions, it is reasonable to conclude that these other actions would result in impacts to both geology and soils. The actual impacts would be dependent on the particular location, physical

extent, and limits of disturbance of each individual action which, in turn, would be dictated by the site development plans for each action. However, each of these other actions would be subject to the applicable environmental review/permit authorizations and subsequently would be regulated by the appropriate state and/or federal agencies that have jurisdiction over such actions. Thus, the impact to geology and soils associated with these other actions would be limited to their regulatory permit authorization and mitigated accordingly.

5.2.11 Hazardous Waste Sites/Hazardous Materials Transport

As stated in Chapter 4, there are noticeable differences in potential hazardous/residual waste sites between the Proposed Action and the Modified Proposed Action. The Proposed Action (via the Wallaceton to Munson Route) could impact or be impacted by up to seven adjacent, known hazardous/residual waste sites. Conversely, the Modified Proposed Action (via the Alternate Route from Philipsburg to Munson) is not anticipated to impact or be impacted by any identified hazardous/residual waste sites. Despite these differences in potential hazardous/residual waste sites between the Proposed Action and the Modified Proposed Action, SEA has determined that, due to the rural undeveloped nature of the locations of the other actions and their apparent lack of hazardous/residual waste sites, the cumulative impact on hazardous/residual waste sites would be considered negligible.

RJCP does not plan to transport hazardous materials over the proposed rail line at this point in time. As reported in its initial and subsequent filings to the Board ([see Appendix C](#)), RJCP anticipates transporting municipal solid waste, coal, stone, and “frac water” over the proposed rail line. The transport of waste to RRLLC’s proposed landfill would only consist of municipal solid waste, as RRLLC’s proposed landfill would not be permitted to accept hazardous waste. Similarly, USEPA classifies “frac water” as a residual waste material, not a hazardous material. Therefore, no hazardous materials are anticipated to be transported via the proposed rail line at this time.

Commodities to be transported in association with RRLLC’s future industrial park are unknown at this point in time. Given these unknown future materials, it is possible that hazardous materials could be included. Should hazardous materials be included in the future, RJCP would be required to comply with all USDOT, USEPA, and PA DEP rules and regulations governing the transport of such materials as well as any applicable NS hazardous materials transportation requirements ([see Appendix E](#)). Thus, SEA has determined that reasonably foreseeable cumulative impacts associated with the transport of hazardous materials would be negligible.

5.2.12 Cultural/Historic Resources

As identified in Chapter 3, the roadbed of the Proposed Action (via the Wallaceton to Munson Route), formerly known as the Beech Creek Railroad, has been identified as a linear historic district eligible for listing on the National Register. Additionally, one National Register-listed property (i.e., St. Severin’s Old Log Church) and three potentially National Register-eligible properties were identified along S.R. 0053 and S.R. 0144 as part of the environmental studies conducted for the Local Road System Upgrade alternative. As discussed in Chapter 4, SEA determined, and PHMC concurred, that the proposed rail line would have no effect on cultural/historic resources.

Given the rural undeveloped character of the private properties in the project area, SEA has concluded that it is reasonably foreseeable that these other actions would not individually or

collectively result in significant cultural/historic resource impacts. While it is unknown if these areas contain any remaining archaeological deposits, it is reasonable to conclude that the 100+ year history of surface strip mining operations, logging, and other resource exploitation activities conducted in this general area have likely compromised the archaeological integrity of the region as a whole. Therefore, SEA has determined that potential cumulative impacts to cultural/historic resources of the proposed rail line combined with that of the other actions would be negligible.