

APPENDIX J – June 2017 Addendum
to
**UNITED STATES ARMY CORPS OF ENGINEERS
PITTSBURGH AND BALTIMORE DISTRICTS**



**FINAL ENVIRONMENTAL ASSESSMENT
for the
PENNSYLVANIA PIPELINE PROJECT
CROSSING FEDERALLY OWNED PROPERTIES
ADMINISTERED BY THE U.S. ARMY CORPS OF
ENGINEERS
(ASSOCIATED WITH CONEMAUGH RIVER LAKE,
LOYALHANNA LAKE AND
RAYSTOWN LAKE)**

December 2016

*Appendix J – Environmental Assessment of Raystown
Lake Temporary Parking Area*

July 2017

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ATTACHMENT

ATTACHMENT	TITLE
Attachment 1.	Pennsylvania Natural Diversity Online Review Documentation

LIST OF ACRONYMS

CaB	Calvin shaly silt loam, 3 – 8 percent slopes
CaC	Calvin shaly silt loam, 8 - 15 percent slopes
CRMP	Cultural Resources Management Plan for Raystown Lake
EA	Environmental Assessment
ESCGP-2	Pennsylvania Department of Environmental Protection, Erosion and Sedimentation Control General Permit-2
FONSI	Finding of No Significant Impact
HDD	horizontal directional drill
NEPA	National Environmental Policy Act
PADEP	Pennsylvania Department of Environmental Protection
PNDI	Pennsylvania Natural Diversity Inventory
SPLP	Sunoco Pipeline, Limited Partnership
USACE	United States Army Corps of Engineers

1.0 INTRODUCTION

This document is appended to the Amendment to the Final Environmental Assessment (EA) of the Pennsylvania Pipeline Project (Project) crossing United States Army Corps of Engineers' (USACE) properties at Loyalhanna Lake, Conemaugh River Lake, and Raystown Lake¹. This document assesses the environmental impacts of the construction and use of a temporary parking area at the federally-owned property administered by the USACE at Raystown Lake, in Huntingdon County, Pennsylvania. The purpose of this temporary parking area is to offset the temporary occupation in the Mushroom parking lot by the Sunoco Pipeline L.P.'s (SPLP's) Project-related horizontal directional drill (HDD) construction equipment, materials, and workspace that are being used to construct the segment of pipeline crossing Raystown Lake. The temporary parking lot provides an alternative location for much-needed parking during the busy summer recreation season, for use by the recreating public at Raystown Lake.

This assessment has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 as amended, and applicable laws, regulations, and USACE policy.

1.1 Background and Purpose and Need

In January 2014, SPLP began coordinating with the USACE with submittal of a right of entry/application request for permission to access USACE properties to conduct civil and environmental surveys for the Project. For over three years, USACE and SPLP coordinated to complete the extensive, defined USACE approval process for reviewing / considering whether to issue an easement and license to allow the Project to be sited and constructed across USACE lands. USACE had numerous meetings with SPLP, prepared an EA, published a Notice of Availability of the Draft EA, and provided the Draft EA for a 30-day public comment period, as summarized in the Final EA. The USACE did not receive any comments on the Draft EA during the 30-day comment period, which ended November 11, 2016. The USACE published the Final EA in December 2016, and subsequently issued real estate easements and license agreements authorizing the Project to be sited and constructed on its lands.

The Project commenced construction in February 2017. Due to a longer than anticipated construction duration that extended into the busy summer recreation season at Raystown Lake, it became necessary to provide alternative parking for use by the recreating public in the Seven Points Recreation Area. The purpose of the temporary parking area is to offset the temporary occupation of the Mushroom parking lot by Project-related HDD construction equipment, materials, and workspace that are being used to construct the segment of the 20-inch diameter pipeline that will cross Raystown Lake. The temporary parking lot will serve as mitigation to replace the occupied parking space and serve the needs of the recreating public during the busy summer recreation season, until ongoing HDD and Project construction activities are completed. After the 20-inch and the 16-inch Project pipelines have been installed and the HDD equipment and materials are removed from the Mushroom parking area, the temporary parking area will be removed because it will no longer be needed.

¹ The Final EA dated December 2016, and is available at:
<http://www.nab.usace.army.mil/Missions/Regulatory/Public-Notices/Public-Notice-View/Article/970119/notice-of-availability-final-ea-and-fonsi-for-pennsylvania-pipeline-project-cro/>

This EA has been prepared as an appendix serving both the Final EA and the subsequent EA Amendment, to satisfy the requirement to consider all relevant environmental impacts of this new, temporary parking area.

For brevity, where the baseline/”affected environment” information for the analysis was taken directly from the Final EA, this EA addendum does not repeat the source/reference citation, as it is already cited and referenced within the Final EA.

1.2 Description of the Proposed Action: Temporary Parking Area

The temporary parking area is approximately 0.4 acre in size and is located approximately 1,300 feet (0.25 mile) north-northwest of the Mushroom parking area (Figure 1). This parking lot was constructed by the contractor in mid-May, 2017 in anticipation of a period of extreme need for guest parking on Memorial Day Weekend.

The temporary parking area was sited in a cleared, open grassy area on the west side of Seven Points Road, approximately 600 feet (0.11 mile) east of Valley Camp campsites, approximately 1,050 feet (0.20 mile) south of the Raystown Lake Visitor’s Building, approximately 1,600 feet (0.30 mile) west of the marina, and approximately 2,200 feet (0.42 mile) north of Point Camp campsites (measured directly “as the crow flies”; traveling by road would add distance) (Figure 1).

To construct the temporary parking area, the contractor first mowed the grassy area, and stripped the topsoil from the area and stockpiled the topsoil at the back (west side) of the parking area, storing it adjacent to the parking area. The stockpiled topsoil was stabilized and seeded to prevent erosion and sedimentation, and orange safety fencing was installed. The site was graded and leveled enough to accommodate parking. Geotextile fabric was placed across the entire area, and a 6-inch thick base of AASHTO #1 (3½ inch by 1½ inch) gravel, chocked with coarse sand (or approved equivalent), was placed on top of the fabric, and rolled/compacted. A 2-inch thick base of compacted gravel 2A (1½ inch), choked with coarse sand (or approved equivalent) was placed on top, and rolled/compacted. Two gravel entrances were installed to facilitate entry and exit, connecting the parking area with Seven Points Road. Compost filter sock was placed along all downslope sides of the parking area and topsoil stockpile to protect against erosion and sedimentation. Figure 2 shows the temporary parking lot on an aerial photo base, including dimensions, topography, existing vegetation, gravel placement and specifications, and erosion and sedimentation controls.

Figure 1. Location of Temporary Parking Area in Relation to Mushroom Parking Area and Raystown Lake Seven Points Recreation Area



Figure 2. Temporary Parking Lot Site Plan



2.0 ALTERNATIVES CONSIDERED

The site selected for the temporary parking lot was the closest location to the Mushroom parking area (that it was intended to replace) that provided adequate space and was unforested (i.e., in an open grassy area that did not require tree clearing). The site had no environmental or other constraints that made it unsuitable for a temporary parking area. There were no closer alternatives that did not involve forest/tree clearing, and no known better alternatives that were further away. Therefore, the site for the temporary parking area was selected as the preferred site.

A brief discussion of the No Action Alternative is presented below.

2.1 No Action Alternative

Under the No Action Alternative, USACE would not install a temporary parking area to replace guest parking space that was occupied by the HDD equipment and pipeline installation activities. The busy summer recreation season results in increased visitorship, resulting in increased need for parking, but reduced parking space. The lack of enough parking areas would result in “parking pressure” which may force guests to park on the sides of roads or to park much further away from their destination camping and recreation areas. This would result in potentially more dangerous traffic situations (with cars on the sides of narrow roads in the Seven Points Recreation Area), and potentially less satisfied guests. Not having a place for guests to park is not considered to support the USACE’s mission for Raystown Lake, of providing recreational opportunities to the public, and therefore, the No Action Alternative was not selected as a preferred alternative.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL IMPACTS

The following sections discuss the Affected Environment and the Environmental Impacts, by resource type.

3.1 Geology and Soils

Geology

The geology of the temporary parking area is the same as described in the main EA for this Project.

No changes to geology are anticipated to result from the creation and temporary use of the temporary parking area. No impacts to geological resources are expected.

Soils

The soil type in the temporary parking area is Calvin shaly silt loam, 3 to 8 percent slope (CaB) in the eastern one-third of the parking area and Calvin shaly silt loam, 8 to 15 percent slope (CaC) in the western two-thirds of the parking area. As the original EA (Section 3.1) reported, these soil types characteristically do not have shallow depth to bedrock (approximate depth to bedrock 20 to 40 inches), only slight susceptibility to erosion by water and wind, and a moderate to high potential for soil compaction. These soils are not listed as Prime Farmland, but are listed as Farmland of Statewide Importance, although the site of the temporary parking areas was not currently or recently farmed.

The primary potential soil impacts from the temporary parking area would stem from surface disturbances that expose soils to potential risk of erosion (which can be a water pollutant if it reaches wetlands and waterbodies and a nuisance/respiratory irritant to visiting guests), possible mixing of topsoil and subsoil, and possible soil compaction (both of which can inhibit revegetation of the site upon restoration). These potential impacts to soil resources would be temporary, and would be mitigated if needed by actions taken during construction and restoration.

Topsoil in the 0.4-acre temporary parking area was stripped and stockpiled onsite (adjacent to the parking area) before placement of the geotextile fabric and gravel to create the new temporary parking area. The stockpiled soil has been stabilized and seeded in accordance with Pennsylvania Department of Environmental Protection (PADEP) standards for erosion and sedimentation control, and an orange safety fence was installed between the parking area and the stockpile. Although a soil disturbance permit was not required (because the acreage disturbed was less than 1 acre), the parking lot installation contractor consulted with the Huntingdon County Conservation District before these soil disturbance activities to confirm that the plan was consistent with the District's standard best management practices. This consultation was conducted as a USACE/Raystown Lake activity, as a separate activity from, and not specifically part of, SPLP's Erosion and Sedimentation Control General Permit (ESCGP-2) for the Pennsylvania Pipeline Project.

The removal and stockpiling of topsoil from the temporary parking area will help to minimize any compaction of the soil and foster revegetation upon restoration of the site. When pipeline construction is complete, the HDD equipment will be removed from the Mushroom parking area and the temporary parking area will no longer be needed. At that time, the gravel and geotextile fabric will be removed from the temporary parking area, and the stockpiled topsoil will be replaced on top of the subsoil and seeded for permanent stabilization. Erosion and sedimentation controls will remain in place until revegetation (and soil stabilization) is successful. If decompaction is warranted (based on lack of revegetation success and the results of compaction testing), decompaction procedures would be applied as needed.

Accordingly, no significant adverse impact on soils is expected from the creation, use, and restoration of the temporary parking area.

3.2 Water Resources

The temporary parking area would not impact groundwater supplies or floodplains because it is not located in a designated sole-source, Primary, or Principal Aquifer area, near known groundwater wells, and is not in a floodplain.

The temporary parking area is located at a topographical high point, and a field review confirmed that no streams or wetlands are present in or immediately adjacent to the temporary parking area. No direct impacts to streams or wetlands have resulted from the temporary parking area.

Potential indirect impacts from erosion of disturbed soils and sedimentation into downhill streams and wetlands is prevented and minimized through the installation of erosion and sedimentation controls in accordance with PADEP's prescribed best management practices. Specifically, compost filter sock has been installed and maintained on the downslope sides of the parking area

and the stockpiled topsoil, and will remain for as long as it is needed (until soils are permanently stabilized).

Accordingly, no impacts to groundwater, floodplains, streams, or wetlands are anticipated.

3.3 Vegetation

The site of the temporary parking area consists of an open grassy area surrounded by forest on the north, south, and west sides, and a row of trees along the east side where it meets Seven Points Road. No tree clearing was required to create the parking area with the gravel combination described in Section 1.2.

The impacts to vegetation consist of the temporary removal of the grassy vegetation (through the segregation of topsoil) and covering the parking area with gravel for a period of time. Once the temporary parking area is no longer needed, the topsoil will be restored and seeded to restore the grassy vegetation.

Accordingly, impacts to vegetation will be minor and temporary.

3.4 Biological Resources (Wildlife and Rare/Threatened/Endangered Species)

Wildlife

The most common wildlife species that are expected to occur on USACE properties were previously listed in the Final EA for the Project.

The 0.4-acre temporary parking area is mainly a grassy/herbaceous habitat surrounded by forest on three sides, and Seven Points Road and another expansive maintained grass area to the east of the road. Being a relatively small, grassy area that is routinely maintained by mowing, the site of the parking area itself would not be expected to be a major habitat supporting significant numbers of individuals or an extensive variety of common wildlife species. Furthermore, this site is relatively continuous with other large areas of the same maintained grassy habitat at Raystown Lake, and there is an abundance of similar habitat available nearby that mobile terrestrial wildlife who are suited to grass areas can use. The site has a notable lack of stream and wetland habitat, and some less mobile wildlife such as mussels, benthic aquatic organisms, and salamanders would not be expected in this area. No tree clearing is required to create the temporary parking area; consequently, impacts to nesting birds, if present, would be expected to be negligible to minor, and limited to potential indirect effects of increased human presence (noise and activity) in the parking area.

Accordingly, impacts on common wildlife species are expected to be minimal as a result of the temporary parking area.

Rare, Threatened, and Endangered Species

The USACE conducted an online Pennsylvania Natural Diversity Inventory (PNDI) search focused on the temporary parking area location and a 500-foot buffer surrounding the site on June 1, 2017. The online search tool reviews project locations to determine if there are any agency records of listed/protected threatened/endangered wildlife or plant species, or species or

communities of special concern. Based on this review, PNDI records indicated “No impact is anticipated to threatened and endangered species and/or special concern species and resources” as a result of establishing the temporary parking area. Based on the PNDI documentation, no further project-specific review is required from the U.S. Fish and Wildlife Service under the Endangered Species Act, or with the Pennsylvania (PA) Game Commission, the PA Fish and Boat Commission, and the PA Department of Conservation and Natural Resources (Attachment 1). USACE is not aware of the presence of any threatened or endangered species that is unrecorded in the temporary parking area.

Accordingly, no impacts to threatened and endangered species and/or special concern species and resources are anticipated as a result of establishing the temporary parking area.

3.5 Cultural Resources

USACE’s Cultural Resources Management Plan for Raystown Lake (CRMP dated November 2011) provides a summation of more than 40 years of cultural resources investigations at Raystown Lake. As part of the CRMP, the USACE Baltimore District developed predictive models to assess the sensitivity of areas for historic and prehistoric resources. According to this predictive model, the temporary parking area is located in a high to medium probability area for prehistoric archeological sites. No investigations to identify historic properties have been conducted at the temporary parking lot area, and no previously identified historic properties are noted for this location. Aerial photographs of the area suggest it was in agricultural use prior to the acquisition of the property by USACE.

Removal of the topsoil at the temporary parking area had the potential to have an adverse effect on significant archaeological resources at this location. USACE intends to conduct an inspection of the subsoil surface after the gravel and geotextile fabric have been removed, to see if any subsurface archaeological features exist. Should such features be identified, a plan for their testing and potential preservation will be developed in consultation with the Pennsylvania State Historic Preservation Office (SHPO). Additionally, a surface collection of the area may be conducted after the topsoil is returned, to identify any artifacts that may be present. Should this collection be warranted, it will be conducted in consultation with the Pennsylvania SHPO.

During previous consultation between USACE and Native American tribes, related to both the Project location on USACE owned/administered properties and also related to regulatory/stream and wetland crossing permits, no specific comments involving Native American cultural resources were received for the Project area located within the USACE properties. Native American tribes were not consulted specifically concerning the temporary parking area prior to its construction.

Consultation between USACE, Native American tribes, the Pennsylvania SHPO, and the Advisory Council on Historic Preservation concerning the temporary parking area is on-going.

3.6 Land Use

The temporary parking area is located in a maintained grassy area immediately adjacent to the west side of Seven Points Road, within the Seven Points Recreation Area at Raystown Lake. This parking area is approximately 0.4 acre in size and is approximately 1,300 feet (0.25 mile) north-

northwest of the part of Mushroom parking area that it is intended to replace (because part of the Mushroom parking area is occupied by HDD equipment and materials).

The temporary parking area is approximately 600 feet (0.11 mile) east of Valley Camp campsites, approximately 1,050 feet (0.20 mile) south of the Raystown Lake Visitor's Center building, approximately 1,600 feet (0.30 mile) west of the marina, and approximately 2,200 feet (0.42 mile) north of Point Camp campsites (as the crow flies; traveling by road would be a bit further) (Figure 1).

The temporary parking area would not displace any existing or planned land uses. Furthermore, the parking area is in a more convenient location than the Mushroom parking area for certain locations, including the Raystown Lake Visitor's Center, Valley Camp, and Point Camp. The location lends itself well to the existing road network, which connects visitors more directly to these locations than from the Mushroom parking area. Additionally, Seven Points Loop is a two-way road in the temporary parking area location (as opposed to a one-way loop at the Mushroom parking area), which works well with the existing traffic pattern. A graveled entrance and a separate exit to Seven Points Road further enhance the efficiency of traffic flow and parking lot use.

An overhead power line traverses the southern and western portion of the cleared grassy area. The temporary parking area was designed to entirely avoid encroaching on the power line and its right-of-way easement.

Based on this review, the temporary parking area will not adversely affect land use, and in some ways will enhance and enable more effective use of the land and recreational amenities in the Seven Points Recreation Area. The temporary parking area will provide adequate parking space to mitigate for the occupation of the Mushroom parking area by HDD equipment and materials.

3.7 Recreational Uses

The Seven Points Recreation Area at Raystown Lake provides a mixture of recreational uses for visitors including camping, hiking, biking (on- and off-road), beach/swimming, fishing, full-service marina and boating opportunities, and a Visitor's Center with outdoor amphitheater. Popular campground destinations in this area include Point Camp, Valley Camp, and Ridge Camp, which are usually busy with many reservations for campsites booked between Memorial Day through Labor Day weekend. The entire Seven Points Recreation Area is popular from April 1 through the end of October.

Construction of the temporary parking area serves to mitigate the impact of pipeline construction-related HDD equipment, materials, and workspace occupying a portion of the Mushroom parking area during the busy summer recreation season. The purpose is to serve the parking needs of the recreating public in the Seven Points Recreation area. As noted in Section 3.6 and 3.11, the location of the parking area is convenient to the popular campsite areas and to the Raystown Lake Visitor Center, and the location also works well with the existing traffic pattern and road network. It would not displace any existing or planned recreational facilities or uses.

As a mitigation measure intended for use by the visiting recreating public, the temporary parking area is expected to provide a beneficial impact on recreation in the Seven Points Recreation Area of Raystown Lake, by making it equally or more accessible when traveling by road/motor vehicle.

3.8 Aesthetics

The Seven Points Recreation Area of Raystown Lake has dramatic topography which visually expands and emphasizes the scenery, providing scenic, panoramic views of Raystown Lake and the surrounding forest, undeveloped lands, and natural beauty that is integral to the pleasure of the recreating public. The temporary parking area will be visible from only very limited locations within the Seven Points Recreation Area. The temporary parking area is situated on a hill/ridge, but is surrounded by forest and a row of trees that serve to visually screen its view from all angles except those closely approaching it on Seven Points Road. Furthermore, based on the presence of other parking areas at various locations in the Seven Points Recreation Area, the presence of this temporary parking area is not inconsistent with the existing general aesthetics of the recreation area.

Accordingly, the temporary parking area should not adversely affect the aesthetics in the Seven Points Recreation Area, or the larger Raystown Lake Project.

3.9 Air Quality and Climate Change

The Final EA provided a summary of background information on Air Quality and Climate Change for the Raystown Lake area.

The temporary parking area would not create any new air emissions, with the exception of temporary emissions from construction equipment that is used to construct it, and possibly the temporary increase in dust as a result of soil disturbance and gravel placement. These effects would be considered minor and very short term, and would be discontinued with the completion of parking area construction.

Motor vehicle use of the parking area would not represent an increase in air pollutant emissions locally, as the vehicles would be already visiting the Seven Points Recreation Area and the parking area would merely relocate the same vehicle emissions source approximately 1,300 feet north of the previously used Mushroom parking area.

Accordingly, air quality would not change and climate change considerations would not be implicated by the temporary parking area.

3.10 Noise

The temporary parking area is centrally located near the Raystown Lake Visitor's Center and existing roadways that connect active recreation areas that are well-used by the public. Existing forest and tree cover surrounding the temporary parking area would serve to dampen what little noise there may be from the use of this parking area. Further, the parking area is temporary and will be removed when pipeline construction is completed and the parking area is no longer needed.

Accordingly, noise from the use of the parking area would be temporary and is not anticipated to be obtrusive to public recreationists in the vicinity.

3.11 Transportation

The temporary parking area is located approximately 1,300 feet (0.25 mile) north-northwest of the part of Mushroom parking area that it is intended to replace (because part of the Mushroom parking area is occupied by HDD equipment and materials).

The temporary parking area is approximately 600 feet (0.11 mile) east of Valley Camp campsites, approximately 1,050 feet (0.20 mile) south of the Raystown Lake Visitor's Center building, approximately 1,600 feet (0.30 mile) west of the marina, and approximately 2,200 feet (0.42 mile) north of Point Camp campsites (as the crow flies; traveling by road would be a bit further) (Figure 1).

The parking area is in a more convenient location than the Mushroom parking area for certain locations, including the Raystown Lake Visitor's Center, Valley Camp, and Point Camp. The location lends itself well to the existing road network, which connects visitors more directly to these locations than from the Mushroom parking area. Additionally, Seven Points Loop is a two-way road in the temporary parking area location (as opposed to a one-way loop at the Mushroom parking area), which works well with the existing traffic pattern. A graveled entrance and separate exit to Seven Points Road further enhance the efficiency of traffic flow and parking lot use.

The parking area will not create or induce an increase in traffic to the Seven Points Recreation Area, but will serve to offset existing parking area that is currently unavailable for public use, during the short term temporary timeframe.

Based on this review, the temporary parking area will not adversely affect traffic and transportation within the Seven Points Recreation Area. The temporary parking area will provide adequate parking space to mitigate for the occupation of the Mushroom parking area by HDD equipment and materials.

3.12 Health and Safety

No elevation of potential health and safety risk has been identified as a result of the location or use of the temporary parking area, including those related to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. Appropriate signage would be posted for safety purposes, such as signs along Seven Points Road informing traffic of the parking area, and "Stop" sign at the exit from the parking lot.

Accordingly, the temporary parking area does not pose any perceived increase in health and safety hazards as compared to the existing condition of having parking space elsewhere at Mushroom parking area.

3.13 Environmental Justice

As noted in the Final EA, no minority or low-income residential populations are located on the USACE owned/administered Raystown Lake property. Accordingly, creation of the temporary

parking area would not result in disproportionate or adverse human health or environmental effects to low-income and minority populations at Raystown Lake or in the surrounding areas.

3.14 Socioeconomics

The USACE property at Raystown Lake does not have permanent population/residents. There are no housing or residential areas located within the USACE properties maintained and used for USACE staff and employees. Raystown Lake has campgrounds and cabins that are available to the public for camping; however, these are limited to overnight/short-term stays during the summer recreational season.

Most employment on-site is limited to management of the recreational areas and activities available on USACE properties, general labor duties associated with maintenance of USACE property and recreational areas, and concession stands that are operated either by USACE or subcontractors chosen to work on-site.

The temporary parking area will not increase, decrease, or otherwise affect permanent population counts, employment, or economy of the Raystown Lake/Seven Points Recreation Area, the surrounding community, or Huntingdon County, Pennsylvania. Accordingly, no measureable impact on socioeconomics is anticipated.

4.0 CUMULATIVE IMPACTS

In accordance with NEPA Regulations 40 CFR 1508.7, the Council on Environmental Quality (CEQ) requires that all federal agencies consider the cumulative effects of a proposed action. Cumulative effects are defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal), or person undertakes such other actions. These cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

The Final EA provided a list and analysis of reasonably foreseeable future actions, including a variety of new projects, improvements, or expansions, or maintenance that are scheduled or proposed to on USACE owned/administered properties at Loyalhanna Lake, Conemaugh River Lake, and Raystown Lake, and/or which have the potential to result in cumulative effects.

The temporary parking area consists of a 0.4-acre graveled area in an existing cleared open area. Upon completion of pipeline construction when the parking area is no longer needed, the parking area will be removed and restored to its pre-existing condition.

The temporary parking area would not contribute in any measureable way to adverse cumulative impacts associated with the overall pipeline project or other past, present, or reasonably foreseeable future actions at Raystown Lake.

5.0 SUMMARY

In summary, USACE has evaluated the environmental impacts and consequences of the construction and use of a temporary parking area in the Seven Points Recreation Area of USACE-administered recreational lands at Raystown Lake. The temporary parking area is intended to serve as a mitigation measure to offset the temporary occupation of the existing Mushroom parking area by HDD equipment, materials, and workspace being used to construct the SPLP Pennsylvania Pipeline Project crossing under Raystown Lake, during the busy summer recreation season. This assessment is an addendum to, and part of, a separate EA Amendment that assesses the relevant environmental impacts of the extension of the construction schedule into the busy summer season, which prompted the need for this mitigation measure.

Based on this review, USACE determined that the environmental impacts of the change to the construction schedule and the construction and use of the temporary parking area are minor and temporary, and do not contribute to adverse cumulative impacts from past, present, or reasonably foreseeable future projects.

Furthermore, USACE determined that the change to the construction schedule and the construction and use of the temporary parking area does not impair the usefulness of the USACE Raystown Lake Project, which includes retaining the project's authorized purpose, and is not injurious to the public interest.

Based on the foregoing analysis, preparation of an Environmental Impact Statement is not necessary. A Finding of No Significant Impact (FONSI) has been prepared and is provided with this EA.

Attachment 1

Pennsylvania Natural Diversity Online Review Documentation

1. PROJECT INFORMATION

Project Name: **RLP Temporary Parking Area**

Date of Review: **6/1/2017 09:54:50 AM**

Project Category: **Recreation, Campgrounds/parking lots, playgrounds**

Project Area: **0.66 acres**

County(s): **Huntingdon**

Township/Municipality(s): **PENN**

ZIP Code: **16647**

Quadrangle Name(s): **HUNTINGDON**

Watersheds HUC 8: **Raystown**

Watersheds HUC 12: **Raystown Lake-Raystown Branch Juniata River-Juniata River**

Decimal Degrees: **40.378472, -78.078093**

Degrees Minutes Seconds: **40° 22' 42.4987" N, 78° 4' 41.1339" W**

2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	No Known Impact	No Further Review Required
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	No Known Impact	No Further Review Required
U.S. Fish and Wildlife Service	No Known Impact	No Further Review Required

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate no known impacts to threatened and endangered species and/or special concern species and resources within the project area. Therefore, based on the information you provided, no further coordination is required with the jurisdictional agencies. This response does not reflect potential agency concerns regarding impacts to other ecological resources, such as wetlands.

RLP Temporary Parking Area

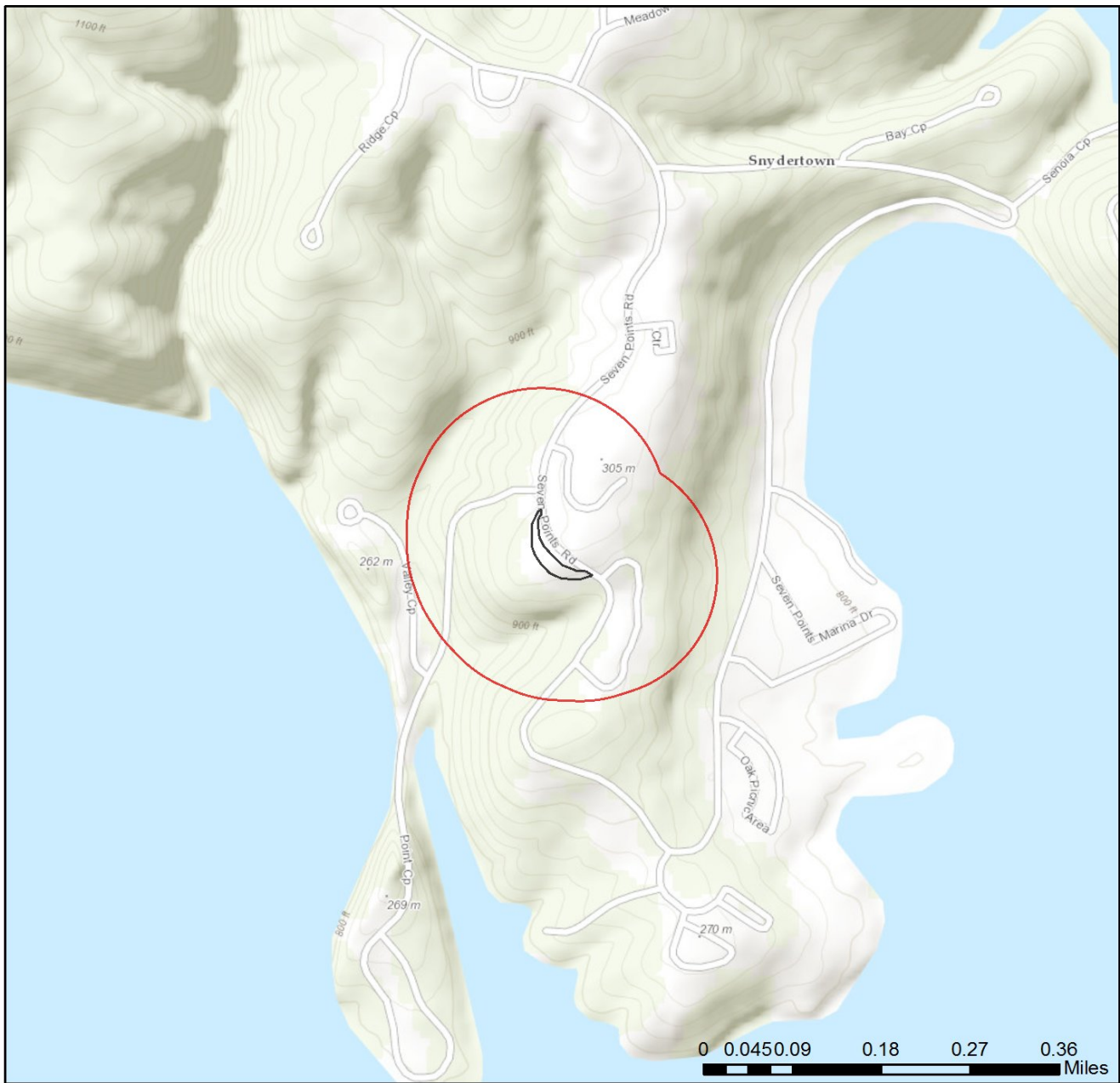


- Project Boundary
- Buffered Project Boundary



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RLP Temporary Parking Area



- Project Boundary
- Buffered Project Boundary

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RESPONSE TO QUESTION(S) ASKED

Q1: Is tree removal, tree cutting or forest clearing necessary to implement all aspects of this project?

Your answer is: No

Q2: How many acres of woodland, forest, forested fencerows and trees will be cut, cleared, removed, disturbed or flooded (inundated) as a result of carrying out all aspects or phases of this project? [Round acreages UP to the nearest acre (e.g., 0.2 acres = 1 acre).]

Your answer is: zero acres

3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

PA Game Commission

RESPONSE:

No impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Department of Conservation and Natural Resources

RESPONSE:

No impact is anticipated to threatened and endangered species and/or special concern species and resources.

PA Fish and Boat Commission

RESPONSE:

No impact is anticipated to threatened and endangered species and/or special concern species and resources.

U.S. Fish and Wildlife Service

RESPONSE:

No impacts to **federally** listed or proposed species are anticipated. Therefore, no further consultation/coordination under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq. is required. Because no take of federally listed species is anticipated, none is authorized. This response does not reflect potential Fish and Wildlife Service concerns under the Fish and Wildlife Coordination Act or other authorities.

4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <https://conservationexplorer.dcnr.pa.gov/content/resources>.



5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page (www.naturalheritage.state.pa.us). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

6. AGENCY CONTACT INFORMATION

PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section
400 Market Street, PO Box 8552
Harrisburg, PA 17105-8552
Email: RA-HeritageReview@pa.gov

U.S. Fish and Wildlife Service

Pennsylvania Field Office
Endangered Species Section
110 Radnor Rd; Suite 101
State College, PA 16801
NO Faxes Please

PA Fish and Boat Commission

Division of Environmental Services
595 E. Rolling Ridge Dr., Bellefonte, PA 16823
Email: RA-FBPACENOTIFY@pa.gov

PA Game Commission

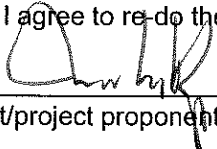
Bureau of Wildlife Habitat Management
Division of Environmental Planning and Habitat Protection
2001 Elmerton Avenue, Harrisburg, PA 17110-9797
Email: RA-PGC_PNDI@pa.gov
NO Faxes Please

7. PROJECT CONTACT INFORMATION

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Company/Business Name: USACE, Raystown Lake Project
Address: 6145 Seven Points Road
City, State, Zip: Hesston, PA 16647
Phone: (814) 658-6801 Fax: (814) 658-3313
Email: nicholas.e.krupa@usace.army.mil

8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.


applicant/project proponent signature

8 Jun 2017
date