THE FOLLOWING CHANGES ARE PRESENTED HERE FOR FORM D

1. Replace Form D Table of Contents with that included here.
2. Replace Form D, Page 1 with that included here.
3. Replace Form D, Attachment D-1, Narrative Pages D[34] through D[45] with those included here as Pages D[34] through D[50].
4. Replace Form D, Attachment D-14, Exhibit D-14.4, Traffic Summary Pages D-14.4[1] through D-14.4[5] with those included here as Pages D-14.4[1] through D-14.4[6].

FORM D
ENVIRONMENTAL ASSESSMENT FOR MUNICIPAL AND RESIDUAL WASTE MANAGEMENT FACILITIES

Prepared 05/2017; Revised 03/2018, 09/2018**, 09/2022**

This Form D and associated attachments are provided to address the environmental assessment criteria and benefits/harms criteria for the proposed municipal waste transfer station facility.

Form D - Table of Contents

Form D - Table of Contents (Continued)

Form D - Table of Contents (Continued)

pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF WASTE MANAGEMENT

Date Prepared/Revised
Prepared 05/2017 *Revised 03/2018, 09/2018, 09/2022*
DEP USE ONLY
Date Received

FORM D
ENVIRONMENTAL ASSESSMENT FOR MUNICIPAL AND RESIDUAL WASTE MANAGEMENT FACILITIES

This form must be fully and accurately completed. All required information must be typed or legibly printed in the spaces provided. If additional space is necessary, identify each attached sheet as Form D, reference the item number and identify the date prepared. The "date prepared/revised" on any attached sheets needs to match the "date prepared/revised" on this page.

General References: 271.126, 271.127, 287.126 and 287.127	
SECTION A. SITE IDENTIFIER	
Applicant/permittee	***Boyd Roll-Off Services, Inc.***
Site Name	***Boyd Waste Transfer & Recycling Facility***
Facility ID (as issued by DEP)	***101717***

ENVIRONMENT ASSESSMENT CRITERIA

A. Geologic ***Refer to Form D Narrative and Attachment D-6 included here.***

1. Is the proposed facility within an area with a 10% or greater probability that a maximum horizontal acceleration will exceed 0.10g in 250 years as mapped by the Pennsylvania Geologic Survey or the United States Geological Survey? If yes, the applicant shall specify design measures necessary to withstand potential seismic events, and the Department will determine whether the proposed design measures provide adequate protection from earthquake damage.

2. Are there any potential geologic hazards, foundation problems, or groundwater conditions which require site investigation? If yes, identify and describe.

   Note: The Bureau of Topographic and Geologic Survey does not certify whether any site has potential geologic problems, but will provide lists of published geologic reports that will aid the applicant to determine the nature of the site. Design measures to withstand potential seismic events are specified in EPA/600/R-95/051, RCRA Subtitle D (258), Seismic Design Guidance for Municipal Solid Waste Landfill Facilities, 1995.

B. Scenic Rivers - Describe any affirmative responses and proposals to minimize or mitigate any environmental impact.

Refer to Form D Narrative and Attachment D-7 included here.

1. Is the project located in the waterway or corridor of a stream or river designated as a Pennsylvania Scenic River or a waterway included in the National Wild and Scenic River System?

2. Is the project located within one mile of the stream or river bank of a 1-A priority waterway, as identified by the Department of Conservation and Natural Resources?

3. Is the project located within one mile of the stream or river bank of a waterway under study for designation as a Pennsylvania Scenic River or inclusion in the National Wild and Scenic River System?

4. Is the project located in the drainage area (watershed) of a stream or river designated as a Pennsylvania Scenic River or a National Wild and Scenic River?

5. Will the project result in discharges of any kind to the waterway or corridor of a stream or river designated as a Pennsylvania Scenic River or National Wild and Scenic River?

6. Will the project result in increased railroad or highway traffic having an adverse impact upon a waterway designated as a Pennsylvania Scenic River or a National Wild and Scenic River?

N. BENEFITS AND HARMS: ENVIRONMENTAL, SOCIAL AND ECONOMIC

Complete this section for municipal waste landfills, construction/demolition waste landfills, municipal waste resource recovery facilities, noncaptive residual waste landfills, noncaptive residual waste disposal impoundments and residual waste incinerators and other facilities where a known and/or potential environmental harm exists after mitigation.

Response

In accordance with §271.126 and §271.127 of the Municipal Waste Regulations, Boyd Roll-Off Services, Inc. is required to conduct an environmental assessment of the proposed municipal waste transfer facility and demonstrate that the benefits related to the project clearly outweigh the known and potential environmental harms that remain after mitigation. The potential environmental harms that remain after mitigation to be considered for this project consist of the production of dust, odors, litter, and noise as a result of operation of the municipal waste transfer facility. The social and economic benefits to be considered for this project consist of local employment, local business use, and support of the local economy. The municipal waste transfer facility is proposed to be operated in McKees Rocks Borough, Allegheny County which is identified as an environmental justice community by the Pennsylvania Department of Environmental Protection (PADEP).

The specific harms and benefits which pertain to the proposed municipal waste transfer facility are discussed individually below, along with the extent of mitigation where applicable. It is anticipated that these potential environmental harms will be mitigated with the design and operations of the facility being in accordance with Chapter 279 of the Municipal Waste Regulations.

Original responses to the Benefits and Harms Section of Form D remain unchanged for project historical purposes. The update (identified with 09/2022) to the Benefits and Harms Section which pertain to the existing municipal waste transfer facility are associated with increasing the maximum daily waste intake rate from the permitted 500-tons/day to the proposed 1,000-tons/day. The potential environmental harms that remain after mitigation to be considered for this tonnage increase consist of the potential production of dust, odors, litter, and noise as a result of increased operation of the existing municipal waste transfer facility. Since all waste handling operations are performed within enclosed buildings and the operating hours are not increasing, the additional harms related to the additional proposed tonnage will be minimal.

As previously stated above, the social and economic benefits to be considered for this tonnage increase consist of additional local employment, local business use, and support of the local economy. These benefits will be scaled from the existing benefits due to the need to handle additional tonnage in a safe and efficient manner.

The Benefits and Harms are then summarized at the end of this section in accordance with Section N of the PADEP Form D.

1. Environmental Benefits of the Project, both on-site and off-site

This project provides a number of environmental benefits on-site and off-site. The proposed operation of this facility under a transfer station permit will allow for additional / expanded operation that will provide for additional recycling and waste disposal options for contractors, residents and other waste haulers in the area. The expanded operation proposed as part of this permit application will allow for the handling of additional materials, further reducing the need for individual waste trucks to travel to the area landfills.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by providing for additional recycling and waste disposal options for contractors, residents and other waste haulers in the area. Increasing the maximum daily waste intake rate for the existing municipal waste transfer facility provides for an additional waste volume which may be excepted from local contractors, residents and area waste haulers. This convenience further reduces fugitive emissions generated from waste hauling vehicles by reducing mileage of the overall travel route for each individual waste hauling vehicle and diverting each individual waste hauling vehicle from traveling further to an area landfill.

2. Social and Economic Benefit to Local Businesses

Boyd Roll-Off Services, Inc. intends to utilize local contractors and local suppliers for assistance with operation of the transfer station facility. Fuel for the waste hauling vehicles will be purchased from local vendors by Boyd Roll-Off Services, Inc. Annual expenditures to local vendors from operation of the transfer station facility will also include mechanical parts, tires, vehicle service, utilities, and meals/entertainment.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by utilizing local contractors and local suppliers for assistance with increased operation of the existing municipal waste transfer facility. Increasing the maximum daily waste intake rate for the existing municipal waste transfer facility will increase the facility annual expenditures to local vendors for required materials and services.

The expanded operation of this facility as part of the proposed transfer station permit will allow for additional waste handling which will provide a benefit to local residents and contractors with close-by cost effective means for waste handling which will avoid the extended travel time to the area landfills.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by providing for additional recycling and waste disposal options for contractors, residents and other waste haulers in the area. Increasing the maximum daily waste intake rate for the existing municipal waste transfer facility provides for an additional waste volume which may be excepted from local contractors, residents and area waste haulers. This convenience reduces fugitive emissions generated from waste hauling vehicles by reducing mileage of the overall travel route for each individual waste hauling vehicle and diverting each individual waste hauling vehicle from traveling further to an area landfill.

3. Social and Economic Benefit to Local Economy

Boyd Roll-Off Services, Inc. anticipates operation of the transfer station facility vehicles to cost approximately $100,000 annually which will be introduced into the economy of the local area by using local contractors and local material suppliers. The economy for local government will benefit from increased wage taxes, local service taxes and property taxes. Boyd Roll-Off Services, Inc. intends to support the local area, Boyd Roll-Off Services has made donations to local groups in the area in the past and provided assistance to the local government with the demolition and removal of abandoned structures in the area which were eye sores and presented safety hazards. Annual expenditures to the local economy are estimated to be $50,000 to support daily operations of the transfer station facility.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by providing for additional vehicle expenditures, wage taxes, local service taxes, and operational expenditures to the local economy. Operation of the transfer station facility vehicles is projected to cost approximately $200,000 annually and daily operational expenditures are projected to cost approximately $100,000 annually to support the increase of waste volume at the existing municipal waste transfer facility.

4. Social and Economic Benefit of Local Employment

Boyd Roll-Off Services, Inc. anticipates that two full-time employees will be hired for the operation of the transfer station facility with an annual payroll of $60,000 plus benefits. As the facility develops a customer base, Boyd Roll-Off Services, Inc. anticipates that the number of full-time employees at the transfer station facility will grow to meet customer demand.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by providing for additional employment opportunities to local residents. Boyd Roll-Off Services, Inc. anticipates that two additional full-time employees will be hired for the expanded operation of the existing municipal waste transfer facility with an annual payroll of $80,000 plus benefits.

5. Social and Economic Benefit to Local Residents and Local Government
6. Social and Economic Benefit from Host Agreements

The proposed transfer station facility would accept construction & demolition waste, municipal solid waste and approved residual waste materials from local waste haulers. The waste would then be transferred or loaded onto larger tractor-trailer trucks and then transported to an approved municipal solid waste disposal ***facility****.*

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by continuing acceptance of construction & demolition waste, municipal solid waste and approved residual waste materials from local waste haulers at the existing municipal waste transfer facility.

In accordance with the Municipal Waste Regulations, Boyd Roll-Off Services, Inc. will provide recycling containers for any customer or resident of the area. Recycling containers will be conveniently located at the transfer station which may include the receipt of: cardboard, metals, aluminum and steel cans, and high-grade office papers and newsprint. These recyclable materials may change based on market conditions; however, Boyd Roll-Off Services, Inc. will provide free drop off of three or more types of recyclable items. All services will be free of charge to anyone.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by continuing to provide recycling containers at the existing municipal waste transfer facility for area residents to drop off recyclable items.

Boyd Roll-Off Services, Inc. intends to offer a discounted disposal rate to McKees Rocks Borough residents during an annual Spring Cleanup event. Boyd Roll-Off Services also has provided free services to McKees Rocks Borough officials for structure demolition.

(09/2022) The proposed increase of waste volume at the facility will provide for adequate resources during cleanup events, natural disasters, emergencies, and structure demolition in the area of the existing municipal waste transfer facility. The proposed permit with additional daily waste acceptance will be critical for any disaster or other emergency cleanup activities in the area where more materials can be conveniently hauled to the transfer station which will accelerate any sort of emergency cleanup activities.

The expanded operation of this facility as part of the proposed transfer station permit will provide a benefit to local residents, local government and contractors with close-by cost effective means for waste handling. Free or reduced disposal to McKees Rocks Borough for disposal of demolished structures can be enhanced with

operation as a transfer station where municipal solid waste from these abandoned properties can also be accepted.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility by providing for additional recycling and waste disposal options for contractors, residents and other waste haulers in the area. Increasing the maximum daily waste intake rate for the existing municipal waste transfer facility provides for an additional waste volume which may be excepted from local contractors, residents and area waste haulers. This convenience reduces fugitive emissions generated from waste hauling vehicles by reducing mileage of the overall travel route for each individual waste hauling vehicle and diverting each individual waste hauling vehicle from traveling further to an area landfill.

7. Social and Economic Benefits based on demographics

This facility is located in an area of depressed demographics. The expanded operation of this facility under a transfer station permit will provide for additional employment in the area.

The expanded operation of this facility under a transfer station permit will provide a clear benefit to the demographics of the area through additional employment.

(09/2022) The above paragraphs are relevant to the proposed increase of waste volume at the facility by providing for additional employment opportunities to local residents. Boyd Roll-Off Services, Inc. anticipates that two additional full-time employees will be hired for the expanded operation of the existing municipal waste transfer facility with an annual payroll of $80,000 plus benefits.

8. Harms and Potential Harms to Property Values

The expanded operation of this facility under a transfer station permit will not present any harm or potential harm to property values of the area. This facility is located within an industrial zoned area with manufacturing and other industrial activities located in the immediate vicinity. With existing adjacent manufacturing and other industrial uses, this proposed operation will not affect adjacent property values.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility is located within an industrial zoned area with manufacturing and other industrial activities located in the immediate vicinity. Since issuance of the municipal waste transfer station permit by PADEP in January of 2021, there have been no reported complaints from industrial business owners/operators in the area of the existing municipal waste transfer facility.

Residential areas are located to the north of the project on the opposite side of an active railroad line. These houses are separated from the transfer area by a minimum of 300-ft. Additionally, the northern most building at this facility is a large garage structure which provides a visual shield to the transfer and staging operations performed in the southern portions of the property. The current operation permitted under WMGM043 and the proposed expanded transfer station operation have customer access doors located on the opposite side of the transfer building relative to the residential areas where there are no lines of sight into the active waste transfer and salvaging areas.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the layout of the existing municipal waste transfer facility will not be altered such that the current lines of sight remain unchanged. Since issuance of the municipal waste transfer station permit by PADEP in January of 2021, there have been no reported complaints from residents/property owners in the area of the existing municipal waste transfer facility.

The expanded operation of this facility under a transfer station permit will present no harm or potential harm relative to property values since it is located within a properly zoned industrial area and is consistent with the historical industrial / manufacturing in the area.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility is located within an industrial zoned area with manufacturing and other industrial activities located in the immediate vicinity. The proposed increased daily tonnage limit will not affect property values in the area since the current harms and potential harms from increased operation are minimized through the operations being located within enclosed buildings.

9. Harms and Potential Harms to Aesthetics / Community Character

The project site previously existed as a brownfield site from previous industrial operations of the McKay, James & Company Chain Works. The aesthetics of the property were displeasing to local residents and business owners due to the lack of property housekeeping. The existing industrial structure has since been removed from the site and replaced with newly constructed steel buildings for the Boyd Roll-Off Services operation. Refer to Attachment D-5 for photographs of the newly constructed buildings on the project site.

The proposed operation of this facility under a transfer station permit will not present any harm or potential harm to the aesthetics / community character; the continued operation of this facility provides much improved aesthetics compared to the previous dilapidated structure that was on the property. As discussed above,

the northern most structure on the property is a large garage building which provides complete screening of the waste handling area from the residents to the north of the facility and any general resident traveling on the roadway in front of the building. The operation of this facility as a transfer station in a properly zoned industrial area demonstrates that this facility will present no harm relative to the community character of the area.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility is located within an industrial zoned area with manufacturing and other industrial activities located in the immediate vicinity. Since issuance of the municipal waste transfer station permit by PADEP in January of 2021, there have been no reported complaints from industrial business owners/operators or residents/property owners in the area of the existing municipal waste transfer facility. The existing facility is a well-constructed and well-maintained facility with a configuration where no slight lines are available to see the waste handling operations. The site configuration will ensure that there is no change to the aesthetics / community character due to the increased waste to be handled at this site.

10. Harms and Potential Harms to Health and Safety of the Surrounding Population

The proposed transfer station facility will have all operations contained within a building to provide visual shielding of the waste handling operation; operations will be performed to reduce dust on the facility and waste will be loaded and staged in covered transfer trailers. These pro-active operational and control efforts will completely mitigate all nuisance, health or safety to the surrounding population. The proposed operations in a building and operational procedures will mitigate any harm related to health and safety of the surrounding population.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility will continue to be operated in a pro-active manner within enclosed buildings to prevent any harm related to health and safety of the surrounding population.

The expanded operation of this facility under a transfer station permit may result in minor temporary and intermittent nuisances to the surrounding population. Operations are to take place within a building and nuisances related to the facility operation are to be mitigated through pro-active operational and control efforts.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility will continue to be operated in a pro-active manner within enclosed buildings to mitigate any nuisances to the surrounding population.

11. Impacts to Environmental Justice Areas

Following the Pre-Application meeting held in the PADEP offices for this project, the PADEP Southwest Regional Office Environmental Justice Area coordinator was contacted. A summary of this proposed project was provided to the coordinator following which the coordinator had a meeting with a few of the members of the McKees Rocks Community Development Corporation (MRCDC). An e-mail correspondence is included below where the PADEP Southwest Regional Office Environmental Justice Area coordinator recommends that the MRCDC be invited to the LMIP following which additional contact with local residents will be pursued if requested.

> From: Alwine, Nora [mailto:nalwine@pa.gov]
> Sent: Tuesday, January 24, 2017 4:34 PM
> To: Alan Zele
> Cc: David Murray
> Subject: RE: Proposed Transfer Station - McKees Rocks, Allegheny Co
>
> Hi Alan,
>
> Thank you for the follow up. I sat down with a few members of the McKees Rocks Community Development Corporation (MRCDC) and shared a bit about the new operations that are being proposed at this site. Seeing as this application is regarding an existing facility with a good reputation in the community, it was suggested that the MRCDC take part in the LMIP meeting that will be scheduled after our review of the EA. At that point, municipal officials and the community development corp will have an opportunity to learn more about the project, and ask questions of the operator and of the Department.
>
> Following the LMIP meeting, if participants feel like it would be prudent to include the local residents in this dialogue, we can proceed with a more extensive public outreach strategy following that meeting.
>
> Of course, if you would like to begin sharing this information with the public now, please let me know if you would like any assistance on our end.
>
> Thank you,
> Nora

The facility property is bound on the eastern and western sides by industrial uses that will be contacted as contiguous landowners as required by PADEP public notification requirements. The residences located to the north of the facility are located on the opposite side of an active railroad line which is a separate property. The property separation provided by the railroad would not typically require notification to be made to these non-contiguous landowners to the north of the

railroad. However, as requested by the PADEP and agreed to as part of this permit application, written notifications will be provided to residences located to the north of the proposed transfer station operation as listed under PADEP Form A of the permit application.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as contiguous landowners and residences located immediately north of the existing municipal waste transfer facility will be included in the required public notification. Refer to Form A, Attachment A-3 of this Major Permit Modification Application for a list of property owners to be notified of the proposed increase of waste volume at the facility. This expanded notification beyond that required by the Municipal Waste Regulations provide an enhanced notification as performed with the previous permitting for this facility.

The e-mail correspondence included above with the PADEP Southwest Regional Office Environmental Justice Area coordinator and the enhanced notifications through newspaper and certified mail to additional non-contiguous residents of the area will provide complete notification to any residence of the area which may be potentially affected by the expanded operation of this facility under a transfer station permit.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as enhanced notifications through newspaper and certified mail will be made as part of this Major Permit Modification Application.

12. Harms and Potential Harms Associated with Uncompensated Losses to Local Government (i.e. road maintenance)

The proposed transfer station facility is located in an area of industrial activities where trucks frequently travel for hauling of raw and finished materials. The truck traffic related to this transfer station will not present any additional wear and tear to the area roadways which are currently operating with truck traffic. There are no posted weight limitations along the access route or in the vicinity of this facility. While this is an area of industrial activity, there are not large amounts of truck or other traffic to which the transfer station traffic would provide an over capacity traffic or road weight issue.

No harm or potential harm related to uncompensated road maintenance costs are anticipated for the local government due to expanded operation of this facility under a transfer station permit. This facility is located an area of current industrial activity where there are no posted truck weight limitations. Additionally, the proposed expanded facility operations are consistent with other industrial and manufacturing uses in the area.

(09/2022) The above paragraphs are relevant to the proposed increase of waste volume at the facility as the existing municipal waste transfer facility is located an area of current industrial activity where there are no posted truck weight limitations and operations are consistent with other industrial and manufacturing uses in the area.

13. Harms and Potential Harms Associated with the Quality of Life Within the Local Area

The operation of this waste handling facility can present several nuisances to the area. Each potential nuisance is identified below with a discussion of the planned nuisance mitigation.

Potential Environmental Harm – Dust

Boyd Roll-Off Services, Inc. will minimize dust production at the site by utilizing concrete and bituminous asphalt pavement for all operating surfaces located within the solid waste permit boundary. Non-operational areas of the facility will be fully stabilized with grass or other vegetation to further prevent the production of dust which could result from wind erosion of non-stabilized soils. In accordance with the requirements of PADEP Form O, included in this application, a Nuisance Control Plan is provided under Section G of Attachment O-1. As part of the Nuisance Control Plan the production of dust at the facility is addressed by routine sweeping of the interior of the transfer station building and use of a water spray on the operating surfaces as needed to control dust production at the facility. During operation of the transfer station facility, dust control measures will be implemented as necessary to control any nuisances. Dust control measures may include watering and sweeping of the facility access roads and vehicle travel areas.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as increased waste acceptance will require a continued pro-active approach to dust control and mitigation on the facility tipping floors and vehicle travel areas. Due to all waste handling operations being located within enclosed buildings, dust control is mitigated due to the waste operations. Dust related to on-site traffic is mitigated through on-site outside maintenance activities.

Potential Environmental Harm – Production of Odors

Boyd Roll-Off Services, Inc. will minimize the production of odors at the site by performing waste transfer operations within the building structure. In order to control odors produced outside of the transfer building structure, any inbound waste loads which attempt to enter the site without a secure tarp in place will be immediately turned away and informed to

leave the premises. All waste received at the transfer facility will be processed and loaded into transfer trailers within the same business day to minimize odor generation. All waste materials stored on site in roll-off boxes or transfer trailers shall be in accordance with permitted storage limitations and will be completely covered with a secure tarp and parked in the designated on-site parking area to minimize odor generation. A Nuisance Control Plan is provided under Section G of Form O, Attachment O-1 where the production of odors at the facility is addressed by performing routine sanitation of the interior of the transfer station building.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as increased waste acceptance will require a continued pro-active approach to odor control and mitigation within the building structure and waste loads contained in roll-off boxes and transfer trailers. The continued waste handling operations within enclosed buildings and staging of transfer trailers in the rear portions of the property mitigate odor impacts to the area.

Potential Environmental Harm – Production of Litter

Boyd Roll-Off Services, Inc. will minimize the production of litter at the site by performing waste transfer operations within the building structure. The municipal waste transfer facility will be surrounded by a fence on all sides to prevent any windblown litter from leaving the site. All inbound and outbound waste loads will be required to be securely tarped to prevent any litter from escaping the container during transportation. A Litter Control Plan is provided under Section H of Form O, Attachment O-1 where the production of litter at the facility is addressed by visual inspection of the site and cleanup of the litter as necessary. Visual inspection of the site and any necessary cleanup will also be performed immediately following a high wind event.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as increased waste acceptance will require a continued pro-active approach to litter control and prevention on the facility property, adjacent properties and along Thompson Avenue. The continued waste handling operations within enclosed buildings and staging of transfer trailers in the rear portions of the property mitigate litter impacts to the area.

Potential Environmental Harm – Production of Noise

Boyd Roll-Off Services, Inc. will minimize the production of noise at the site by performing waste transfer operations within the building structure. Equipment utilized for waste transfer operations will be maintained in

proper operating condition to minimize the production of excess noise. Operation of the facility will be limited to the hours shown in the Operating Plan (Form O) and permitted by the Department. All properties located directly adjacent to the project site are utilized for and developed as commercial or industrial properties. The closest residential property is over 300-feet away from the processing area which reduces the impact of noise production heard from the facility by local residents.

(09/2022) The above paragraph is relevant to the proposed increase of waste volume at the facility as increased waste acceptance will require a continued pro-active approach to control and mitigation of noise generated from the municipal waste transfer facility operations. The continued waste handling operations within enclosed buildings mitigate noise impacts to the area.

The discussion above related to nuisances and mitigation of nuisances demonstrates that each of these items is completely mitigated through the design or operational procedures for this facility.

As discussed in this permit application, this transfer station operation is to be performed in an enclosed structure which will provide effective visual shielding of the waste handling operation. Additional operational practices discussed here including dust and noise nuisance minimization will collectively mitigate any harm to the population and life within the local area. The location of this operation with a metal building and operational standards outlined in the application will mitigate ***any*** *harm or potential harm related to this operation.*

Potential harms to the quality of life within the local area resulting from the expanded operation of this facility under a transfer station permit will be mitigated using the efforts discussed above.

(09/2022) The above paragraphs are relevant to the proposed increase of waste volume at the facility as conducting waste transfer operations within an enclosed metal building and current facility operational standards will mitigate any harm or potential harm related to operation of the existing municipal waste transfer facility.

14. Harms and Potential Harms to the Local Economy

As discussed in this harms / benefits evaluation, the proposed operation of this transfer station facility will bring employment, economic and other benefits to the area. Since this operation is located in an industrial area with adjacent industrial uses, no harm or potential harm is possible to the local economy.

The expanded operation of this facility under a transfer station permit will not present any harm or potential harm to the local economy. This facility will provide expanded economic benefits to the area when operating under a PADEP transfer station permit.

(09/2022) The above paragraphs are relevant to the proposed increase of waste volume at the facility as operation of the existing municipal waste transfer station will continue to provide employment opportunities, vehicle expenditures, wage taxes, local service taxes, and operational expenditures to the local economy.

15. Harms and Potential Harms on the Quality of the Surrounding Environment

This facility is located in an industrial area that has a long history of industrial and manufacturing facilities. The removal of the past un-safe building located on this property and construction of a new aesthetically pleasing facility will provide no harm or potential harm to the quality of the surrounding environment. The construction of this facility and operation in accordance with the proposed operations plan will provide no harm or potential harm on the quality of the surrounding environment.

The expanded operation of this facility under a transfer station permit may present minor intermittent nuisances to the surrounding environment. The effective operation of this facility within a building and proposed operational procedures to mitigate operational nuisances will minimize any harm or potential harm to the quality of the surrounding environment.

(09/2022) The above paragraphs are relevant to the proposed increase of waste volume at the facility as conducting waste transfer operations within an enclosed metal building and current facility operational standards will prevent any harm or potential harm to the surrounding environment. The existing municipal waste transfer facility is located within an industrial zoned area with manufacturing and other industrial activities located in the immediate vicinity. Since issuance of the municipal waste transfer station permit by PADEP in January of 2021, there have been no reported complaints from industrial business owners/operators or residents/property owners in the area of the existing municipal waste transfer facility.

POTENTIAL REMAINING HARMS

Potential Remaining Harm	Category	Intensity	Reach	"Weight" of Harm Remaining Following Mitigation
8. Harms and potential harms to property values	Economic	Low	Immediate Area	Completely Mitigated due to appropriate site location **and quality of the existing facilities**.
9. Harms and potential harms to aesthetics/community character of the surrounding community	Social	Low	Immediate Area	Completely Mitigated due sight lines blocked of operation area.
10. Harms and potential harms to the health and safety of the surrounding population	Environmental	Low	Immediate Area	Minor – Operational practices to mitigate nuisances and other effects to population. **Operations in enclosed buildings mitigate these potential nuisances.**
11. Impacts on environmental justice communities	Social	Low	Immediate Area	Completely Mitigated due to enhanced public notification.
12. Harms and potential harms associated with uncompensated losses to local government.	Economic	Low	Local Borough	None due to facility being located in an Industrial area with no road weight limits.
13. Harms and potential harms associated with the quality of life within the local area	Social	Low	Immediate Area	Minor and Temporary / Intermittent – Operational practices to mitigate nuisances and other effects to population. **Operations in enclosed buildings mitigate these potential nuisances.**
Dust	Environmental	Low	Immediate Area	
Odors	Environmental	Medium	Immediate Area	
Litter	Environmental	Medium	Immediate Area	
Noise	Environmental	Medium	Immediate Area	
14. Harms and potential harms on the local economy	Economic	Low	Local Area	None – Expanded operation will provide **increased** employment and economic benefit to the area.

15. Harms and potential harms on the quality of the surrounding environment	Environmental	Medium	Immediate Area	Minor and Temporary / Intermittent – Operational practices to mitigate environmental impacts. **Operations in enclosed buildings mitigate these potential nuisances.**

BENEFITS

Benefit	Category	Reach	"Weight" of Benefit
1. Environmental benefits of the project, both on-site and off-site.	Environmental	Local Area	Minor – Life of site. **Proposed waste increase will** provide **additional** enhanced local recycling and waste handling resources.
2. Benefits to local businesses	Economic	Local Area	Minor – Life of site. **Proposed waste increase** will provide **additional** enhanced local recycling and waste handling resources.
3. Benefits to local economy	Economic	Local Area	Major – Life of Site. **Proposed waste increase** operation will result in additional local spending.
4. Benefits of local employment	Economic	Immediate Area	Major – Life of Site. **Proposed waste increase** operation of this facility will result in additional employment.
5. Benefits to local residents and local government 6. Benefits from host agreements	Economic and Environmental	Local Area	Major – Life of Site. **Proposed waste increase** allow additional reduced disposal options for local government.
7. Benefits based on demographics	Economic and Social	Local	Major – Life of Site. **Proposed waste increase** will result in additional employment and spending in the area.

Harms and Benefits Comparison and Conclusion

Boyd Roll-Off Services, Inc. has prepared this Environmental Assessment and Harms and Benefits Evaluation to conclusively and clearly demonstrate that the benefits of the project to the public outweigh the known and potential harms. After developing a comprehensive and critical evaluation of the potential impacts and harms associated with the proposed operation of this facility under a PADEP transfer station permit, it is obvious that this project will provide substantial benefits to the economic and social fabric of the local community that clearly outweigh the potential harms which will remain after mitigation. The remaining harms will have minimal adverse impact on public health or public safety, and the local/regional environment.

In conclusion, this Environmental Assessment and Harms and Benefits Evaluation demonstrates that the benefits of this project to the public clearly and substantially outweigh the potential harms, and this Environmental Assessment and Harms and Benefits Evaluation and the proposed operation of this facility under a PADEP transfer station permit application should be approved.

(09/2022) The preceding tables and above paragraphs are relevant to the proposed increase of waste volume at the existing municipal waste transfer facility. The increased maximum daily waste volume will provide substantial benefits to the economic and social fabric of the local community that clearly outweigh the potential harms which will remain after mitigation. The remaining harms will have minimal adverse impact on public health or public safety, and the local/regional environment. The harms are effectively mitigated through the operations being located at a well-constructed and maintained facility within enclosed buildings.

In conclusion, this update of the Environmental Assessment and Harms and Benefits Evaluation demonstrates that the benefits of increased daily waste limit for this facility to the public clearly and substantially outweigh the potential harms. This Environmental Assessment and Harms and Benefits Evaluation along with the Major Permit Modification Application for increase of maximum daily waste volume should be approved for the Boyd Waste Transfer & Recycling Facility.

BOYD ROLL-OFF - TRAFFIC SUMMARY

Thompson Avenue is a McKees Rocks Borough Road that is has several active Pittsburgh and Ohio Central railroad tracks along its north side and there are primarily industrial properties along the southern side of the roadway. Taggart Street is further to the north beyond the train track and residential properties are to the north of Taggart Street. The industrial properties on Thompson Avenue include PennDrill Manufacturing (Manufacturing), NW Transport Service (Trucking), and Ace Wire and Spring Form Co (Manufacturing) to the west of the **existing** transfer station and General Wire Spring Company (Manufacturing), Concrete Concepts (Pre-Cast Concrete), Paper Packaging Company (Packaging Products) and a large self-storage warehouse are to the east of the **existing** facility.

East Traffic Approach

The main traffic route to the east of the proposed facility is approximately ½ mile to the east where Thomson Avenue ends at State Route 51 which is Island Avenue to the north and Chartiers Avenue to the south. This direction is the route for the majority of the traffic to the facility. Route 51 follows the Ohio River corridor, and leads to Pittsburgh and Route I-376 to the south and Coraopolis, Route I-79 and State Route 65 to the north. The location of the site, adjacent roadways and potential traffic routes, and the PennDOT Traffic Volume sampling points are shown on the attached Figure T-1 and the PennDOT iTMS traffic information printouts are attached as well.

Note that the existing traffic follows Thompson Avenue eastward to the intersection with Chartiers Avenue, where it then travels northward to Island Avenue (SR 51) or southward on Chartiers Avenue (SR 51). The McKees Rocks Community Development Corporation expressed concerns with truck traffic through the main business district where redevelopment efforts are being concentrated. McKees Rocks Borough plans to change a portion of Furnace Street Extension from one way in the westbound direction to two-way traffic so that Boyd truck traffic can take this route to SR 51 southbound, bypassing the McKees Rocks business district. This intersection is geometrically better for Boyd's truck traffic compared to the Thompson Avenue intersection. Boyd will use this route when possible for their truck traffic and will encourage third parties to use this route as well. The PennDOT traffic count locations are located such that either route is between the traffic count locations and whether traffic travels through the Thompson Avenue / SR 51 intersection or the Furnace Street / SR 51 intersection the following traffic increase estimates will be the same. **Note that the original traffic counts were used in this permit modification, as the PennDOT Traffic Information Repository indicates that recent traffic counts may be under-represented due to Covid-19 effects on traffic.**

East Traffic Approach **–** North **(26524)**

Traffic information taken from the PennDOT iTMS system for the segment of Rt. 51 north of Chartiers Avenue indicates that truck traffic on this route averages approximately 12 % of the traffic volume (ADT 7,251; 901 Trucks) for counts conducted in 2016.

East Traffic Approach **–** South **(25059)**

Traffic information taken from the PennDOT iTMS system for the segment of Rt. 51 south of Chartiers Avenue indicates that truck traffic on this route averages approximately 5% of the traffic volume (ADT 7,994; 399 Trucks) for counts conducted in 2014. **Note only the southbound traffic direction was available, this number should be increased to represent traffic in both directions.**

West Traffic Approach

The main traffic route to the west of the **existing** transfer station is approximately ¼ mile to the west where Thompson Avenue ends at Singer Avenue which leads to Singer Avenue to the north and Wind Gap Avenue to the south. Based on observations of road conditions and local traffic patterns we anticipate that the route to the east would be the most likely traffic route to the site as the western approach seems to see little use. This approach provides a much more circuitous route to Route I-79 from Singer Ave or Chartiers Ave, and can provide access to State Route 60 via Wind Gap Avenue.

West Traffic Approach **–** North **(5296)**

Traffic information from the iTMS system indicates that the northern route to the west (Singer Ave) has approximately 3% truck traffic (ADT 3,698; 117 Trucks) for counts conducted in 2016.

West Traffic Approach – South **(27638)**

Traffic information from the iTMS system indicates that the southern route to the west and the route leading to the south (Wind Gap Ave) has approximately 5% trucks (ADT 11,133; 557 trucks) for counts conducted in 2016.

West Traffic Approach – To North and South Access **(50522)**

Traffic information from the iTMS system indicates that an alternate route leading to the west approaches is Chartiers Avenue which has approximately 5% truck traffic (ADT 8,162; 408 Trucks) for counts conducted in 2015. This route would be the most likely way of reaching the western approach area from the site.

Thompson Avenue

No traffic information was obtained for Thompson Avenue, but it is expected to have a relatively high percentage of truck traffic given the industrial nature of the adjacent properties.

Proposed Tonnage and Resulting Traffic Increase

This permit application proposes to increase the maximum allowable daily tonnage from 500 **to 1,000** tons per day, an increase of **500** tons per day. This increase in the waste acceptance will be

used to estimate the resulting increase in traffic on the local roads that are **utilized** as approach routes for the facility.

Tonnage Increase

This Permit Application proposes a maximum daily waste intake for processing of **1,000**-tons per day, which is a **500** ton per day increase from the existing facility permit. We assume the existing facility traffic is included in the 2015 and 2016 traffic counts. **The traffic numbers used in this analysis were taken from the previous traffic analysis for a 500 ton per day increase. The "existing traffic" will be the 2014 and 2016 traffic counts and the traffic increase will be the 200 TPD traffic increase from the previous permit application and the 500 TPD increase from this permit modification. Although the traffic increase summaries will show an increase representing 700 TPD the actual increase requested in this permit modification is for 500 TPD. More recent traffic counts, where available, may be influenced by COVID-19 and may be under represented and were not used.**

Inbound Traffic Increase

In the previous **permit application**, an average of 5 tons/load was used for traffic estimates. Using this same average load results in **500** Ton/ day ÷5 Ton / load = **100** additional loads per day. **Adding this to the 40 additional loads in the previous permit application yields 140 loads per day for this traffic summary, or 280 trips.**

Outbound Traffic Increase

The loaded transfer trailers leaving the facility were previously estimated to be 20-ton loads. Using this same outbound load results in **500** Ton/day ÷ 20 Ton / load = **25** additional loads per day. **Adding this to the 10 additional loads in the previous permit application yields 35 loads per day for this traffic summary or 70 trips.**

Employee Traffic Increase

Boyd anticipates that if the daily waste receipts reach the maximum allowed under the permit, they may need an additional **5** employees. This would result in an additional **10** trips per day. **Adding this to the 6 trips per day in the previous permit application yields 16 trips per day for this traffic summary or 8 additional vehicles per day.**

Total Truck Traffic Increase

The total estimated truck traffic increase is:

Inbound Truck Increase = **140 Trucks**/day
Outbound Truck Increase = **35** Trucks/day
Total Truck Increase = **175 Trucks**/day **= 350 Trips ADTT increase**

This will produce an additional 2(175) + 2(8) = 366 Trips where ADT is combined and

An additional 175 + 5 = 180 trips where ADT is separated by lane/direction.

Effects of Additional Truck Traffic – Thompson Avenue

This additional truck traffic will not impact the travel on Thompson Avenue since it not utilized as a through street and is primarily utilized to access other industrial locations in the area. This additional traffic will also not effect traffic on the nearby Route 51.

Effects of Additional Truck Traffic

To assess the possible impact to the east and west approaches, the total anticipated truck traffic increase will be added to the traffic for the north and south routes for both the eastern and western traffic approaches. **It is unlikely that much traffic would choose the west route, so the traffic was split to more heavily favor the east route. It was assumed that only 5% of the traffic would choose one of the western routes and 95% of the traffic would choose one of the eastern routes. Five percent of the traffic was assumed to take either the western route to the north or the western route to the south. It was assumed that 75% of the traffic taking the eastern route would either all use the northern route or all use the southern route, with the remaining 25% taking the other route.**

This leads to the following traffic used for the analysis:

Increase in ADT: 366 Trips
Increase in ADTT: 350 Truck Trips

5% Traffic to West Routes – Use for both Northern and Southern routes to the West
Increase in ADT: 13 Trips
Increase in ADTT: 13 Truck Trips

95% Traffic to East Routes
Increase in ADT: 348 Trips
Increase in ADTT: 333 Trips

75% Eastern Traffic – Northern/Southern Routes
Increase in ADT: 261 Trips
Increase in ADTT: 249 Truck Trips

Effects of Additional Truck Traffic – East Traffic Approach

The anticipated additional truck traffic **for this permit modification** was added to the existing traffic count **in the previous permit application to produce an increase in traffic relative to the traffic counts used. This increased** Average Daily Traffic (ADT) and the **increased** number of trucks **were used** to estimate the new truck percentage. The increase in the percentage of trucks will be estimated and will be used to assess the overall impact.

Route 51 North of Chartiers Ave			
	ADT	# Trucks	% Trucks
Current Traffic	7,251	901	12.4
With Increase	7,**512**	**1,150**	**15.3**
Percent Increase	**3.6**%	**27.7**%	**2.9**1

Route 51 South of Chartiers Ave			
	ADT	# Trucks	% Trucks
Current Traffic	7,994	399	5.0
With Increase	8,**255**	**648**	**7.9**
Percent Increase	**3.3**	**62.5**	**2.9**0

The overall increase to the ADT is **3.3** to **3.6** percent, the increase in the number of trucks is approximately **28** to **63**%, and the increase in the overall percentage of trucks in the ADT is **2.9**0 percent.

Effects of Additional Truck Traffic – West Traffic Approach

The anticipated additional truck traffic was added to the existing traffic count Average Daily Traffic (ADT) and the number of trucks to estimate the new truck percentage. The increase in the percentage of trucks will be estimated and will be used to assess the overall impact.

Singer Avenue-North of Chartiers Ave.			
	ADT	# Trucks	% Trucks
Current Traffic	3,698	117	3.2
With Increase	3,**716**	**135**	4.**3.6**
Percent Increase	**0.5**	**15**	**0.5**%

Wind Gap Avenue-South of Chartiers Ave.			
	ADT	# Trucks	% Trucks
Current Traffic	11,133	557	5.0
With Increase	11,**201**	**575**	5.**5.1**
Percent Increase	**0.2**	**3.1**	**0.1**

The overall increase to the ADT is **less than** percent, the increase in the number of trucks is approximately **3** to **15**%, and the increase in the overall percentage of trucks in the ADT is **less than 1** percent. **The** overall effect is not significant. The low ADT and number of trucks for the Singer Avenue segment existing traffic suggests that this is not a likely route for traffic to and from the facility. The immediate area of the facility is very industrial and if this were a desirable route to the area the ADT and number of trucks in the ADT would be higher.

Vehicle Characteristics

The following truck characteristics have been estimated based on inbound waste collection information provided by Boyd. For the purposes of this analysis, we have based the vehicle class on the Gross Vehicle Weight (GVW) provided by the inbound scale which represents the total weight of the vehicle and load, and will include the trailer weight for the Class 8 or greater vehicles. Additional vehicle characteristics such as number of axles and axle configuration were not available. The vehicle distribution is not expected to change significantly for the proposed additional tonnage.

Estimated Vehicle Distribution of Delivery Traffic							
Vehicle Class	2	3	4	5	6	7	8
GVW (Tons)	5	7	8	9.75	13	16.5	>16.5
Estimated Range	<5%	10 - 25%	<5%	10 - 20%	<5%	<5%	40 - 60%

Ten Year Traffic Estimate

The traffic estimates and effect on truck traffic have been estimated for the additional **500** tons per day of waste acceptance. This will not be an immediate increase, but will gradually increase. At this time there are no plans to increase beyond the proposed maximum waste limit. Over a 10 year period, we anticipate the ADT and truck traffic for the area will increase, while the site traffic will remain relatively steady and will, over the 10 year period, become a smaller percentage of the overall ADT and truck traffic.