

Requests to attend the meeting must be received by Monday, June 26, 2023.

Requests for accommodations to a disability must be received by Monday, June 26, 2023.

Requests to submit written materials to be reviewed during the meeting must be received no later than Monday, June 26, 2023.

ADDRESSES: The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, and virtually on Zoom. However, if the FAA is unable to hold the meeting in person due to circumstances outside of its control, the FAA will hold a virtual meeting and notify registrants with the meeting details and post any updates on the FAA Committee website. Members of the public who wish to observe the meeting must RSVP by emailing 9-awarac@faa.gov. General committee information including copies of the meeting minutes will be available on the FAA Committee website at https://www.faa.gov/regulations_policies/rulemaking/committees/documents/.

FOR FURTHER INFORMATION CONTACT: Lakisha Pearson, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267-4191; email 9-awarac@faa.gov. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The ARAC was created under the Federal Advisory Committee Act (FACA), in accordance with Title 5 of the United States Code (5 U.S.C. App. 2) to provide advice and recommendations to the FAA concerning rulemaking activities, such as aircraft operations, airman and air agency certification, airworthiness standards and certification, airports, maintenance, noise, and training.

II. Agenda

At the meeting, the agenda will cover the following topics:

- Status Updates:
 - Active Working Groups
 - Transport Airplane and Engine (TAE) Subcommittee
- Recommendation Reports
- Status Report from the FAA
- Any Other Business

Detailed agenda information will be posted on the FAA Committee website address listed in the **ADDRESSES** section at least one week in advance of the meeting.

III. Public Participation

The meeting will be open to the public for virtual or in person attendance on a first-come, first served basis, as space is limited. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section and provide the following information: full legal name, country of citizenship, and name of your industry association or applicable affiliation. Please indicate if you plan to observe the meeting in-person or virtually. When registration is confirmed, FAA will email registrants to provide meeting access information in a timely manner prior to the meeting.

The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

The FAA is not accepting oral presentations at this meeting due to time constraints. Any member of the public may present a written statement to the committee at any time. The public may present written statements to ARAC by providing a copy to the Designated Federal Officer via the email listed in the **FOR FURTHER INFORMATION CONTACT** section.

Issued in Washington, DC, on May 26, 2023.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2023-11773 Filed 6-1-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2023-0006]

Notice of Intent To Prepare and Environmental Impact Statement for a Proposed Highway Project, Somerset County, PA and Garrett County, MD

AGENCY: Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: FHWA in coordination with the Pennsylvania Department of Transportation (PennDOT) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) is issuing the Notice of Intent (NOI) to solicit comments and advise

the public, agencies, and stakeholders that an Environmental Impact Statement (EIS) will be prepared to study potential improvements to the US 6219, Section 050 Transportation Improvement Project from Meyersdale, PA to Old Salisbury Road, MD. The project includes the proposed construction of an 8.0 mile (6 miles in Pennsylvania and 2 miles in Maryland) four-lane limited access facility on new alignment from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of US 219 in Garrett County, Maryland. This NOI contains a summary of the information required in the Council on Environmental Quality (CEQ) regulations. This NOI should be reviewed together with the Supplementary NOI Document, which contains important details about the proposed project and complements the information in this NOI. Persons and agencies who may be interested in or affected by the proposed project are encouraged to comment on the information in this NOI and the Supplementary NOI Document. All comments received in response to this NOI will be considered and any information presented herein, including the preliminary purpose and need, preliminary alternatives and identified impacts, may be revised in consideration of the comments.

DATES: Comments on the NOI or the Supplementary NOI Document are to be received by FHWA through the methods below by July 3, 2023.

ADDRESSES: This NOI and the Supplementary NOI Document are also available in the docket referenced above at www.regulations.gov and on the project website located at www.penndot.pa.gov/us219meyersdalesouth. The Supplementary NOI Document will be mailed upon request. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at www.regulations.gov or the project website located at www.penndot.pa.gov/us219meyersdalesouth. Follow the online instructions for submitting comments.

Mailing address or for hand delivery or courier: Jon Crum, Team Leader—Planning and Environment, Federal Highway Administration, Pennsylvania Division Office, 30 North 3rd Street, Suite 700, Harrisburg, Pennsylvania, 17101-1720.

Email address: Jonathan.Crum@dot.gov

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to the www.regulations.gov, including any personal information provided. A summary of the comments will be included in the Draft EIS.

FOR FURTHER INFORMATION CONTACT:

FHWA: Jon Crum, Team Leader for Planning and Environment, Federal Highway Administration—Pennsylvania Division, 30 North 3rd Street, Suite 700, Harrisburg, PA 17101–1720; email: Jonathan.Crum@dot.gov; 717–221–3735. PennDOT: Nicki Donahoe, PE, Project Manager, Pennsylvania Department of Transportation, Engineering District 9–0, 1620 N. Juniata Street, Hollidaysburg, PA 16648; email: ndonahoe@pa.gov; 814–317–1650. MDOT: Jeremy Beck, Senior Project Manager, Maryland Department of Transportation, State Highway Administration, Office of Planning and Preliminary Engineering, 707 North Calvert Street, Baltimore, MD 21202; email: JBeck@mdot.maryland.gov; 410–545–8518/800–548–5026.

SUPPLEMENTARY INFORMATION: It is important to note that the FHWA, PennDOT, and MDOT SHA are committed to public involvement for this project. All public comments received in response to this notice will be considered and revisions may be made to the information presented herein as appropriate. The environmental review of alternatives for the transportation project along Section 050 of US 219 will be conducted in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, *et seq.*), 23 U.S.C. 139, CEQ regulations implementing NEPA (40 CFR 1500–1508), FHWA regulations implementing NEPA (23 CFR 771.101–771.139) and all applicable Federal, State, and local governmental laws and regulations.

Background

PennDOT originally studied US 219 improvements south of Somerset, Pennsylvania, during the 1990s. These studies identified a five-mile section of US 219 through Meyersdale, Pennsylvania, as the area's most immediate transportation problem. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited access highway located west of existing US 219 in Meyersdale Borough and Summit Township, Somerset County, Pennsylvania. This project was followed by the completion of an 11-

mile four-lane limited access facility in 2018 from Somerset to Meyersdale, Pennsylvania. In 2021, MDOT SHA completed construction of an approximately 1.4-mile section from Interstate 68 (I–68) in Maryland to Old Salisbury Road, just south of the State line.

Preliminary engineering and a Draft Environmental Impact Statement (DEIS) for US 219 originally began in 2001 but was put on hold in 2007 due to funding constraints. As a result, the document went unpublished. Several alternatives were evaluated in the DEIS, and these alternatives served as the starting point for the 2016 Planning and Environmental Linkages (PEL) Study for this project.

The PEL concluded that Alignments E and E-shift were considered reasonable and recommended to be evaluated in future NEPA Studies. However, at the time of the PEL study, adequate funding was not available to advance the project in its entirety. As a result, the team completed an evaluation to identify whether any stand-alone projects existed along the project alignments.

The PEL identified that the MD 1.4-mile section both improves the existing I–68/US 219 interchange and best addresses the PEL's Project Vision and Goals by directly serving near future planned development (Casselman Farm Development Site) located in Garrett County, Maryland's Smart Growth Priority Funding Area. This section was also found to be "of sufficient length to address environmental matters on a broad scope and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements" including the current study to complete the remaining four-lane US 219 section between the Meyersdale Interchange in Pennsylvania and the recently completed 1.4-mile section in Maryland.

After the PEL, MDOT SHA developed seven preliminary concepts for the 1.4-mile section and presented them at a public workshop on September 8, 2016, and an open house on September 9, 2016. A Joint Location/Design Public Hearing was held on February 6, 2017, to obtain public input on the alternatives under consideration. Based on the evaluation and comparison of the alternatives, including input from the public, Alternative 4 Modified was recommended as the MDOT SHA Preferred Alternative. This section received FHWA Preferred Alternative and Conceptual Mitigation Package/Categorical Exclusion approval on July 18, 2018, and was subsequently constructed. The new 1.4-mile section opened to traffic in May 2021.

The US 6219, Section 050 Transportation Improvement Project was re-initiated November 9, 2020, when the Secretary of Transportation announced the commitment of funds for this project.

The following information provided in the NOI is supplemented with more detail in the Supplemental NOI Document.

(a) The Preliminary Purpose and Need for the Proposed Action

The purpose of the US 6219, Section 050 Transportation Improvement Project is to complete Corridor N of the Appalachian Development Highway System, to improve the system linkage in the region, provide safe and efficient access for motorists traveling on US 219, and provide transportation infrastructure to support economic opportunities in existing and planned communities and employment/business centers and natural resource-based industries within the Appalachian Region.

The project needs identified for this project are that: (1) existing US 219 does not provide efficient mobility for trucks and freight, (2) there are numerous roadway and geometric deficiencies present along the existing US 219 alignment, and (3) the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region.

The preliminary Purpose and Need was developed with agency coordination and public input, as described in section e; see the Supplemental NOI Document for details on the development of the Purpose and Need. The project purpose and needs were presented to the Pennsylvania and Maryland resource agencies at an agency coordination meeting on September 22, 2021, a Community Advisory Committee on November 3, 2021, and to public officials and the general public at an open house meeting on June 23, 2022, and a virtual meeting on June 27, 2022. Resource agencies and the public were invited to comment on the Purpose and Need. The Purpose and Need statement and supporting documentation, including data and public input summary, will be available in the Draft EIS. No comments were received from either the resource agencies or public following the outreach. The Purpose and Need may be revised based on comments received during the comment period on this notice.

(b) A Preliminary Description of the Proposed Action and Alternatives the Environmental Impact Statement Will Consider

The proposed action is anticipated to include construction of a new 8.0-mile (6 miles in Pennsylvania and 2 miles in Maryland) 4-lane limited-access facility from the end of the Meyersdale Bypass in Pennsylvania to the newly constructed portion of US 219 in Maryland. Agencies and the public are invited to comment on the Range of Alternatives for the proposed action. Additional information on the Range of Alternatives is in the Supplementary NOI Document. The Range of Alternatives proposed to be considered in the EIS are the following:

No Build Alternative

The No Build Alternative involves taking no action, except routine maintenance along US 219. The existing two-lane alignment of US 219 between Meyersdale, Pennsylvania and Garrett County, Maryland would remain. No new alignments or additional roadway would be constructed.

Alignment DA

Alignment DA was delineated using suggestions by the study area farmers and Cooperating and Participating Agencies during former 2001 NEPA efforts to avoid natural resource impacts by staying closer to US 219 and avoiding the mountain slope/ridge. Alignment DA starts at the southern end of the Meyersdale Bypass, proceeding in a southerly direction to just south of the Mast farm, where it heads westward toward existing US 219. The alignment crosses between the Deal and Mast farms, then turns in a southwesterly direction, crossing existing US 219 just south of Salisbury, Pennsylvania. Alignment DA then travels in a southerly direction, crossing existing US 219 again just south of the Mason-Dixon Line and staying close to existing US 219, and ties into the newly constructed section of US 219.

Alignment DA-Shift

Alignment DA-Shift resulted from combining Alignment DA with Alignment E-Shift. Alignment E-Shift was suggested by residents during former 2001 NEPA efforts to move the alignment further away from residences along Old Salisbury Road. Alignment DA-Shift follows the same alignment as Alignment DA from Meyersdale until about one mile south of the Mason-Dixon Line, where the alignment is shifted eastward, away from Old Salisbury Road.

Alignment DU

Alignment DU resulted from combining suggestions from the US Fish and Wildlife Service (USFWS) with an alignment identified during former 2001 NEPA efforts. USFWS suggested an alternative to avoid the mountain slope/ridge in Pennsylvania and reduce potential impacts to terrestrial wildlife. Alignment DU follows Alignment DA until Greenville Road, where instead of continuing southwest towards existing US 219, the alignment travels south towards the Mason-Dixon Line. Alignment DU and Alignment DA coincide again south of the Mason-Dixon Line.

Alignment DU-Shift

Like Alignment DA Shift, Alignment DU-Shift resulted from combining Alignment DU with Alignment E-Shift to move the alignment further away from residences along Old Salisbury Road. Alignment DU-Shift mimics the alignment of Alignment DU from Meyersdale until south of the Mason-Dixon Line, where the alignment is shifted eastward and away from Old Salisbury Road.

Alignment E

Alignment E was suggested during former 2001 NEPA efforts to avoid farmland in Pennsylvania and avoid residential areas along existing US 219. Alignment E starts at the southern end of the Meyersdale Bypass and proceeds in a southerly direction along the face of Meadow Mountain. At the Pennsylvania/Maryland border, Alignment E would extend in a southwesterly direction, east of the existing US 219.

Alignment E-Shift

Alignment E-Shift was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts and involves moving Alignment E further away from the residences on Old Salisbury Road. Alignment E-Shift follows Alignment E, with the exception of a small shift in Maryland, slightly eastward, away from the homes along Old Salisbury Road. Alignment E does not directly impact the homes along Old Salisbury Road; however, residents requested an evaluation of a slightly eastward shift to move the alignment further from their homes. The trade-off is that Alignment E-Shift bisects a farm field that is only slightly impacted by Alignment E. This shifted section is the same as the shifted section of Alignment DA-Shift and Alignment DU-Shift.

(c) Brief Summary of Expected Impacts

PennDOT and MDOT SHA have conducted scoping activities for the US 6219, Section 050 Transportation Improvement Project, such as secondary source data collection, agency coordination, and public outreach, to identify the types of environmental, cultural, and socio-economic resources present in the Study Area and those likely to be impacted. The following resources will be evaluated in the EIS and supporting technical studies: cultural resources (archaeology and historic architecture); hazardous materials; air quality; noise-sensitive areas; natural resources (wildlife and habitat; threatened, endangered, and special status species; waters of the US; water quality; groundwater; floodplains; and farmlands); visual resources; Section 4(f) resources (recreational facilities, historic properties, and State Game Lands); and socioeconomic, land use, and right-of-way (communities and community facilities, population and housing, economic resources, land use and right-of-way, and Environmental Justice).

Based on an analysis completed to date using both the EPA's EJScreen Tool and the Maryland EJScreen Mapper, EJ populations (low income) are present within the study area. However, there are no residential or non-residential EJ relocations anticipated.

The level of review of the identified resources for the EIS will be commensurate with the anticipated effects to each resource from the proposed project and will be governed by the statutory or regulatory requirements protecting those resources. The analyses and evaluations conducted for the EIS will identify the potential for effects, avoidance measures, whether the anticipated effects would be adverse, and mitigation measures for adverse effects. Additional information on the expected impacts is provided in the Supplementary NOI document available for review in the docket established for this project and on the project website as noted in the **ADDRESSES** section. Comments on the expected impacts to be analyzed in the DEIS are welcomed during the NOI comment period.

Agencies, stakeholders, and the public are invited to comment on the expected impacts. The environmental impact analysis will not begin until the Purpose and Need, Range of Alternatives, and impact categories are finalized based on public comment on this notice. The identification of impacts may be revised due to the consideration of public comments. See

the Supplementary NOI Document for a more detailed description of the Summary of Expected Impacts. The studies to identify the impacts, as well as the analyses of impacts from the retained alternatives, will be presented in the Draft EIS.

(d) Anticipated Permits and Other Authorizations

At the request of the sponsor, the permitting schedule includes the following timetable. A Clean Water Act Section 404 permit decision from the US Army Corps of Engineers is anticipated on September 17, 2027.¹ Other anticipated State authorizations include a Pennsylvania Department of Environmental Protection Section 401 Water Quality Certification/Chapter 105 Standard Permit on September 17, 2027, and a Maryland Department of the Environment Joint Federal/State Title 5 Permit Application for the Alteration of any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland on September 17, 2027. Section 7 consultation under the Endangered Species Act is expected to be concluded on June 27, 2023, and Section 106 consultation under the National Historic Preservation Act is anticipated to be concluded on December 13, 2023. See the Supplemental NOI Document for more detail on the anticipated permits and other authorizations.

(e) Scoping and Public Review

Agency Scoping

FHWA, PennDOT, and MDOT SHA have conducted agency coordination to inform the purpose and need and preliminary project alternatives, scoping meeting, and other elements outlined in this document. An Agency Coordination Plan was reviewed and agreed to by the Pennsylvania and Maryland resource agencies, including the Cooperating and Participating agencies. It is a living document that will be updated through the EIS process. The resource agency meetings in Pennsylvania are referred to as Agency Coordination Meetings (ACM) and the resource agency meetings in Maryland are referred to as Interagency Review Meeting (IRM). Since PennDOT is the lead agency for this project, the agency meetings are typically held on the ACM's regularly

scheduled meeting dates. Some variation does occur and, in that case, the same information is presented to both the ACM and the IRM. The list of agency coordination meetings held begins after November 9, 2020, the date Pennsylvania Transportation Secretary announced the commitment of funds for this project.

April 28, 2021 (ACM-PA) and June 16, 2021 (IRM-MD)

- US 219-050: Meyersdale, PA to Old Salisbury Rd., MD reintroduction
- Summary of the PEL Process
- Current Project Status
- Agency Involvement

September 9, 2021—Joint ACM and IRM

- Process to Move from PEL to NEPA
- ACM/IRM Role
- Cooperating and Participating Agencies
- Review Purpose and Need/Logical Termini
- Review PEL Alternatives Studied
- Agency PEL comments to be addressed in NEPA

November 16, 2021—Joint Scoping Meeting

- Scoping Meeting Overview
- Review Agency Questions from 9/22/21 Meeting
- Virtual Scoping using Google Earth
- Comparison of PennDOT & MDOT SHA NEPA Planning Processes
- Present Technical Methodologies Matrix
- Review Tentative Project Schedule

May 25, 2022 (ACM-PA) and June 15, 2022 (IRM-MD)

- Recent Activities
- Purpose and Need and Logical Termini Review
- Proposed NEPA Study Alternatives
- Public and Agency Coordination Plan Review
- Review agency input received following from the November 16, 2021, Virtual Field Scoping Meeting
- Review information to be presented at the June 2 Community Advisory Committee (CAC) and June 23 Public Meeting

August 24, 2022—Joint ACM and IRM

- Present results of the CAC meeting, Public Officials meeting, Open House meeting and Virtual meeting
- Reviewed secondary source impacts of Proposed NEPA Study Alternatives

Public Review

PennDOT and MDOT SHA conducted public outreach activities during the Pre-NOI phase of the US 6219, Section 050 Transportation Improvement Project

to present information and collect public input. However, for purposes of documenting activities in this NOI, the start date is November 9, 2020, which is when the Pennsylvania Transportation Secretary announced the commitment of funds for this project.

To date, PennDOT and MDOT SHA reconvened the CAC that had been previously established for this project and have held two CAC meetings. The purpose of the CAC is to provide an additional method of communication between PennDOT, MDOT SHA, FHWA, and the local communities, and to provide input into project development. The CAC serves as an advisory group to the Project Team to ensure that local interests and concerns are considered in a timely manner. These meetings allowed the CAC the opportunity to comment on any changes to the project study area since the 2016 PEL document and the revised Purpose and Need (November 2021), and to provide input on the preliminary range of NEPA alternatives (June 2022). Additionally, PennDOT and MDOT SHA offered a public officials meeting (June 23, 2022), an open house public meeting (June 23, 2022), and virtual meeting (June 27, 2022). These meetings allowed public officials and citizens the same opportunity to comment on the information presented at the CAC meetings and served as the public scoping meeting. The materials for these meetings are on the project website.

PennDOT and MDOT SHA will maintain and update the project website, as identified in the **ADDRESSES** section of this notice, to direct the public to the scoping meeting presentation and solicit public input. Additionally, PennDOT and MDOT SHA will continue to conduct targeted outreach to communities in and around the study area. A 30-day comment period is being held in association with the NOI. There will be at least three more public involvement opportunities for the US 6219, Section 050 Transportation Improvement Project from Meyersdale, Pennsylvania to Old Salisbury Road, Maryland. These will be public meetings/hearings to receive input on the detailed alternatives (public meeting), recommended preferred alternative and draft EIS (public hearing), and selected alternative/conceptual mitigation (public meeting).

(f) A Schedule for the Decision-Making Process

Following the issuance of this notice, FHWA, PennDOT, and MDOT SHA will coordinate with the Participating and

¹ 23 U.S.C. 139(d)(10) requires all authorization decisions necessary for the construction of a major project be completed no later than 90 days from the issuance of the ROD for the project. This deadline may be extended where Federal law prohibits granting the decision within this period of time, the project sponsor requests a different timeline, or if the extension would facilitate the completion of the environmental review and authorization process for the project.

Cooperating Agencies to develop study documentation and the Draft EIS.

- The Draft EIS is anticipated to be issued in March 2024.
- The combined Final EIS and Record of Decision is anticipated in February 2025.
- A Section 404 permit decision from the United States Army Corps of Engineers is expected in September 2027.

See the Supplemental NOI Document for additional schedule details.

(g) Request for Identification of Potential Alternatives, Information, and Analyses Relevant to the Proposed Action

To ensure that a full range of issues related to the study are addressed and all potential issues are identified, FHWA invites comments and suggestions from all interested parties. The project team requests comments and suggestions on purpose and need, potential alternatives and impacts, and the identification of any relevant information, studies, or analyses of any kind concerning impacts affecting the quality of the human environment. Any information presented herein, including the preliminary purpose and need, preliminary range of alternatives, and identification of impacts may be revised after consideration of the comments. The purpose of this request is to bring relevant comments, information, and analyses to the agency's attention, as early in the process as possible, to enable the agency to make maximum use of this information in decision making. Comments may be submitted according to the instructions in the **ADDRESSES** section of this Notice.

(h) Contact Information

FHWA: Jon Crum, Team Leader—Planning and Environment, Federal Highway Administration, Pennsylvania Division Office, 30 North 3rd Street, Suite 700, Harrisburg, PA 17101–1720; email address: Jonathan.Crum@dot.gov; 717–221–3735.

PennDOT: Nicki Donahoe, PE, Project Manager, Pennsylvania Department of Transportation, Engineering District 9–0, 1620 N Juniata Street, Hollidaysburg, PA 16648; email: ndonahoe@pa.gov; 814–317–1650.

MDOT SHA: Jeremy Beck, Senior Project Manager, Maryland Department of Transportation, State Highway Administration, Office of Planning and Preliminary Engineering, 707 North Calvert Street, Baltimore, MD 21202;

email: JBeck@mdot.maryland.gov; 410–545–8518/800–548–5026.

Alicia E. Nolan,

Pennsylvania Division Administrator, Federal Highway Administration.

[FR Doc. 2023–11794 Filed 6–1–23; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2007–28812]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letters dated March 24, 2023, and April 27, 2023, BNSF Railway Company (BNSF) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 215 (Railroad Freight Car Safety Standards) and 232 (Brake System Safety Standards for Freight and Other Non-passenger Trains and Equipment; End of Train Devices). The relevant FRA Docket Number is FRA–2007–28812.

Specifically, BNSF requests a waiver extension from 49 CFR 232.205, *Class 1 brake test—initial terminal inspection*, and certain provisions of part 215 related to the inspection of trains entering the United States from Mexico at Eagle Pass, Texas. BNSF seeks to continue to move trains received in interchange from Ferrocarril Mexicano, S.A. (FXE), approximately 12 miles outside of the community of Eagle Pass, Texas, to the facilities at Ryan's Ruin, Texas, or Horan Siding, where the required inspections can be performed. BNSF states that the relief “has proven to create a more efficient and safer operating environment along the U.S. and Mexico border for over a decade.” In support of its request, BNSF explains that prior to the current relief, trains “would be blocking the international bridge and multiple crossings in Eagle Pass.”

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a

hearing. If any interested party desires an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Communications are requested by August 1, 2023. Comments received after that date will be considered if practicable. FRA reserves the right to extend the existing relief subject to subsequent consideration of any comments submitted to the docket. Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), the U.S. Department of Transportation (DOT) solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacy-notice> for the privacy notice of [regulations.gov](http://www.regulations.gov).

Issued in Washington, DC.

John Karl Alexy,

Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2023–11785 Filed 6–1–23; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA–2002–11809]

Petition for Extension of Waiver of Compliance

Under part 211 of title 49 Code of Federal Regulations (CFR), this document provides the public notice that by letter received April 7, 2023, the North County Transit District (NCTD) petitioned the Federal Railroad Administration (FRA) for an extension of a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR parts 210 (Railroad Noise Emission Compliance Regulations); 217 (Railroad

Supplementary Notice of Intent Document

US 6219, Section 050 Transportation Improvement Project Meyersdale, PA to Old Salisbury Road, MD Environmental Impact Statement

This Notice of Intent (NOI) Document supplements the NOI published in the Federal Register. This document contains details about the plans for an Environmental Impact Statement (EIS) that will be prepared to study potential improvements to the US 6219, Section 050 Transportation Improvement Project from Meyersdale to Old Salisbury Road. The project includes the proposed construction of an 8.0 mile (6 miles in Pennsylvania and 2 miles in Maryland) four-lane limited access facility from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of US 219 in Garrett County, Maryland. The Supplemental NOI Document and the NOI published in the Federal Register should be read together. Agencies, stakeholders, and the public are invited to comment on the Environmental Analysis Methodologies, Preliminary Purpose and Need, Preliminary Range of Alternatives, or any other aspect of the proposed action. Instructions for submitting comments may be found in the NOI. Comments must be received within 30 days after the date of the NOI publication in the Federal Register.

Federal Project #: NHPP-XXX-X(XXX)

**US 6219, SECTION 050
MEYERSDALE, PA TO OLD SALISBURY ROAD, MD
SUPPLEMENTARY NOTICE OF INTENT DOCUMENT**

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APPENDIX

- Appendix A – Purpose and Need Report
- Appendix B – Coordination Plan for Agency Involvement
- Appendix C – Coordination Plan for Public Involvement

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the US 6219, Section 050 Transportation Improvement Project is to complete Corridor N of the Appalachian Development Highway System, to improve the system linkage in the region, provide safe and efficient access for motorists traveling on US 219, and provide transportation infrastructure to support economic opportunities in existing and planned communities and employment/business centers and natural resource-based industries within the Appalachian Region (Figure 1: ADHS Highway System Map).



Figure 1: ADHS Highway System Map – source: ADHS Highway System Status Report FY2020

The project needs identified for this project are that existing US 219 does not provide efficient mobility for trucks and freight, there are numerous roadway and geometric deficiencies present

along the existing US 219 alignment, and the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region (Figure 2: US 219 Corridor Map).



Figure 2: US 219 Corridor Map

The existing alignment of US 219 does not provide efficient mobility for trucks. Trucks currently comprise 19 to 25 percent of the traffic along US 219 through the study area. Trucks interacting with local traffic (including automobiles, bicycles, pedestrians, and Amish buggies) contribute to the mobility issues and cause extended travel times throughout the corridor. Furthermore, US 219 is a vital route in the region for the trucking industry and truck volumes will continue to increase from future growth. In August of 2020, PennDOT designated portions of US 219 from Somerset to the Maryland state line, as a Critical Rural Freight Corridor (CRFC). As a CRFC, it is a part of the National Highway Freight Network and is eligible for Federal funds apportioned to each state for freight projects as well as FASTLANE grant funds. Compounding the mobility issues is the fact that the existing roadway network in the region is limited by a lack of major north-south roadway corridors. The three primary north-south routes through the area are US 219, SR 160, and SR 669. However, SR 160 and SR 669 suffer from safety issues and associated truck and weight restrictions, which drives truck traffic onto US 219 through Salisbury. The lack of route options only exacerbates the traffic levels, safety impacts, and delays for businesses operating north-south in the region, particularly on US 219 (Figure 3: Regional Roadway Network).



Figure 3: Regional Roadway Network

Existing roadway and geometric deficiencies along US 219 are primarily located within the Pennsylvania portion of the study area. In 2020, PennDOT and Keller Engineers, Inc. performed a

safety study along the existing corridor of US 219 in Somerset County, Pennsylvania, which identified several significant roadway deficiencies that do not meet current standards. These deficiencies included fourteen (14) of thirty-five (35) horizontal curves that do not meet design criteria for the posted speed limit. Four (4) of the thirty-five (35) horizontal curves have superelevation rates that are more than 3% below their respective design superelevation rates requiring the need for speed advisory warning signs and additional crash and economic analysis to determine if an accident problem exists that warrants reconstruction. Nine (9) vertical curves do not meet design criteria of stopping sight distance for the posted speed limit, and six (6) intersections have deficient sight distance. Moreover, existing shoulders vary between 2 and 6-feet in width through the entire corridor and do not meet the width of 8 to 10-feet required for a Rural Regional Arterial. A photograph of the existing roadway is depicted in Figure 4: Photograph of Existing US 219.

Links between the Appalachian region and the rest of North America are not consistent with other completed Appalachian Development Highway System highways (four-lane, limited access type facilities) which contributes to the lack of economic growth within this portion of the Appalachian Region. The Appalachian Regional Commission (ARC) consistently gathers data for the Appalachian region to evaluate which counties are in greater need of ARC funding. Both Garrett (Maryland) and Somerset (Pennsylvania) counties are currently rated as transitional counties by ARC in fiscal year 2022. Transitional counties are classified as those that are below the national average for one or more of the three economic indicators (three-year average unemployment, per capita market income, and poverty), but do not satisfy the criteria of the distressed category. Per capita income rates for both counties (Somerset County - \$41,539 and Garrett County - \$45,718) remain lower than the US average (\$54,194) and 35% less than their respective statewide rates (PA - \$55,852 and MD - \$62,947).

The Comprehensive Plan for the Southern Alleghenies Region, adopted in 2018, identified the need to create jobs and attract workers to the region. The current roadway infrastructure limits access to labor markets and labor mobility. Reduced travel speeds and longer travel times limit the range of markets that existing businesses can serve and limit the range of local labor markets that businesses can attract. This inhibits efficient access to jobs and economic centers in the region.

The project purpose and needs were presented to the Pennsylvania and Maryland resource agencies at a joint September 22, 2021 agency coordination meeting (ACM) and interagency review meeting (IRM), the Community Advisory Committee on November 3, 2021, and public officials and general public at a June 23, 2022 open house meeting and a June 27, 2022 virtual meeting.



Figure 4: Photograph of Existing US 219

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

The Pennsylvania Department of Transportation (PennDOT) and the Maryland Department of Transportation (MDOT SHA) have studied this section of US 219 for over 20 years. Preliminary engineering and a Draft Environmental Impact Statement (DEIS) for US 219 originally began in 2001 but was put on hold in 2007 due to funding constraints. As a result, the document went unpublished. Several alternatives were evaluated in the DEIS and these alternatives served as the starting point for the 2016 Planning and Environmental Linkages (PEL) Study. The PEL Study consisted of three screening stages with study alternatives either being dismissed from further study or advancing to the subsequent screening step. Figure 5 presents all the PEL considered alternatives.

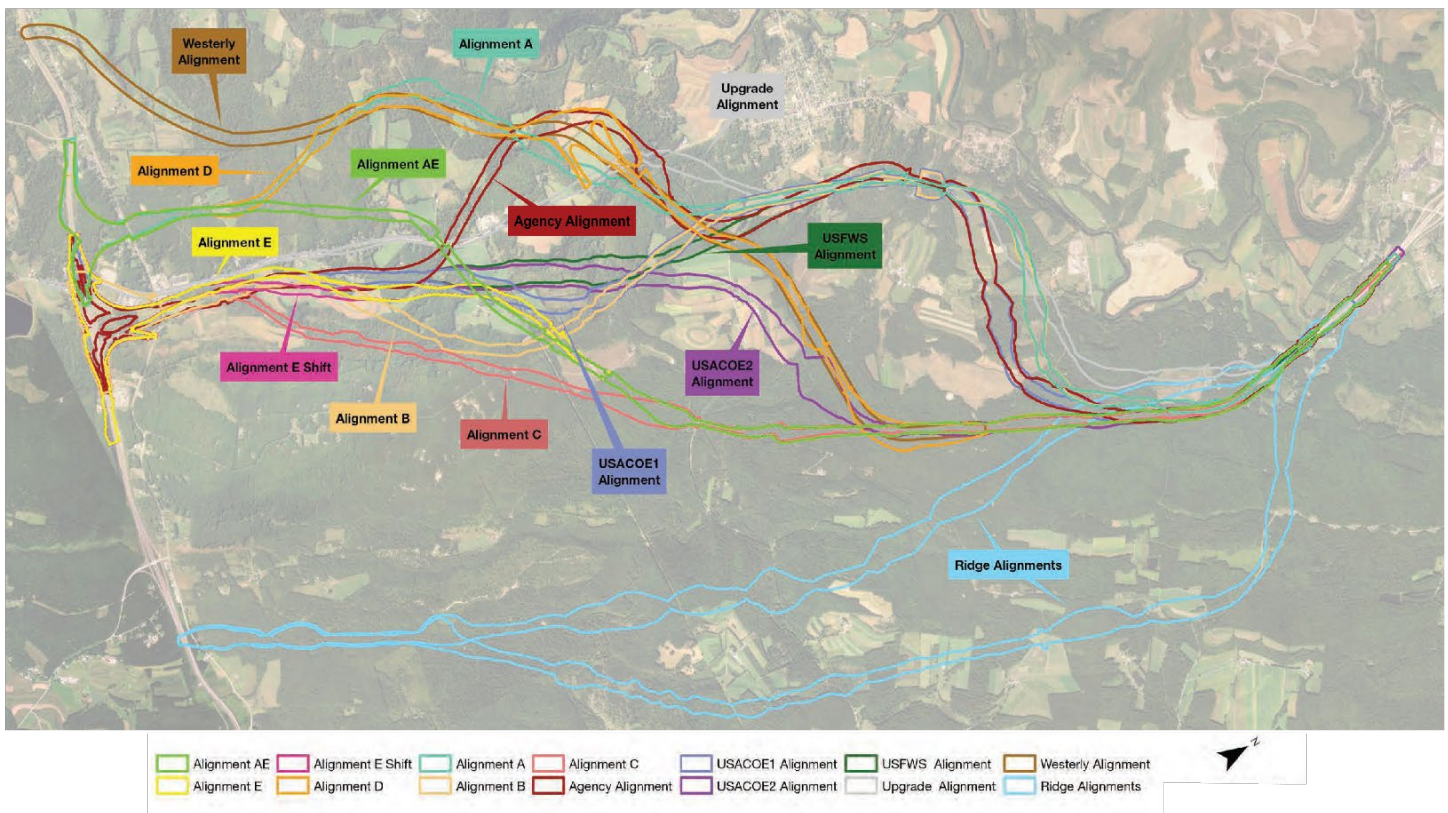


Figure 5: PEL Alternatives Considered

The first step of the PEL screening process evaluated whether the alternatives would meet the PEL’s Vision and Goals. When the project was re-started in 2021, the project team reexamined the PEL Vision and Goals to evaluate and identify current project needs. The current project needs, very similar to the PEL Vision and Goals, are:

- The existing US 219 roadway network does not provide efficient mobility for trucks
- There are numerous roadway and geometric deficiencies present along the existing US 219 alignment which do not meet current design criteria and contribute to slower travel speeds through the corridor

- Existing US 219 does not provide the infrastructure needed to access the surrounding municipalities along with labor and business markets and is a contributing factor in limiting economic development to the Appalachian Region

The Team then re-evaluated all 16 PEL alternatives to determine if they met the current project needs using the same 3-step process, as follows:

Step 1 Screening - Alternatives were evaluated to determine whether they meet the project needs. The following alternatives were dismissed for the same reasons that they did not meet the PEL Vision and Goals:

- No-Build
- Upgrade Alternative
- TSM Alternative
- US 219 Citizen’s Impact Group (Ridge Options)
- US 219 Western Alignment (Westerly)

Step 2 Screening - The second step of the PEL process screened alternatives for natural, cultural and socio-economic environmental impacts based on secondary data sources. Field views and updated secondary source information indicate that the project area has not significantly changed since the PEL Study. The impact numbers for those alternatives can be found at Chapter 6-12 in the *2016 US 219 PEL* document. A summary of the reasons for dismissal are in Table 1 below.

The following alternatives were found to have higher impacts than those alternatives that were advanced to Step 3 and as a result, those alternatives were not advanced.

- Alignment A
- Alignment B
- Alignment C
- Alignments USACE 1
- Alignment USACE 2
- USFWS Alignment
- Agency Alignment

Table 1: Step 2 Reasons for PEL Alternatives to be Dismissed

ALIGNMENT	DESCRIPTION	REASONS FOR DISMISSAL
A	Suggested to avoid the mountain slope/ridge and stay closer to US 219 in attempt to reduce natural resource impacts	<ul style="list-style-type: none"> • Greater impacts to productive agriculture and NHD streams than Alignment E, E-Shift, and AE • Would displace 10 residences • Anticipated adverse effect on 2 historic properties and would have greater potential for archaeology impacts • Bisects Garrett County Employment Center, possibly affecting future of a known proposed development
B	Suggested to avoid the mountain slope/ridge and stay closer to US 219 and further from the Casselman River than Alignment A	<ul style="list-style-type: none"> • One of the highest impacts to productive agriculture • Would require 11 residential and 7 commercial displacements • Would have the greatest NWI wetlands and NHD streams • Anticipated adverse effect to two historic properties and would have highest potential for pre-historic archaeology impacts • Encroach further into the Little Meadows historic site than any other alignment, apart from Alignment C
C	Suggested to avoid all farmland in PA and most farmland in MD	<ul style="list-style-type: none"> • Would require approximately 8 residential and 7 commercial displacements • Anticipated adverse effect on two historic properties • Encroaches further into the Little Meadows historic site than any other alignment • Would be closer than any other alignment to, and potentially impact, Meadow Run wetland complex within the Little Meadows historic site
USACE 1	Connect the northern portion of A with the southern portion of E to avoid the mountain slope/ridge and stay away from the Salisbury mine	<ul style="list-style-type: none"> • Would require 15 residential displacements • One of the highest productive agriculture impacts • Has Higher NHD streams and forestland impacts • Is anticipated to adversely affect two historic properties
USACE 2	Combine portion of D, with southern portion of E, crossing between 2 large farms in PA	<ul style="list-style-type: none"> • Would require 11 residential displacements • Greater impact to streams and forests than USACE1 Alignment • Likely have a direct impact on 3 potential bat hibernacula identified during the 2014 Fall Harp Net surveys
USFWS	Combine northern portion of A with the southern portion of E to avoid the mountain slope/ridge in PA and terrestrial impacts	<ul style="list-style-type: none"> • Would require 15 residential displacements • Anticipated adverse effect on two historic properties • Would inflict one of highest impacts to productive agriculture • Greater potential for forestland impacts • Higher potential for impact to NHD streams, when compared to other alignments Alignment E, E-Shift, and AE • Second largest area of NWI wetland impact (similar to USACE1 Alignment)
Agency	Combine northern portion of A with E, south of the state border to keep the alignment further away from the Salisbury Mine while still allowing a crossing of US 219 in case a local access interchange was desired	<ul style="list-style-type: none"> • Would have the highest impacts to productive agriculture, second highest impact to forestland • Would require 7 residential displacements • Anticipated adverse effect on 2 historic properties and would have greater potential for archaeology impacts

Step 3 Screening - As a result of the Step 2 analysis, four alternatives advanced to Step 3 and were screened using more detailed data.

- Alignment D
- Alignment E
- Alignment E-shift
- Alignment AE

The PEL concluded that Alignments E and E-shift were considered reasonable and recommended to be evaluated in future NEPA Studies. However, at the time of the PEL study, adequate funding was not available to advance the project in its entirety. As a result, the team completed an evaluation to identify whether any stand-alone projects existed along the project alignments.

The MD Breakout Project: Establishing Logical Termini - The recently constructed 1.4-mile MD project was identified in the PEL as a stand-alone project to move forward into NEPA based on its ability to:

- 1) address the PEL’s local and regional economic goals,
- 2) provide a high-speed and safe truck connection to the proposed Casselman Farm Development, and
- 3) provide rational end points for both the transportation improvement and for the assessment of environmental impacts, consistent with FHWA’s logical termini definition.

PEL identified that the MD 1.4-mile section both improves the existing I-68/US 219 interchange and best addresses the PEL's Project Vision and Goals by directly serving near future planned development (Casselman Farm Development Site) located in Garrett County, MD's Smart Growth Priority Funding Area. This section was also found to be "of sufficient length to address environmental matters on a broad scope and does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements" including the current study to complete the remaining four-lane US 219 section between the Meyersdale Interchange in Pennsylvania and the recently completed 1.4-mile section in Maryland.

After the PEL, MDOT SHA developed seven preliminary concepts and presented them at a public workshop on September 8, 2016 and an open house on September 9, 2016. A Joint Location/Design Public Hearing was held on February 6, 2017 to obtain public input on the alternatives under consideration. Based on the evaluation and comparison of the alternatives, including input from the public, Alternative 4 Modified was recommended as the MDOT SHA Preferred Alternative. This section received FHWA PACM/CE approval on July 18, 2018 and subsequently constructed. The new 1.4 mile section opened to traffic in May 2021.

On a regional level, the goals of the Appalachian Highway Development System (ADHS) are to generate economic development in previously isolated areas by supplementing the interstate system. Connecting the missing ADHS link between I-68 to the south and Meyersdale to the north is a critical step in bringing the goals and vision of the ADHS to fruition. Though the 1.4-mile roadway project did not fully complete ADHS Corridor N in Maryland, it provides a significant incremental improvement with the short-term benefit of supporting development of the Chestnut Ridge Development Corridor (CRDC) and long-term benefit of a nearly completed ADHS.

The southern logical termini from the PEL has been reevaluated and revised to be the northern end of the newly constructed section of US 219 in MD. This newly identified logical termini is consistent with the current study's purpose of completing Corridor N of the ADHS, to improve the system linkage in the region, to provide safe and efficient access for motorists traveling on US 219, and provide transportation infrastructure to support economic development within the Appalachian Region (Figure 6: New Southern Logical Termini).

In addition to the new logical termini being consistent with the study's purpose, any new logical termini would create additional impacts beyond what already resulted from the new 1.4 mile construction in Maryland. Additionally, FHWA guidance does not permit interchange spacing closer than 3-miles on rural interstates. Exit 22, US 219 north/Meyersdale exit, is located at milepost 22.26, as shown in Figure 7: I-68 Interchange Spacing. The next interchange to the east is Exit 24, Lower New Germany Road, located at milepost 23.98. This exit is only 1.72 miles from the US 219 north/Meyersdale exit. The next interchange to the west is Exit 19, Grantsville/Swanton, located at milepost 19.20 and 3.06 miles from the US 219 north/Meyersdale exit (Figure 7). Any new interchange would require the existing US 219 north/Meyersdale interchange to be abandoned, and with the recent investment of over \$90 million that would not be fiscally responsible.

Information regarding the southern logical termini was presented at the September 22, 2021, Joint Agency Coordination Meeting/Interagency Review Meeting. It was explained that the project's southern logical terminus has been redefined subsequent to the PEL based on the construction of the new MD 1.4-mile section.

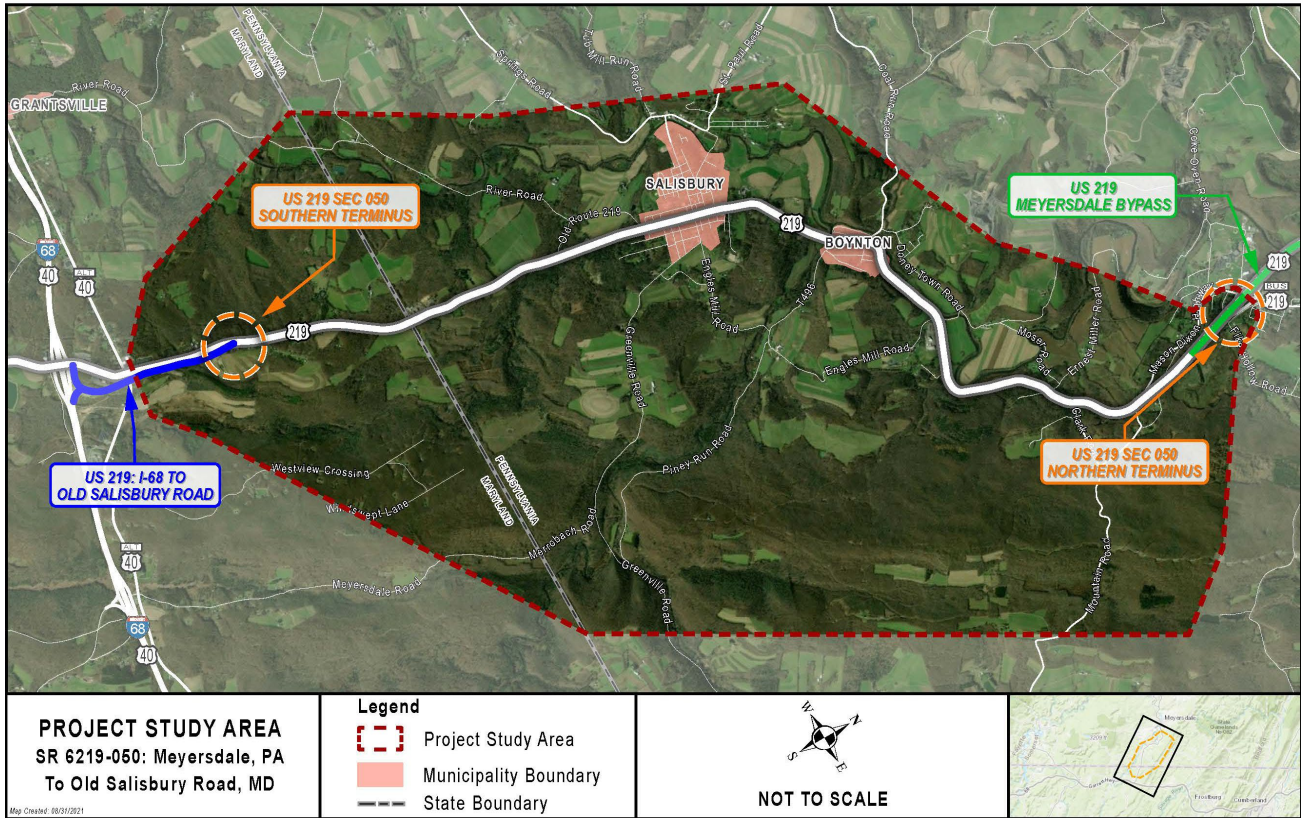


Figure 6: New Southern Logical Terminus

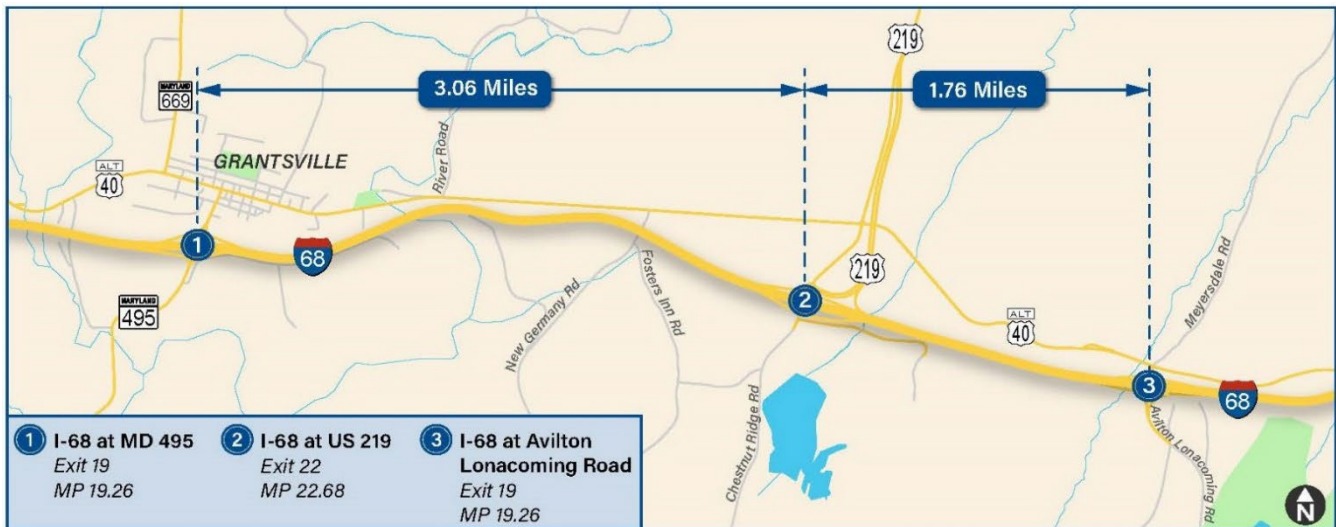


Figure 7: Interstate 68 (I-68) Interchange Spacing

Currently Proposed NEPA Study Alternatives

When the team reinitiated studies in 2021, it was determined that to adequately consider a full range of alternatives in the EIS given the change in terminus, it would be necessary to evaluate more than just Alignments E and E-Shift. It made logical sense to first look at Alignments AE and D, as they were the two alignments that made it to Step 3 of the PEL Evaluation. Since both alignments from the PEL ended west of the current I-68 interchange and bisected the Casselman Farm Development, both alignments needed to be modified to tie into the current southern terminus. When determining how to tie in Alignment AE (Figure 8: Alignment AE from the PEL), it essentially became the same alignment as Alignment E and E-Shift once modified to tie into the new southern logical termini and was therefore eliminated from further consideration to be studied in the EIS. Alignment D, however, due to its more northerly east-to-west crossing of the study area provided multiple opportunities to combine with the southern portion of previously dismissed PEL alignments to tie into the new southern terminus (Figure 9: Alignment D from the PEL).

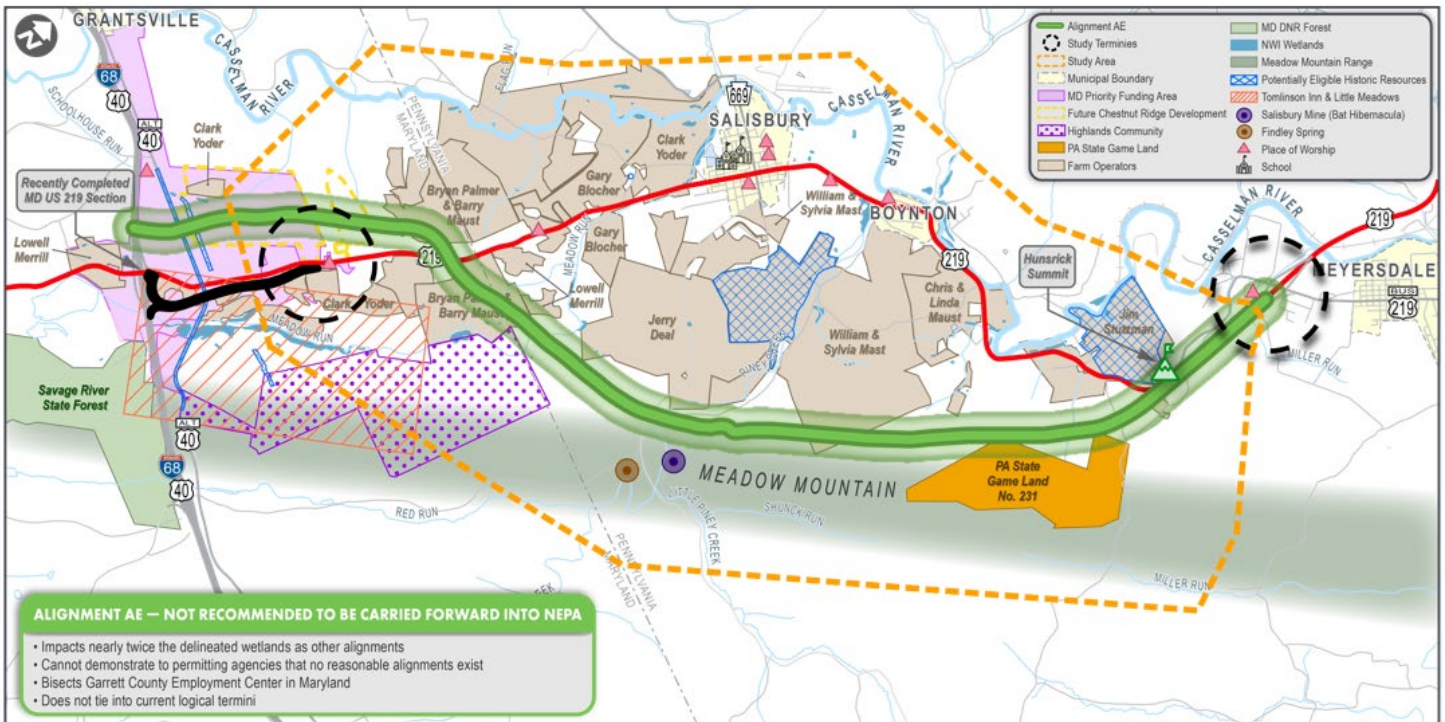


Figure 8: Alignment AE from the PEL

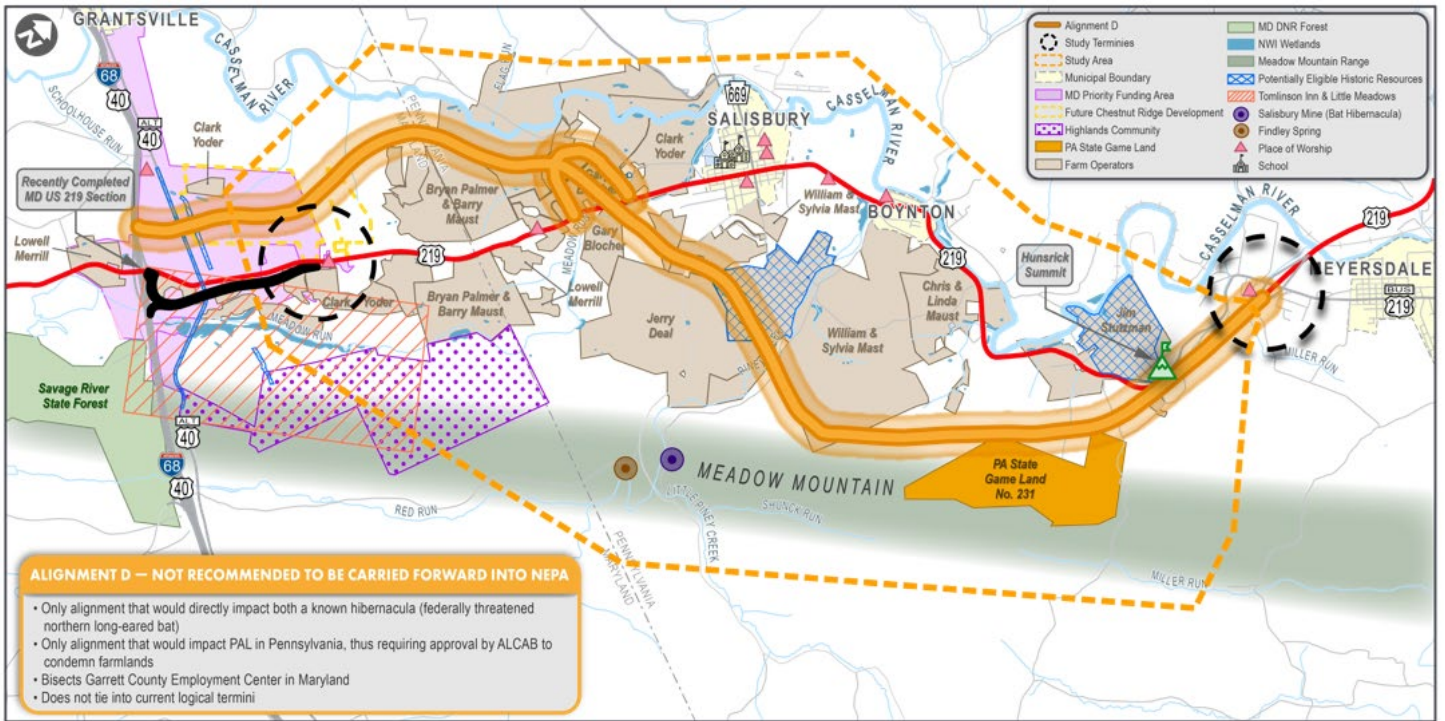


Figure 9: Alignment D from the PEL

The first of these combinations was with Agency Alternative (Red Alternative in Figure 5) which the team is now referring to as Alternative D/Agency (Alternative DA). This alignment uses the original D alignment, to a point just west of where it crosses existing US 219, and then it essentially follows the Agency alignment back to the new southern terminus. The second combination was with the USFWS (Green Alternative in Figure 5) and USACE2 (Purple Alternative in Figure 5) alignments from the PEL, which is being referred to as Alternative D/USFWS/USACE (Alternative DU). This alternative again uses the northern portion of the D alignment but veers southeast of US 219, in the same proximity as the original USFWS and USACE2 alignments, tying into the new southern terminus (Refer to Figure 6). Finally, since a shift for Alignment E was evaluated in the vicinity of Old Salisbury Road near the southern terminus, it is appropriate to study the same shift for Alternatives DA and DU.

As mentioned above, the team has updated all secondary source data and conducted field views within the project area and determined that no significant changes have occurred in the study area that would invalidate the findings from the 2016 PEL. Due to these advancements in the study, the project study area was revised from what was used in the PEL Study to what is shown in Figure 6, which reflects our new logical southern terminus. None of the project area's natural, cultural, and socio-economic environmental features have significantly changed since 2016 and would not significantly result in different impact quantities from the previously studied alternatives. Therefore, the team intends to carry seven alternatives, including Alternative DA, DA-Shift, DU, DU-Shift, E, E-Shift, and the No Build Alternative, into the formal NEPA process (Figure 10: 2021 Alternatives Board). Additional studies will be completed on these alternatives

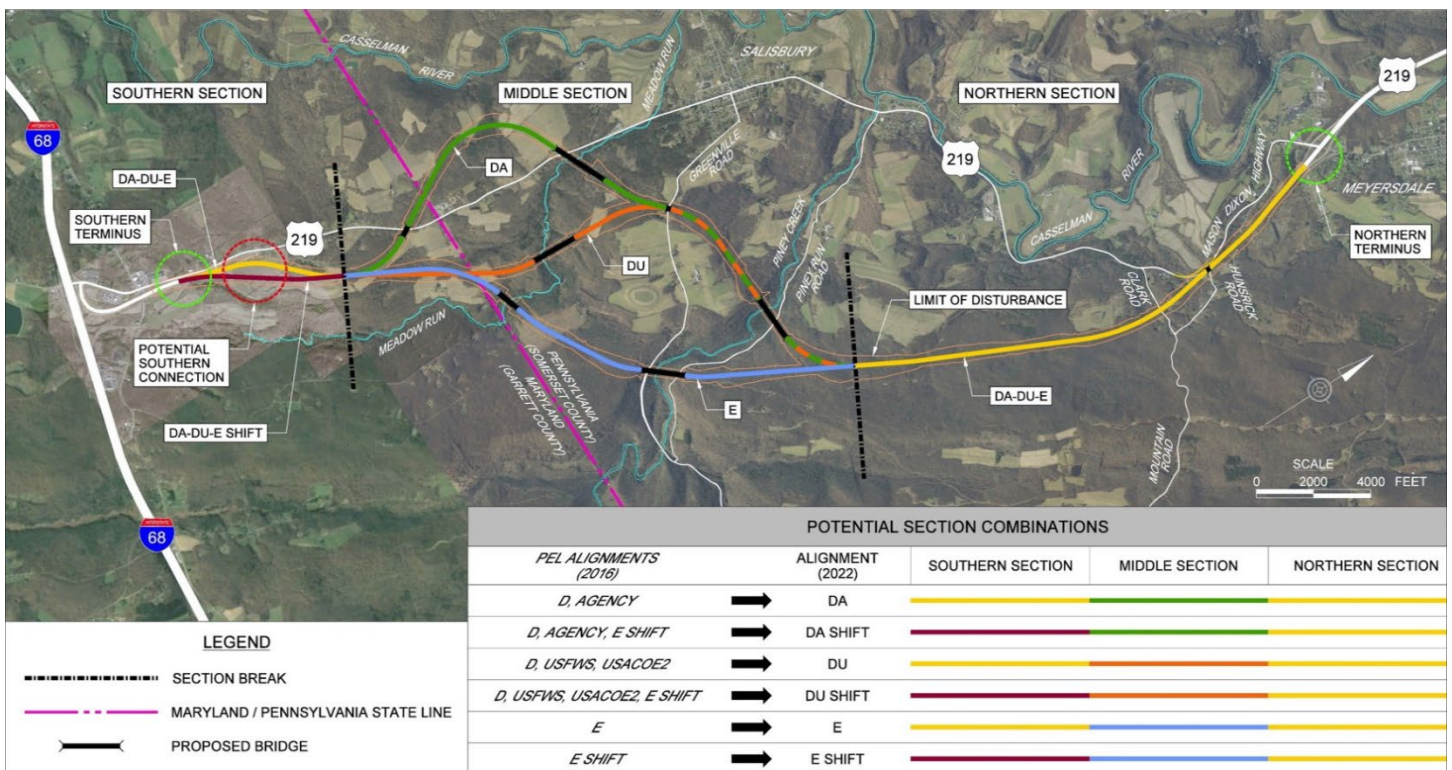


Figure 10: 2021 Alternatives Board

to ultimately identify one preferred alternative. At this time, a preferred alternative has not been identified.

These alternatives were presented to the Pennsylvania resource agencies at a May 25, 2022 agency coordination meeting, to the Maryland resource agencies at a June 15, 2022 interagency review meeting, the Community Advisory Committee on June 2, 2022, and public officials and general public at a June 23, 2022 open house meeting and a June 27 virtual meeting.

A written description of the alternative is below.

Preliminary Range of Alternatives

Alternative	Meets Purpose and Need?			Proposed to be Retained for Detailed Study?
	Efficient mobility for trucks	Numerous roadway and geometric deficiencies	Limiting economic opportunity in the region	
No Build	No	No	No	Yes, retained for basis of comparison
DA	Yes	Yes	Yes	Yes
DA Shift	Yes	Yes	Yes	Yes
DU	Yes	Yes	Yes	Yes
DU Shift	Yes	Yes	Yes	Yes
E	Yes	Yes	Yes	Yes
E Shift	Yes	Yes	Yes	Yes

No Build Alternative

The No Build Alternative involves taking no action, except routine maintenance along US 219. The existing two-lane alignment of US 219 between Meyersdale, Pennsylvania and Garrett County, Maryland would remain. No new alignments or additional roadway would be constructed.

Alignment DA

Alignment DA was delineated using suggestions by the study area farmers and Cooperating and Participating Agencies during former 2001 NEPA efforts to avoid natural resource impacts by staying closer to US 219 and avoiding the mountain slope/ridge. Alignment DA starts at the southern end of the Meyersdale Bypass, proceeding in a southerly direction to just south of the Mast farm, where it heads westward toward existing US 219. The alignment crosses between the Deal and Mast farms, then turns in a southwesterly direction, crossing existing US 219 just south of Salisbury, Pennsylvania. Alignment DA then travels in a southerly direction, crossing existing US 219 again, just south of the Mason-Dixon Line and staying close to existing US 219, and ties into the newly constructed section of US 219.

Alignment DA-Shift

Alignment DA-Shift resulted from combining Alignment DA with Alignment E-Shift. Alignment E-Shift was suggested by residents during former 2001 NEPA efforts to move the alignment further away from residences along Old Salisbury Road. Alignment DA-Shift follows the same alignment as Alignment DA from Meyersdale until about one mile south of the Mason-Dixon Line, where the alignment is shifted eastward, away from Old Salisbury Road.

Alignment DU

Alignment DU resulted from combining suggestions from the US Fish and Wildlife Service (USFWS) with an alignment identified during former 2001 NEPA efforts. USFWS suggested an alternative to avoid the mountain slope/ridge in Pennsylvania and reduce potential impacts to terrestrial wildlife. Alignment DU follows Alignment DA until Greenville Road, where instead of continuing southwest towards existing US 219, the alignment travels south towards the Mason-Dixon Line. Alignment DU and Alignment DA coincide again south of the Mason-Dixon Line.

Alignment DU-Shift

Like Alignment DA Shift, Alignment DU-Shift resulted from combining Alignment DU with Alignment E-Shift to move the alignment further away from residences along Old Salisbury Road. Alignment DU-Shift mimics the alignment of Alignment DU from Meyersdale until south of the Mason-Dixon Line, where the alignment is shifted eastward and away from Old Salisbury Road.

Alignment E

Alignment E was suggested during former 2001 NEPA efforts to avoid farmland in Pennsylvania and avoid residential areas along existing US 219. Alignment E starts at the southern end of the Meyersdale Bypass and proceeds in a southerly direction along the face of Meadow Mountain. At the Pennsylvania/Maryland border, Alignment E would extend in a southwesterly direction, east of the existing US 219.

Alignment E-Shift

Alignment E-Shift was suggested by residents along Old Salisbury Road during former 2001 NEPA efforts and involves moving Alignment E further away from the residences on Old Salisbury Road. Alignment E-Shift follows Alignment E, with the exception of a small shift in Maryland, slightly eastward, away from the homes along Old Salisbury Road. Alignment E does not directly impact the homes along Old Salisbury Road; however, residents requested an evaluation of a slightly eastward shift to move the alignment further from their homes. The trade-off is that Alignment E-Shift bisects a farm field that is only slightly impacted by Alignment E. This shifted section is the same as the shifted section of Alignment DA-Shift and Alignment DU-Shift.

3.0 SUMMARY OF EXPECTED IMPACTS

PennDOT and MDOT SHA have conducted scoping activities for the US 6219, Section 050 Transportation Improvement Project, such as secondary source data collection, agency coordination, and public outreach, to identify the types of environmental, cultural, and socio-economic resources present in the Study Area and those likely to be impacted (Figure 11). The following resources will be evaluated in the EIS and supporting technical studies:

- Cultural Resources
 - o Archaeology
 - o Historic Architecture
- Hazardous Materials
- Air Quality
- Noise-sensitive Areas
- Natural Resources
 - o Wildlife and Habitat
 - o Threatened, Endangered, and Special Status Species
 - o Waters of the U.S.
 - o Water Quality
 - o Groundwater
 - o Floodplains
 - o Farmlands
- Visual Resources
- Section 4(f)
 - o Public Parks and Recreational Facilities
 - o Historic Properties
 - o State Game Lands
- Socioeconomics, Land Use, and Right-of-Way
 - o Communities and Community Facilities
 - o Population and Housing
 - o Economic Resources
 - o Land Use and Right-of-Way
 - o Environmental Justice

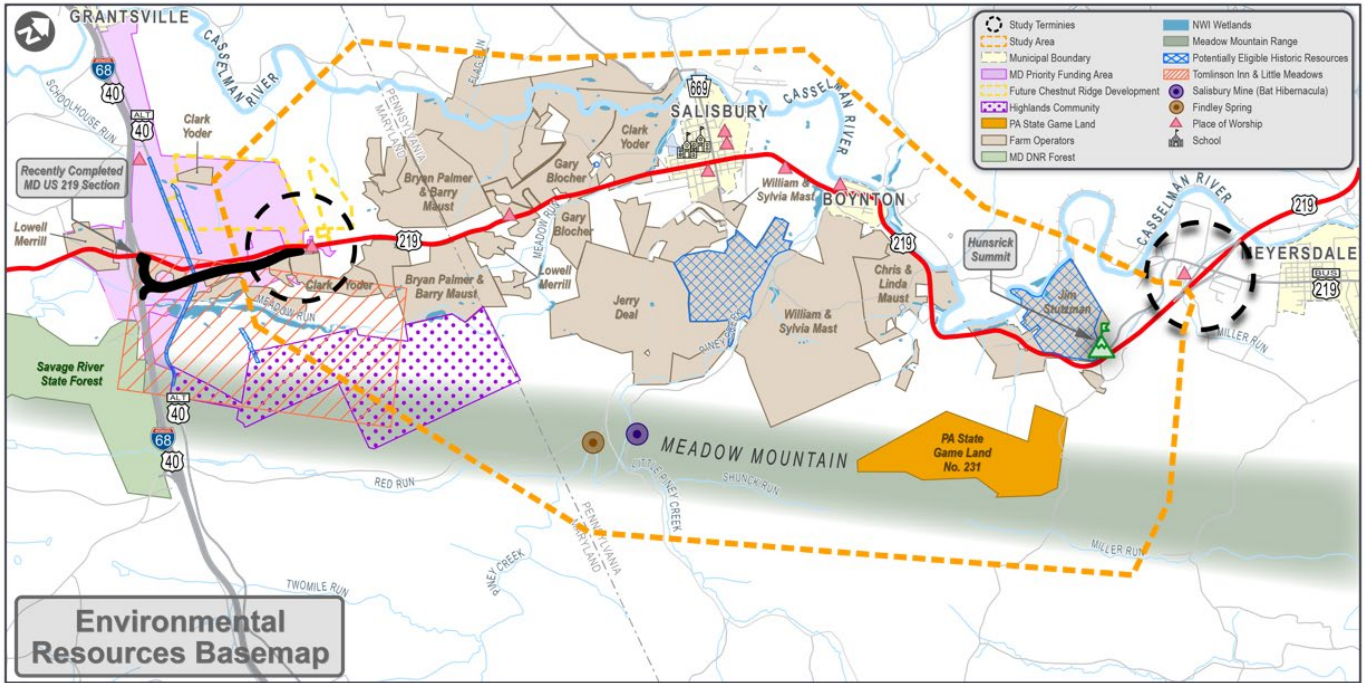


Figure 11: Environmental Base Mapping

Impacts are expected to the resources listed above. This information is based on the analysis conducted during the Pre-NOI phase and the PEL Study, both of which are publicly available and present impact estimates for the proposed improvements. The table below (Table 2) presents preliminary impact estimates that are based on these collective efforts. These estimates will continue to be refined as the supporting documentation is reviewed by PennDOT, MDOT SHA, FHWA, the Cooperating and Participating Agencies for the study, and the Draft EIS impact estimates could be further refined. The final NEPA impact estimates will be documented in the Final EIS and Record of Decision (ROD).

Table 2: Preliminary Expected Environmental Impacts¹

Impacts		Alignments					
		NORTH		MIDDLE		SOUTH	
		Seg 1 DA-DU-E	Seg 2 DA	Seg 2 DU	Seg 2 E	Seg 3 DA-DU-E	Seg 3 Shift
Socio-economics	Residential buildings impacts (w/i alignment)	6	6	3	-	-	-
	Parcels containing impacted buildings (inc buildings outside of alignment)	16	7	5	1	10	5
	Outbuilding	11	6	3	1	1	0
	Parcels	40	36	25	13	20	12
	Commercial Displacements (#)	2	-	-	-	-	-
	Other Displacements (#)	1	2	-	1	-	-
	EJ Relocation	0	0	0	0	0	0
	Columbia Gas Line (ft)	-	482	480	947	-	-
Salisbury Water Line (ft)	-	1301	1301	1378	-	-	
Natural Resources	Land Use - Forestland (acres)	115	279	274	227	16	15
	Land Use - Development (acres)	24	11	6	5	4	2
	Land Use - Rangeland (acres)	5	34	17	4	26	22
	# of potential bat hibernacula impacted	-	3	3	-	-	-
	PA productive agriculture (acres) 2016 data	0.16	33	27	16	-	-
	MD productive agriculture (acres) 2016 data	-	11	13	12	36	29
	NWI Wetlands (acres)	0.34	2	3	1	-	-
	NHD Streams (LF)	752	4,367	2,398	2,367	-	-
	State Game Land (acres)	1	-	-	-	-	-
	FEMA 100-Year Flood Zone	-	10	12	6	-	-
Potential Hazardous Waste Sites	8	4	4	4	1	1	
Historic Resources	Mason Dixon Marker	-	-	-	1	-	-
	Tomlinson Inn	-	0.14	1.3	1.1	10	14
	Lowry Farm	-	16.85	16.82	-	-	-
	Miller Farm	1.17	-	-	-	-	-
Engineering	Length of Alignment (miles)	2.7	4.9	4.4	3.9	1.1	1.1
	Segment Acres	147.5	339.1	306.9	254.2	61.2	62.7

Note: 1 - These impact numbers were generated using secondary source data.

The following data is not available at this time and will be collected during the technical study phase of the EIS:

1. Archaeology – Probability model under development
2. Air Quality – Both Somerset and Garrett Counties are in attainment for all criteria pollutants
3. Noise – Twenty-two (22) Noise Sensitive Areas (NSAs) have been identified but the noise impacts will be calculated after the existing noise condition information has been obtained and the noise model has been built
4. Water Quality
5. Minority populations are not present; low income populations are present but will not be displaced by the project
6. Hazardous waste sites includes known historical and permitted mines

4.0 ANTICIPATED PERMITS AND STUDY SCHEDULE

Permits and authorizations anticipated for the project include a joint United States Army Corps of Engineers (USACE) Section 404/ Pennsylvania Department of Environmental Protection (PADEP) Chapter 105 permit for wetland and stream impacts in Pennsylvania and a joint USACE Section 404/Maryland Department of Environment (MDE) Title 5 permit for wetland and stream impacts in Maryland, including State Water Quality Certifications. Section 106 consultation with the State Historic Preservation Officers (SHPOs) in Maryland and Pennsylvania, Tribal Historic Preservation Officers (THPOs), and other consulting parties will also be required, in addition to possible Section 4(f) concurrence from appropriate officials with jurisdiction. Moreover, Section 7 Endangered Species Act formal consultation with USFWS and the preparation of a Biological Assessment is anticipated.

The schedule for permit and approval processes required by NEPA regulations are provided in the following permitting timetable. The timetable is based on assumptions of the level of effort for various tasks within the overall study, as well as preliminary coordination with the permitting agencies on the required permits and approvals. This schedule will be captured on the FHWA Permitting Dashboard website (<https://www.permits.performance.gov/>) and updated as the project develops.

FHWA - Environmental Impact Statement

Milestone	Proposed Schedule
Section 106 of the National Historic Preservation Act (NHPA)	Section 106 of the National Historic Preservation Act (NHPA) – Consultation Initiated with State Historic Preservation Officer - <i>10/14/2021</i> Section 106 Consultation Concluded – <i>12/13/2023</i>
Virtual Agency Scoping Meeting	Meeting already held on <i>11/16/2021</i>
Public Scoping Meeting	Meeting already held on <i>6/23/2022</i>
Virtual Public Scoping Meeting	Meeting already held on <i>6/27/2022</i>
Issuance of Notice of Intent to prepare an Environmental Impact Statement (EIS)	<i>02/21/2023</i>
Threatened and Endangered Species Coordination with USFWS	Request for ESA Coordination Received – <i>02/10/2023</i> Coordination Package for Informal Consultation Deemed Complete – <i>04/10/2023</i> ESA Coordination Concluded – <i>06/27/2023</i>
Public Meeting on Detailed Alternatives	<i>06/01/2023</i>
Draft EIS Notice of Availability	<i>03/14/2024</i>
Joint NEPA Draft EIS/Section 404 Public Hearing	<i>04/14/2023</i>
Final EIS & Record of Decision	<i>02/18/2025</i>
US Army Corps of Engineers Section 404 Permit	Conduct Jurisdictional Determination on Preferred Alternative – <i>05/18/2023</i> Submit Joint Permit Application through PennDOT's KEES system – <i>03/17/2027</i> Issue permit application – <i>09/17/2027</i>
PA Department of Environmental Protection Section 401 Water Quality Certification/Chapter 105 Standard Permit	Submit Joint Permit Application through PennDOT's KEES system – <i>03/17/2027</i> Issue permit application – <i>09/17/2027</i>
MD Department of the Environment Joint Federal/State Title 5 Permit Application for the Alteration of any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland	Submit Joint Permit Application to Regulatory Services Coordination Office of MDE – <i>03/17/2027</i> Issue permit application – <i>09/17/2027</i>

5.0 SCOPING AND PUBLIC REVIEW

PennDOT and MDOT SHA conducted public outreach activities during the Pre-NOI phase of the US 6219, Section 050 Transportation Improvement Project to present information and collect public input. As explained in the Public Coordination Plan and the Agency Coordination Plan, this project has a long history and all of the meetings, outreach and coordination are documented in both of those plans. For purposes of documenting activities in this Supplementary NOI, the start date for outreach activities held since the project was re-initiated is November 9, 2020, which is when the Pennsylvania Transportation Secretary announced the commitment of funds for this project. To date, PennDOT and MDOT SHA held two Community Advisory Committee (CAC) meetings. These meetings allowed the CAC opportunity to comment on: 1) any changes to the project study area since the 2016 PEL document and construction of the 1.4-mile section in Maryland and establishment of the new logical termini and revised Purpose and Need (November 2021); and 2) provide input on the preliminary range of NEPA alternatives (June 2022).

Additionally, PennDOT and MDOT SHA offered a public officials meeting (June 23, 2022), an open house public meeting (June 23, 2022), and virtual meeting (June 27, 2022). These meeting allowed public officials and citizens the same opportunity to comment on the information presented at the CAC meetings and served as the public scoping meeting. The materials for these meetings are on the project website.

In preparation for the issuance of the NOI, PennDOT and MDOT SHA will make updates to the project website (penndot.pa.gov/US219meyersdalesouth) to direct the public to the presentation and solicit public input. Additionally, PennDOT and MDOT SHA will continue to conduct targeted outreach to communities in and around the study area.

A 30-day comment period is being held in association with the NOI. There will be at least three more public involvement opportunities for the US 6219-050 Meyersdale, PA to Old Salisbury Road, MD project. These will be public meetings/hearings to receive input on the detailed alternatives (public meeting), recommended preferred alternative and draft EIS (public hearing) and selected alternative/conceptual mitigation (public meeting).

The following public involvement materials are included to support the NOI:

- November 3, 2021 Community Advisory Committee Presentation
- February 2, 2022 Southern Alleghenies Workgroup Quarterly Update
- June 2, 2022 Community Advisory Committee Presentation
- June 23, 2022 and June 27, 2022 Public Meeting Summary
- June 28, 2022 Senator Bob Casey Press Event

In addition to public outreach, PennDOT and MDOT SHA have conducted agency coordination to inform the purpose and need and preliminary project alternatives, scoping meeting, and other elements outlined in this document. The Agency Coordination Plan was reviewed and agreed to

by the Pennsylvania and Maryland resource agencies including the Cooperating and Participating agencies. It is a living document that will be updated through the EIS process.

As a reminder, the resource agency meetings in Pennsylvania are referred to as Agency Coordination Meetings (ACM) and the resource agency meetings in Maryland are referred to as Interagency Review Meetings (IRM). Since PennDOT is the lead agency for this project, the agency meetings are typically held on the ACM's regularly scheduled meeting dates. Some variation does occur and, in those cases, the same information was presented at both the ACM and the IRM.

April 28, 2021 (ACM - PA) and June 16, 2021 (IRM - MD)

- US 6219-050: Meyersdale, PA to Old Salisbury Rd., MD reintroduction
- Summary of the PEL Process
- Current Project Status
- Agency Involvement

September 9, 2021 – Joint ACM and IRM

- Process to Move from PEL to NEPA
- ACM/IRM Role
- Cooperating and Participating Agencies
- Review Purpose and Need/Logical Termini
- Review PEL Alternatives Studied
- Agency PEL comments to be addressed in NEPA

November 16, 2021 – Joint scoping meeting

- Scoping Meeting Overview
- Review Agency Questions from 9/22/21 Meeting
- Virtual Scoping using Google Earth
- Comparison of PennDOT & MDOT SHA NEPA Planning Processes
- Present Technical Methodologies Matrix
- Review Tentative Project Schedule

May 25, 2022 (ACM-PA) and June 15, 2022 (IRM-MD)

- Recent Activities
- Purpose & Need & Logical Termini Review
- Proposed NEPA Study Alternatives
- Public & Agency Coordination Plan Review
- Review agency input received following from the November 16, 2021, Virtual Field Scoping Meeting
- Review information to be presented at the June 2 CAC & June 23 Public Meeting

August 24, 2022 - Joint ACM and IRM

- Present results of the CAC meeting, Public Officials meeting, Open House meeting and Virtual meeting
- Reviewed secondary source impacts of Proposed NEPA Study Alternatives

6.0 REQUEST FOR IDENTIFICATION OF POTENTIAL ALTERNATIVES, INFORMATION, AND ANALYSES

FHWA is soliciting comments from agencies, non-governmental organizations, and the public regarding potential alternatives, information on resources to analyze, analysis methods, and potential environmental effects from the Proposed Action for inclusion in the EIS. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at <http://www.regulations.gov> or the project website located at penndot.pa.gov/US219meyersdalesouth

Follow the online instructions for submitting comments.

Mailing address or for hand delivery or courier: Federal Highway Administration, 228 Walnut Street, Room 508 Harrisburg, PA 17101-1720

Email address: Jonathan.Crum@dot.gov

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. A summary of the comments received will be included in the Draft EIS.

7.0 CONTACT INFORMATION

FHWA: Jon Crum, Team Leader – Planning and Environment, Federal Highway Administration, Pennsylvania Division, 228 Walnut Street, Room 508, Harrisburg PA, 17101-1720; email Jonathan.Crum@dot.gov; 717-221-3735.

Pennsylvania Department of Transportation: Nicki Donahoe, PE, Project Manager, Pennsylvania Department of Transportation, Engineering District 9-0, 1620 N. Juniata St. Hollidaysburg PA, 16648; email ndonahoe@pa.gov; 814-317-1650.

Maryland Department of Transportation: Jeremy Beck, Senior Project Manager, Maryland Department of Transportation, State Highway Administration, Office of Planning and Preliminary Engineering, 707 North Calvert St. Baltimore MD 21202; email JBeck@mdot.maryland.gov; 410-545-8518 / 800-548-5026.

Appendix A
Purpose and Need Report



PURPOSE AND NEED

US 219 SECTION 050

US 219 from Meyersdale to Old Salisbury Road Project

May 2022





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1.0 INTRODUCTION

The National Environmental Policy Act (NEPA) in 1970 requires federal agencies to consider the impacts of their actions on the environment. NEPA requires that a purpose and need statement be established documenting the reasons why an agency is proposing a project and justifies the expenditure of public funds.

This document is intended to serve as a reassessment of Visions and Goals discussed in the *US 219: I-68 (MD) to Meyersdale (PA) Planning and Environment Linkage (PEL) Study* completed in July 2016. This reassessment is required to update the visions and goals to state the project purpose and explain the need for the project (e.g., problems to be addressed) to meet the requirements of NEPA. This document also updates the project’s logical termini and supporting data.

1.1 PROJECT DESCRIPTION

The intent of this project is to complete Corridor N of the Appalachian Development Highway System (ADHS) through improvements to the section of US 219 between the terminus of the four-lane highway section south of Meyersdale, Pennsylvania and the north end of the newly constructed I-68/US 219 Interchange in Garrett County, Maryland. The project will supplement the interstate system by connecting I-68 and the Pennsylvania Turnpike (I-76), connecting the study area portion of Appalachia to the interstate system, and improving mobility for motorists and freight along US 219. The project will enhance access between existing populations to destinations and markets in the region, generating economic opportunity in previously isolated areas.

1.2 PROJECT BACKGROUND

In 1965, the United States Congress passed the Appalachian Regional Development Act; the legislation was enacted to address “persistent poverty” in the 13 states that comprise the underserved Appalachia region. Two key components of the legislation were to establish the Appalachian Regional Commission (ARC) and to develop the Appalachian Development Highway System (ADHS).

The ARC is a partnership between the federal government and the 13 Appalachian states represented by each of their respective governors; the primary mission is to ensure that economic opportunities are pursued and that a capable, ready workforce is available to fill job opportunities. The ADHS is a network of 32-highways spanning 3,090 miles and 13 states. Since its authorization, the legislation has been proven to be effective as 2,814 miles or 91.1%¹ (as of September 2020) of the “eligible mileage” were either completely built or open to traffic. The highway system connects communities to commerce and helps to reduce the number of high poverty counties in the region by nearly 70%.² **Figure 1** depicts the ADHS network.

In continuing the vision of ADHS, the Pennsylvania Department of Transportation (PennDOT), the Maryland Department of Transportation State Highway Administration (MDOT SHA), and the Federal Highway Administration (FHWA) are pursuing an improvement project along US 219 between Meyersdale, Pennsylvania and Old Salisbury Rd in Maryland. The US 219, Section 050 Improvement Project is a part of ADHS Corridor N and represents the final remaining uncompleted 7-mile segment. This project is a critical component of completing the ADHS, helping to provide an improved connection between I-68 and US Route 22 including the towns of Meyersdale, Somerset, Johnstown, and Ebensburg, as well as creating a linkage between I-68 and the Pennsylvania Turnpike (I-76). This project will serve as a foundation for the long-term goal of promoting economic development in the Appalachian Region.

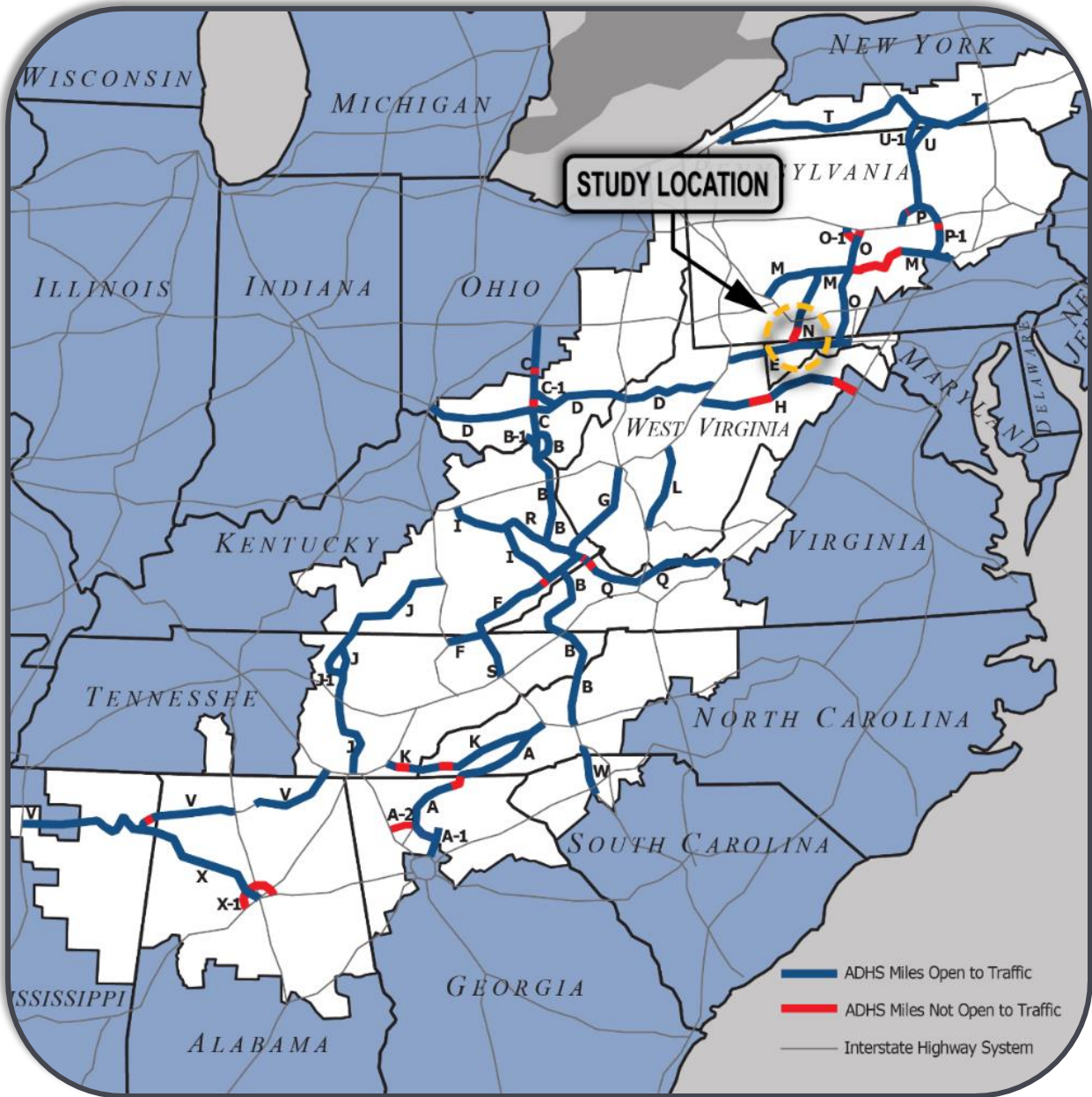


Figure 1: ADHS Highway System Map – source: ADHS Highway System Status Report FY2020



1.3 PROJECT HISTORY

In 1998, the PennDOT pursued improvements to US 219, south of Somerset, Pennsylvania, by building a five-mile section of US 219 around Meyersdale, Pennsylvania: known as the Meyersdale Bypass project. This facility is a four-lane, limited-access highway, located to the west of the previous US 219 alignment in the vicinity of Meyersdale Borough and Summit Township in Somerset County, Pennsylvania.

The *US 219, I-68 (Maryland) to Somerset, Pennsylvania Needs Analysis*, prepared by PennDOT in 1999, identified two additional projects with independent utility and logical termini on US 219. These projects were:

- US 219, Section 019 (From I-68 in Maryland to the southern terminus of the Meyersdale Bypass in Pennsylvania); and
- US 219, Section 020 (From the northern terminus of the Meyersdale Bypass to Somerset, Pennsylvania)

Preliminary engineering and work towards a draft environmental impact statement (DEIS) for US 219, Section 019, originally began in 2001 by PennDOT and MDOT SHA but was put on hold in 2007 due to funding constraints. As a result, a DEIS for Section 019 was not issued. Since that time, PennDOT has completed construction of US 219, Section 020, Meyersdale to Somerset. That project consisted of the construction of a new 11-mile, four-lane, limited access roadway extending from the northern end of the Meyersdale Bypass of US 219 (a four-lane limited access roadway) to the southern end of the existing four-lane limited access US 219, south of Somerset.

On July 23, 2014, a revised notice of intent (NOI) was published in the Federal Register to restart the NEPA process for Section 019. The revised NOI for this second NEPA evaluation effort was rescinded on February 16, 2016, due to varying funding constraints between Maryland and Pennsylvania. Through collaboration between FHWA, MDOT SHA, and PennDOT, a solution was found which allowed the evaluation of Section 019 of US 219 to be continued for future project phases. The solution was a planning and environment linkages (PEL) study, which allowed the transportation agencies, resource agencies and the public to work together to identify goals and objectives, deficiencies and needs, possible solutions/alternatives, and to conduct a preliminary screening of solutions.

The *US 219: I-68 (MD) to Meyersdale (PA) PEL Study* was completed in July 2016 and recommended two alignments that could move forward into the NEPA process: Alignments E and E-Shift. The PEL study also identified an independent, stand-alone breakout project within these two alignments in Maryland: from I-68 to Old Salisbury Road. This 1.4-mile project was then advanced, and construction was completed in 2021.

Due to a lack in funding to complete Section 019, PennDOT performed a subsequent safety study in 2020 along the remaining 2-lane section of US 219 entitled *US 219 Existing Corridor Safety Study, SR 219, Seg 0010 to Seg 0114*. The purpose of the study was to evaluate the existing corridor and determine safety needs/problem areas for which future projects could be developed to address the current needs and deficiencies.

Evaluation of the remaining uncompleted portion of section US 219, Section 019 is ongoing. This project is now being referred to as US 219, Section 050, and is the only remaining two-lane, non-limited access section of US 219 in more than 70 miles of the four-lane expressway between I-68 to the south and US Route 22 to the north. Refer to **figure 2**, US 219 Corridor Map and **figure 3**, US 219 History Map.



Figure 2: US 219 Corridor Map

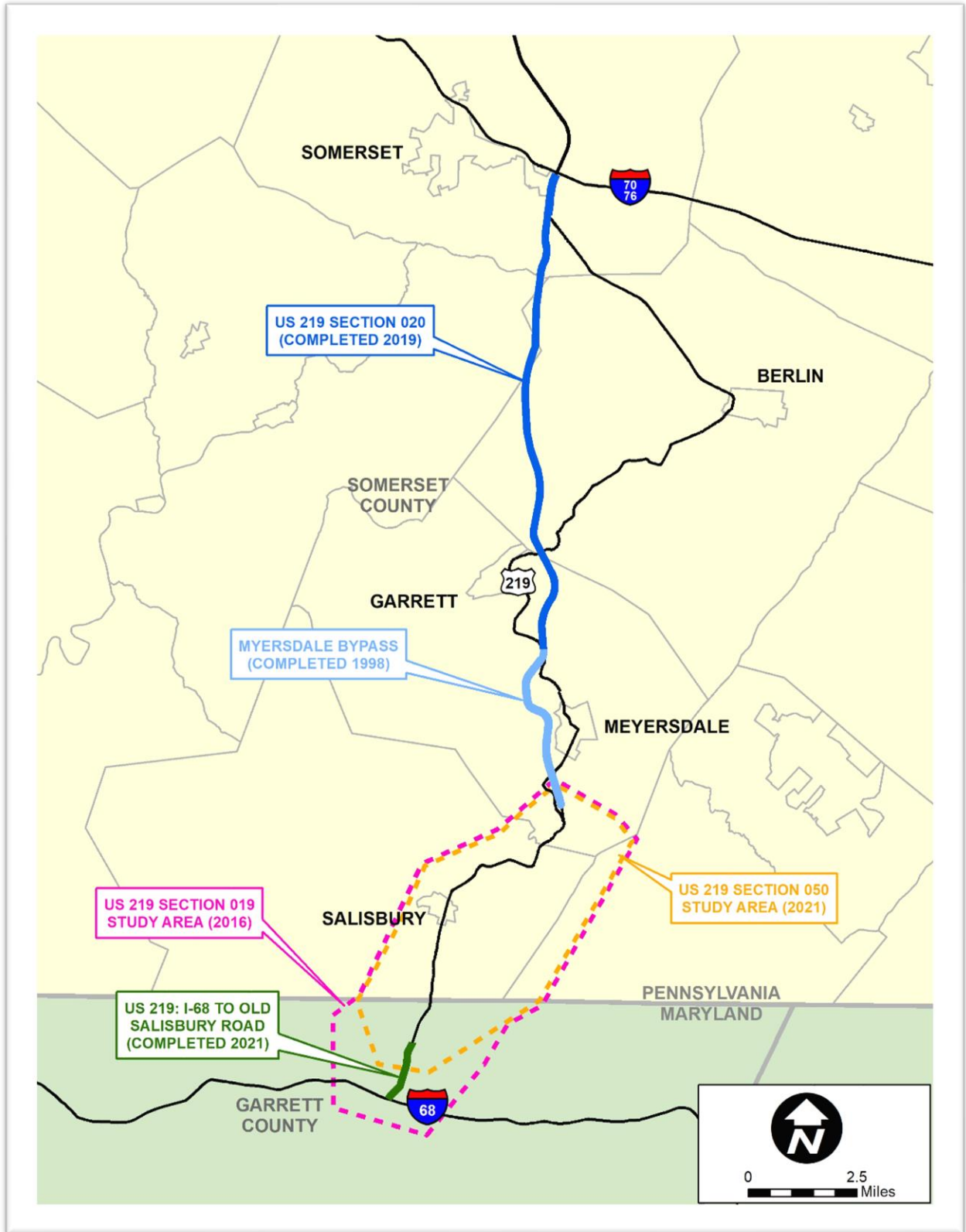


Figure 3: US 219 History Map

2.0 LOGICAL TERMINI

The US 219 PEL study completed in 2016 evaluated alternatives which connected the logical termini of I-68 to the south, and the existing 4-lane section of the Meyersdale Bypass to the north. The recently completed US 219 project in Maryland (US 219 from I-68 to Old Salisbury Road Project) constructed a new 1.4-mile section of 4-lane highway north of I-68.

Since the bottom 1.4 miles of US 219 has been completed and existing Interchange between I-68 and US 219 has been upgraded, it would no longer be logical to consider Alternatives which would create a new interchange on I-68. Nor would a new interchange meet current design criteria for interchange spacing. Therefore, the study area for US 219 Section 050 has been condensed and new logical southern terminus has been established at the newly completed section of US 219 project near Old Salisbury Road. **Figure 4** shows the logical termini for this project which have been established as follows:

- Southern terminus: north end of the existing four-lane limited access facility constructed as part of the project: US 219, I-68 to Old Salisbury Road, in Maryland.
- Northern terminus: south end of the existing four-lane limited access facilities constructed as part of the project: US 219, Meyersdale Bypass, in Pennsylvania to the north.

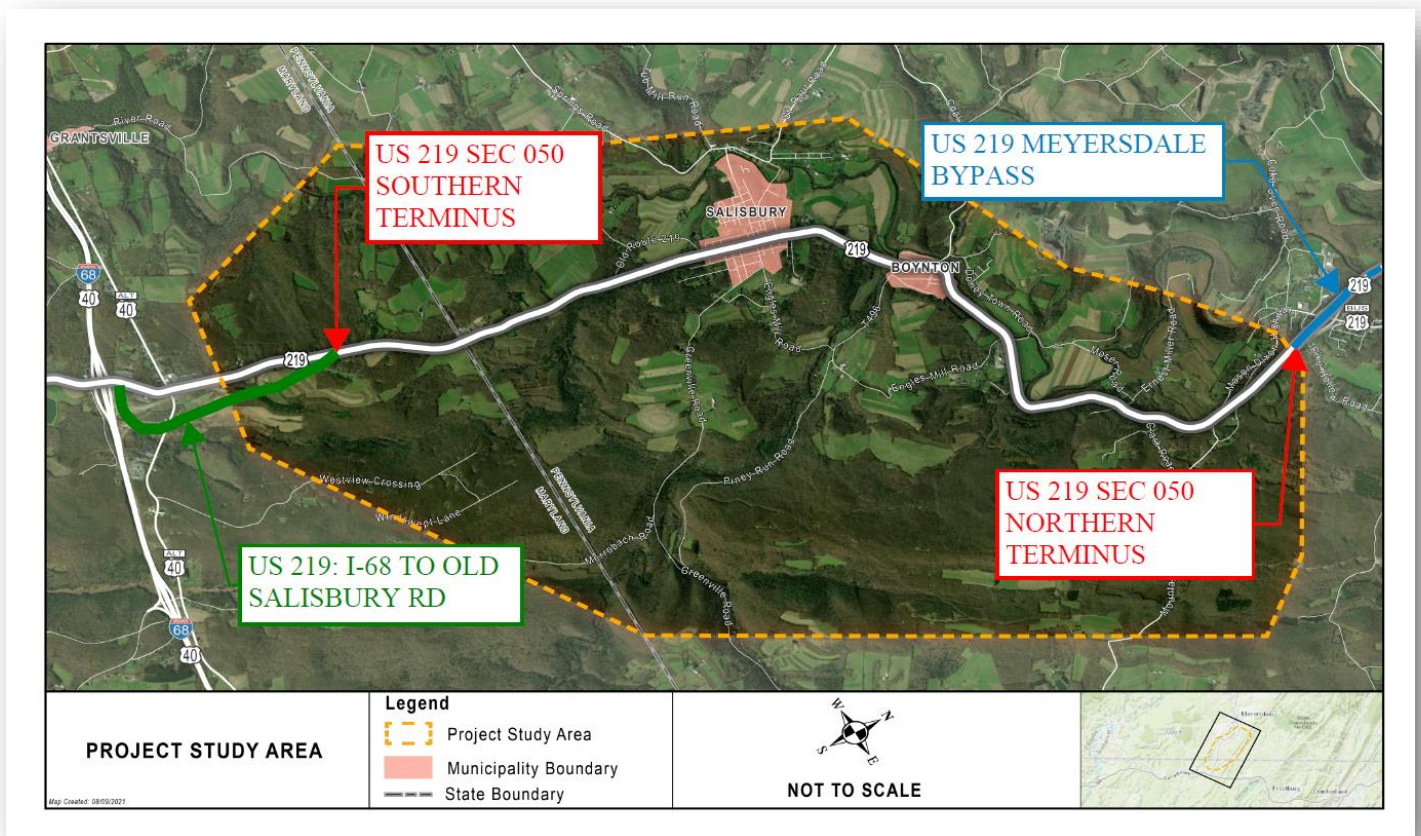


Figure 4: Project Study Area



3.0 PROJECT PURPOSE AND NEED

3.1 PROJECT PURPOSE

The purpose of the US 219 Section 050 from Meyersdale to Old Salisbury Road Project is to complete Corridor N of the Appalachian Development Highway System, to improve the system linkage in the region, provide safe and efficient access for motorists traveling on US 219, and provide transportation infrastructure to support economic opportunities within the Appalachian Region.

3.2 PROJECT NEEDS

The project needs identified for this project are that existing US 219 does not provide efficient mobility for trucks and freight, there are numerous roadway and geometric deficiencies present along the existing US 219 alignment, and the existing roadway infrastructure is a limiting factor in economic development opportunities in the Appalachian Region. Details on the project needs are summarized below:

3.2.1 The existing US 219 roadway network does not provide efficient mobility for trucks.

The existing alignment of US 219 does not provide efficient mobility for trucks. Current truck percentages on existing US 219 are between 19% and 25%⁴. Trucks interacting with local traffic (including automobiles, bicycles, pedestrians, and Amish buggies) contribute to the mobility issues and cause extended travel times throughout the corridor. Truck volumes will continue to increase from future growth and there is a potential for increased truck volumes from the proposed Chestnut Ridge Development Corridor which includes an 8-lot, 160-acre industrial park and a 33-lot residential development accessed from US 219 near the southern terminus. Lack of mobility through the corridor is projected to result in a potential loss of more than 19 million hours of travel time to the public over a 25-year period.³

US 219 is a vital route in the region for the trucking industry. In August of 2020, FHWA designated the entire segment of U.S. 219 as a Critical Rural Freight Corridor (CRFC). A CRFC is a roadway that provides access and connection to the Primary Highway Freight System Network (PHFS) in 23 U.S.C. 167, and the interstate system with other important ports, public transportation facilities, or other intermodal freight facilities. This designation recognizes a specific route as an important freight route for a variety of reasons: percentage truck traffic, freight access points (like farming, mining, distribution), access to other multimodal transportation assets (like ports and rail). US 219 provides access to natural gas exploration, wind energy production, active coal mining and other mining operations, agricultural facilities producing livestock and crops, a class 1 rail line in Somerset and in Meyersdale, and several industrial parks in Somerset and in Meyersdale⁶. **Figure 5** details the limits of the CRFC designation. In 2019, MDOT SHA and FHWA completed the process to designate the remaining two-lane segment of US 219 in Maryland a CRFC as well.

As mentioned above, the CRFC designation is a component under the National Highway Freight Program (NHFP). The goals of the NHFP are to invest in infrastructure and operational improvements on the highways of the United States; improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improve the state of good repair of the National Highway Freight Network; to improve the safety, efficiency, and reliability of the National Highway Freight Network; to improve the efficiency and productivity of the National Highway Freight Network; to improve the flexibility of states to support multi-state corridor planning and the creation of multi-state organizations to increase the ability of states to address highway freight connectivity; and to reduce the environmental impacts of freight movement on the National Highway Freight Network.

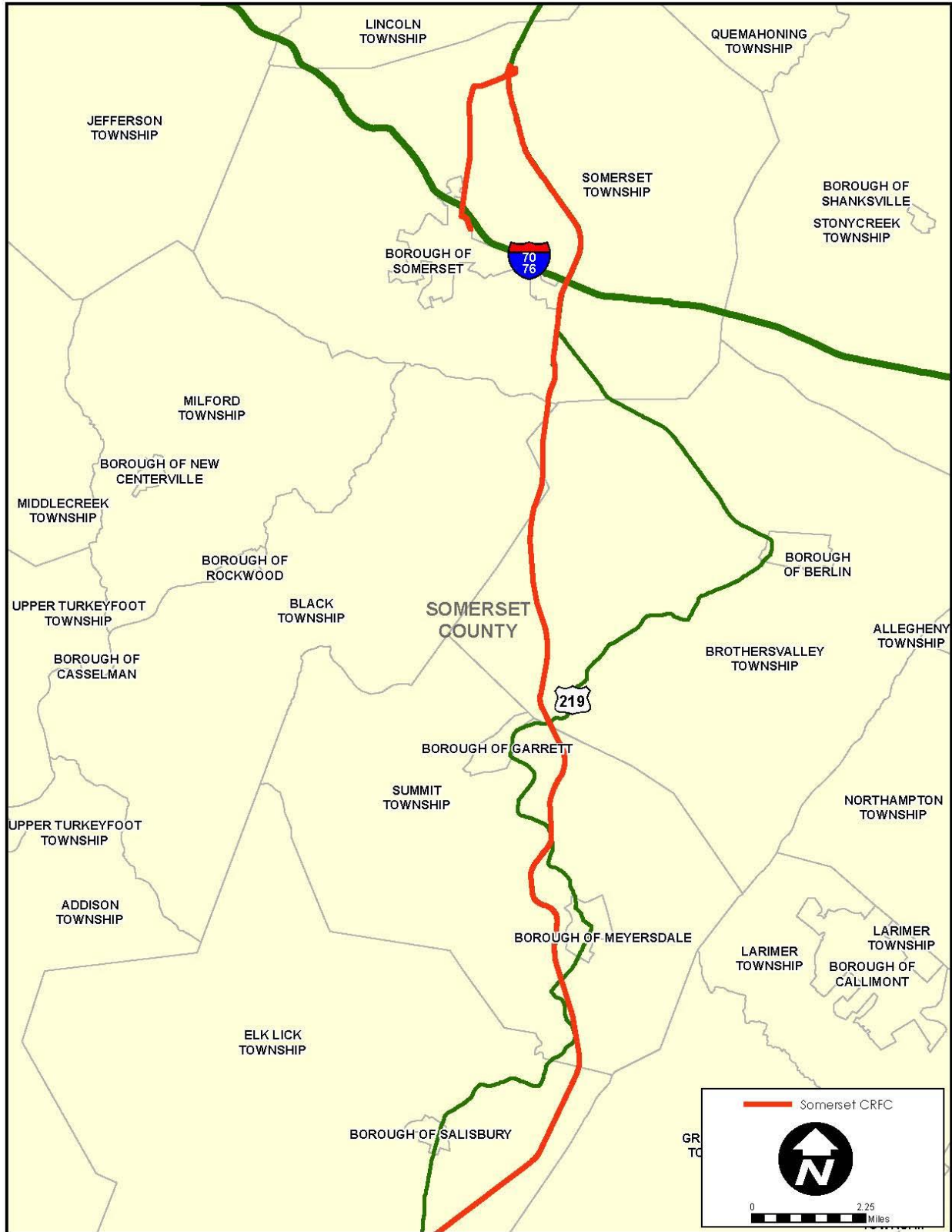


Figure 5: Somerset County Critical Rural Freight Corridor (CRFC)

Compounding the mobility issues is the fact that existing roadway network in the region is limited by a lack of major north-south roadway corridors. **Figure 6** shows the primary roadway network in the region. The three primary north-south routes through the area are US 219, SR 160, and SR 669. SR 160 and SR 669, which are common alternatives to US 219, suffer from safety issues which have led to truck and weight restrictions (for example SR 160 shown on the right) that limit these routes as an alternative, which drives truck traffic onto US 219 through Salisbury. The lack of route options only exacerbates the traffic levels, safety impacts, and delays for businesses operating north-south in the region, particularly on US 219.



Additionally, in accordance with the Southern Alleghenies Planning & Development Commission’s *Pennsylvania-Maryland Corridor N Completion Analysis & Impact Study* (October 14, 2020), the lack of north-south roadways also leads to a lack of network resilience and the ability to choose alternate routes in the event of an incident in the region. The study shows that non-recurring incidents in the region reduce speeds along the north-south routes from ranges of 45 to 65 miles per hour to speeds between 8 and 16 miles per hour. Most notably the study showed that US 219 had the largest reduction with free flow speeds being reduced from 64.4 mph to 8.3 mph.



Figure 6: Regional Roadway Network

3.2.2 There are numerous roadway and geometric deficiencies present along the existing US 219 alignment which do not meet current design criteria and contribute to slower travel speeds through the corridor.

Existing deficiencies are primarily located within the Pennsylvania portion of the study area. In 2020 The Pennsylvania Department of Transportation (PennDOT) and Keller Engineers Inc. performed a safety study along the existing corridor of US 219 in Somerset County, Pennsylvania. The purpose of the study was to evaluate the existing roadway corridor geometrics against PennDOT Publication 13M (Design Manual Part 2 Highway Design) and American Association of State Highway and Transportation Official (AASHTO) Design Criteria to determine the safety needs/problem areas. The study identified the following roadway deficiencies⁴:

- a) Fourteen (14) of the thirty-five (35) horizontal curves do not meet design criteria for the posted speed limit. Seven (7) of these curves have a corresponding design speed that is more than 5 mph below the posted speed, with four (4) being 10 mph below the posted speed, and one (1) being 20 mph below the posted speed.
- b) Four (4) of the thirty-five (35) horizontal curves have superelevation rates that are more than 3% below design criteria for the posted speed limit. This lack of superelevation reduces safe travel speeds even more than noted above.
- c) Nine (9) vertical curves may not meet design criteria of stopping sight distance for the posted speed limit, with two (2) that are significantly deficient (> 200’).
- d) Six (6) intersections have deficient sight distance.
- e) Existing shoulders vary between 2 and 6-feet in width through the entire corridor and do not meet the width of 8 to 10-feet required for a Rural Regional Arterial.

Omitted from the list above are several other deficiencies which are being addressed by projects that are currently in either design or construction which include:

- Salisbury Cut (Segment 0020/0030)
- Boynton Curve Slope Layback (Segment 0070)
- T-325 (Engles Mills Road) Slope Layback (Segment 0080)
- US 219 Boynton Slide (Segment 0080)

The results in the 2020 safety study were similar to that of the roadway deficiencies noted in the 2016 PEL Study which noted eleven (11) horizontal and eleven (11) vertical deficiencies in Pennsylvania. The PEL study also evaluated roadway geometrics within the Maryland portion of the study area and identified one additional deficient vertical curve located just north of Old Salisbury Road (See **figure 7** for locations).

The deficiencies noted above combined with the narrowness of the roadway negatively impact safe travel speeds at multiple locations throughout the project corridor, and in turn contribute to lack of efficient mobility through the project area, especially for trucks.

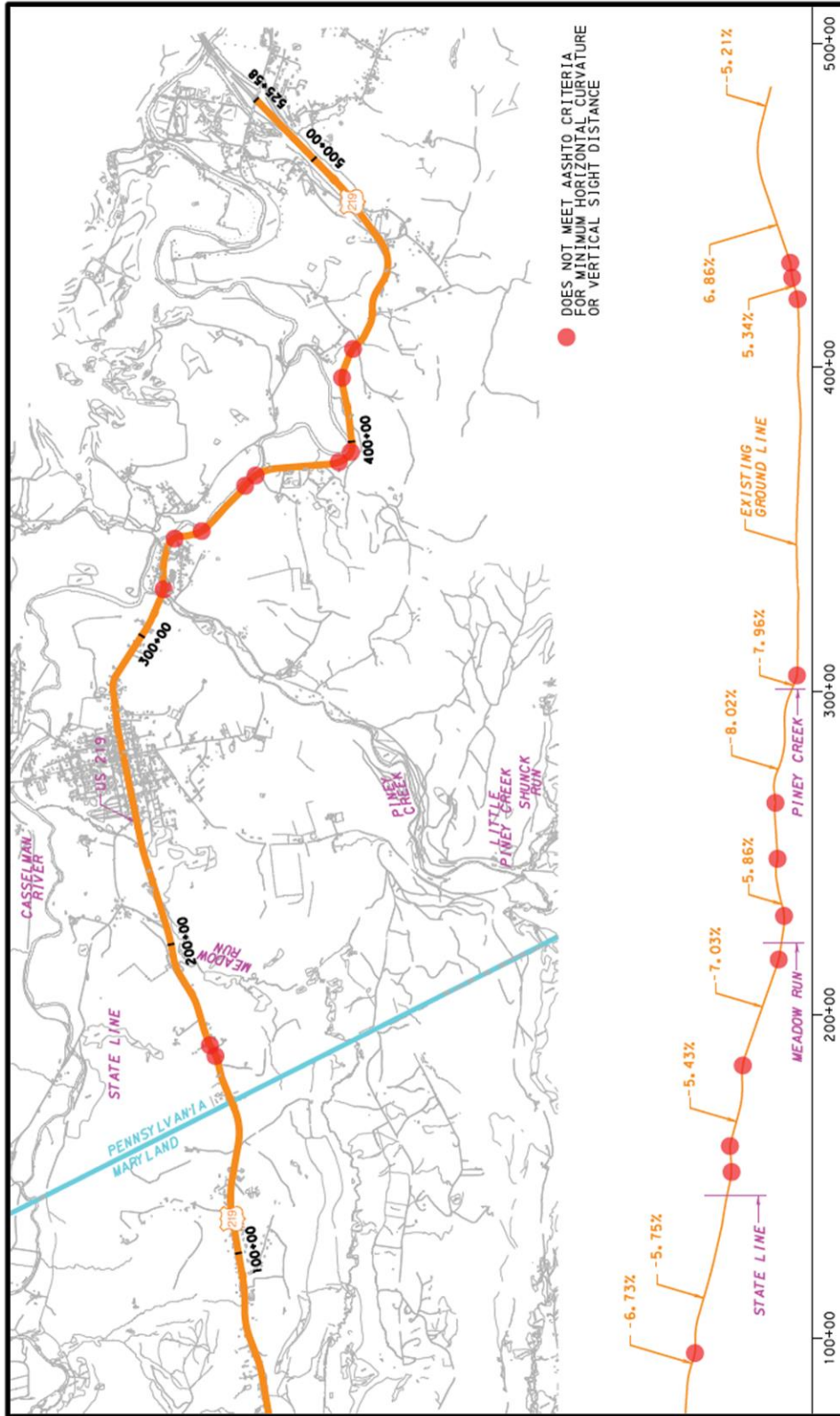


Figure 7: Existing Horizontal and Vertical Deficiencies



3.2.3 Existing US 219 does not provide the infrastructure needed to access the surrounding municipalities along with labor and business markets and is a contributing factor in limiting economic opportunity to the Appalachian Region.

Links between the Appalachian region and the rest of North America are not consistent with other completed ADHS highways (four-lane, limited access type facilities) which contribute to the lack of economic growth within this portion of the Appalachian Region.

The purpose of the Appalachian Regional Commission (ARC) is to assist the Appalachian region in providing the infrastructure necessary for economic development, develop the regions industry, generate diversified regional economy, and make the regions industrial and commercial resources more competitive. Its secondary purpose is to provide a framework for coordinating federal, state, and local initiatives to respond to the economic competitiveness challenges in the Appalachian region, adapting new technologies, improving access to technical and financial resources, and to address the needs of severely and persistently distressed areas of the Appalachian region.

ARC consistently gathers data for the Appalachian region to evaluate which counties were in greater need for ARC funding. ARC classifies counties according to four criteria: distressed, transitional, competitive, and attainment in their Distressed Designation and County Economic Status Classification System. Both Garrett (Maryland) and Somerset (Pennsylvania) counties are currently rated as transitional counties by ARC in fiscal year 2022. Transitional counties are classified as those that are below the national average for one or more of the three economic indicators (three-year average unemployment, per capita market income, and poverty), but do not satisfy the criteria of the distressed category.

As shown in **table 2**, in Garrett County, Maryland and Somerset County, Pennsylvania, the three-year average unemployment rate and poverty rates for 2017 to 2019 are both better than that of the US average. However per capita income rates for both counties remain lower than the US average, and more significant is the fact that the county per capita incomes are 35% less than the respective statewide values. The per capita income rates for both counties being below the national average is the reason that both counties are designated as transitional by ARC.

Table 2: Economic Indicators (2017-2019)

Geography	Unemployment Rate*	Per Capita Income**	Poverty Rate*	Poverty Rate of Children Under 18*
United States	4.9%	\$54,194	12.9%	17.7%
Maryland	4.9%	\$62,947	9.1%	11.9%
Garrett County, MD	4.8%	\$45,718	10.4%***	12.6%***
Pennsylvania	4.9%	\$55,852	12.2%	16.9%
Somerset County, PA	4.4%	\$41,539	11.3%	17.8%

*American Community Survey, 2017-2019

** Appalachian Regional Commission, 2017-2019

*** American Community Survey, 2015- 2019



The *Comprehensive Plan for the Southern Alleghenies Region*, adopted 2018, identified the need to create jobs and attract worker and their families to the region. Improvements for the region identified in the *Economic Analysis of Completing the Appalachian Development Highway System: Technical Report* (July 2017), include faster and more reliable travel times, reduced vehicle operating and logistical costs, and access to labor and business delivery markets.

The current roadway infrastructure limits access to labor markets and labor mobility. Reduced travel speeds and longer travel times limit the range of markets that existing businesses can serve within the region and limit the range of local labor markets that businesses can attract. This inhibits efficient access to jobs and economic centers in the region.

Within the State of Maryland, areas of economic opportunity need to be focused within Priority Funding Areas (PFAs). PFAs include existing communities and places designated for future growth by local governments. Areas eligible PFA designation include existing communities and areas where industrial or other economic development is desired. Counties may also designate PFAs in areas planned for new residential communities which will be served by water and sewer systems and meet density standards. This project would support economic vitality and job growth opportunities within the Grantsville municipality and Chestnut Ridge Development Center PFAs.

An evaluation of the study area was completed ESRI Business Analysis software which is a GIS based tool which is used to identify under-performing markets, pinpoint the right growth sites, and find where target customers live. **Figure 8** shows the anticipated catchment area or travel shed for employees based on a drive time analysis ⁶. The lighter colors in the figure show the existing catchment area that is limited by the lower travel speeds and lack of mobility along the existing roadway network. The darker shades of blue, orange, and green show the expected catchment area for the same time frames at free flow travel speeds.

This study shows that the current roadway infrastructure is limiting the number of skilled employees that businesses can attract, and it is also limiting the market areas that a businesses can serve within a 15, 30, 45 minute travel radius.

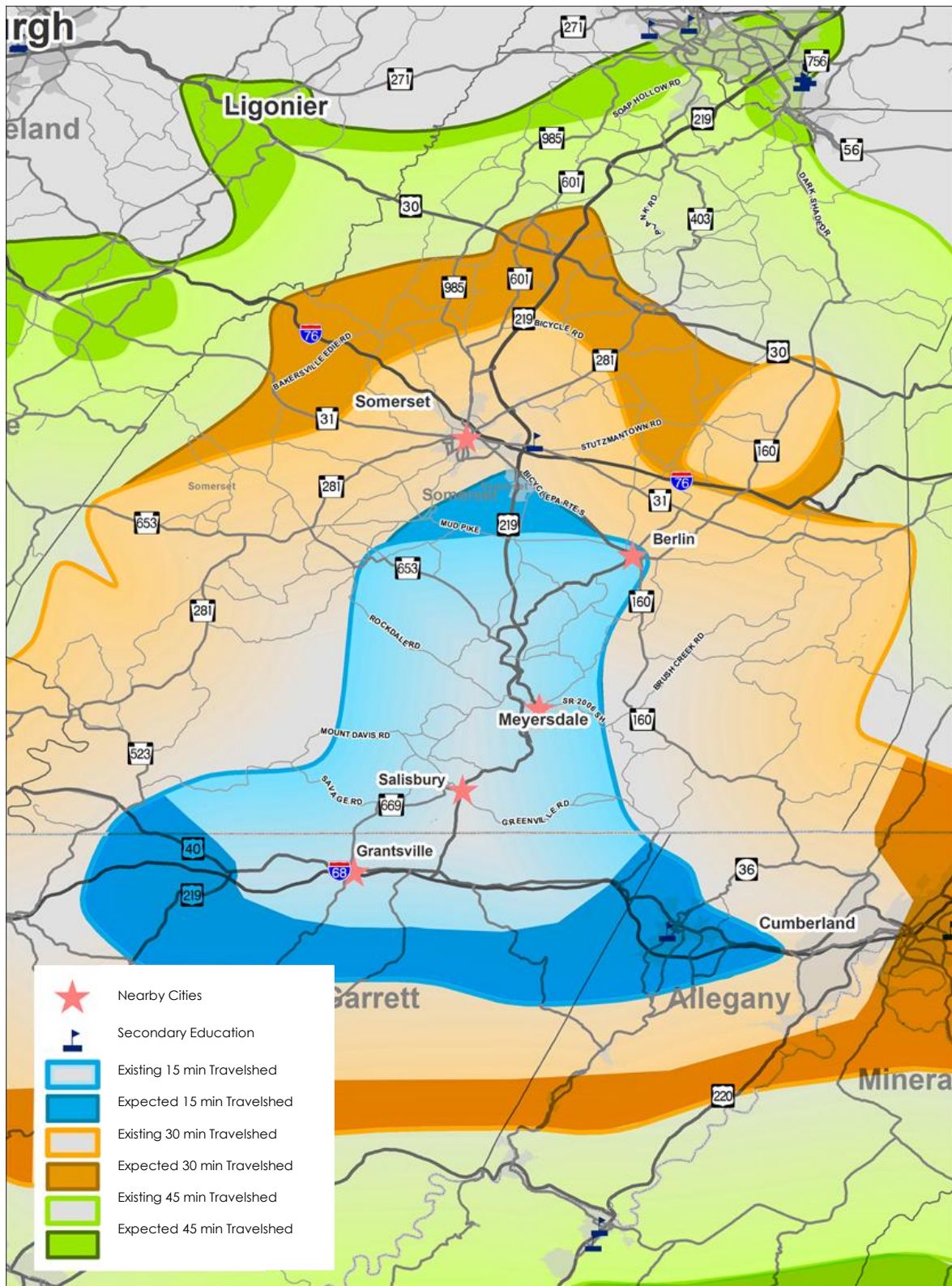


Figure 8: Workforce Access Drivetime



References:

¹ Appalachian Regional Commission, “Status of Appalachian Development Highway System”. September 2020.

² Appalachian Regional Commission. “*Appalachian Development highway System Economic Analysis Study: Synthesis of Findings to Date.*” May 2016.

³ Maryland Department of Transportation State Highway Administration. “*US 219 Benefit-Cost Analysis.*” May 11, 2020.

⁴ Keller Engineers. “*US 219 Existing Corridor Safety Study, SR 219, Seg 0010 to Seg 0114.*” January 2020.

⁵ Southern Alleghenies Planning & Development Commission. “*Pennsylvania-Maryland Corridor N Completion Analysis & Impact Study*”, October 14, 2020.

⁶ Southern Alleghenies Rural Planning Organization. “*ADHS Corridor N (U.S. 219) Completion Analysis & Impact Study*”, November 9, 2020.

Appendix B

Coordination Plan for Agency Involvement



SR 6219, SECTION 050 COORDINATION PLAN FOR AGENCY INVOLVEMENT



SR 6219 Section 050 Environmental Impact Statement
MPMS: 115845
Somerset County, Pennsylvania and
Garrett County, Maryland

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1. INTRODUCTION

1.1 Purpose of Coordination Plan

The *SR 6219 Section 050 Coordination Plan for Agency Involvement* defines the process for meeting the agency coordination requirements in the environmental review process, including the National Environmental Policy Act (NEPA) and related laws. The purpose of the coordination plan is to facilitate and document structured and meaningful interaction with federal and state resource agencies and to inform the resource agencies of how coordination will be accomplished and feedback will be received.

The Infrastructure Investment and Jobs Act (IIJA) requires that not later than 90 days after the date of publication of a notice of intent to prepare an EIS the lead agency shall "*establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project.*"

Per the *Pennsylvania Department of Transportation (PennDOT) Publication 10B* (Design Manual Part 1B: Post-TIP NEPA Procedures, July 2019 edition), the coordination plan must be shared with the public and with participating agencies so that they know what to expect and so that any disputes are surfaced as early as possible. The Maryland Department of Transportation State Highway Administration's (MDOT SHA) transportation environmental regulatory process (TERP) also requires a coordination plan that identifies opportunities for both agency and public involvement.

1.2 Project Description

PennDOT and MDOT SHA, in cooperation with the Federal Highway Administration (FHWA), is initiating NEPA activities as part of an environmental impact statement (EIS) for a 6.5-mile (5 miles in Pennsylvania and 1.5 miles in Maryland) 4-lane limited-access facility from the end of the Meyersdale Bypass in Pennsylvania to the newly constructed portion of US 219 in Maryland

PennDOT originally studied US 219 improvements south of Somerset, Pennsylvania, during the 1990s. These studies identified a five-mile section of US 219 through Meyersdale, Pennsylvania, as the area's most immediate transportation problem. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited access highway located west of existing US 219 in Meyersdale Borough and Summit Township, Somerset County, Pennsylvania. This project was followed by the completion of an 11-mile four-lane limited access facility in 2018 from Somerset to Meyersdale, Pennsylvania. In 2021, MDOT SHA completed construction of an approximately 1.4-mile section from Interstate 68 (I-68) in Maryland (MD) to Old Salisbury Road, just south of the state line.

The intent of this project is built upon the 2016 planning and environmental linkages (PEL) document that examined several alternatives within the established study area.

1.3 Purpose & Need

Project Purpose:

The purpose of the SR 6219 Section 050 Meyersdale to Old Salisbury Road project is to complete Corridor N of the Appalachian Development Highway System (ADHS), to improve the system linkage in the region, provide safe and efficient access for motorists, and provide a transportation infrastructure to support economic development within the Appalachian region.

Project Needs:

The project needs include poor regional linkage and mobility, facility deficiencies on existing US 219, and the lack of infrastructure needed to support economic development opportunities in the region. These needs are further documented in the *Purpose and Need Report: SR 6219 SECTION 050 US 219 from Meyersdale to Old Salisbury Road Project* dated July 2022.

1.4 Project History

Like most Environmental Impact Statement projects, this project has a long history starting during the 1990s when PennDOT evaluated US 219 from Somerset, Pennsylvania to Interstate 68 (I-68) in Maryland. The graphic below summarizes the history of the different sections.

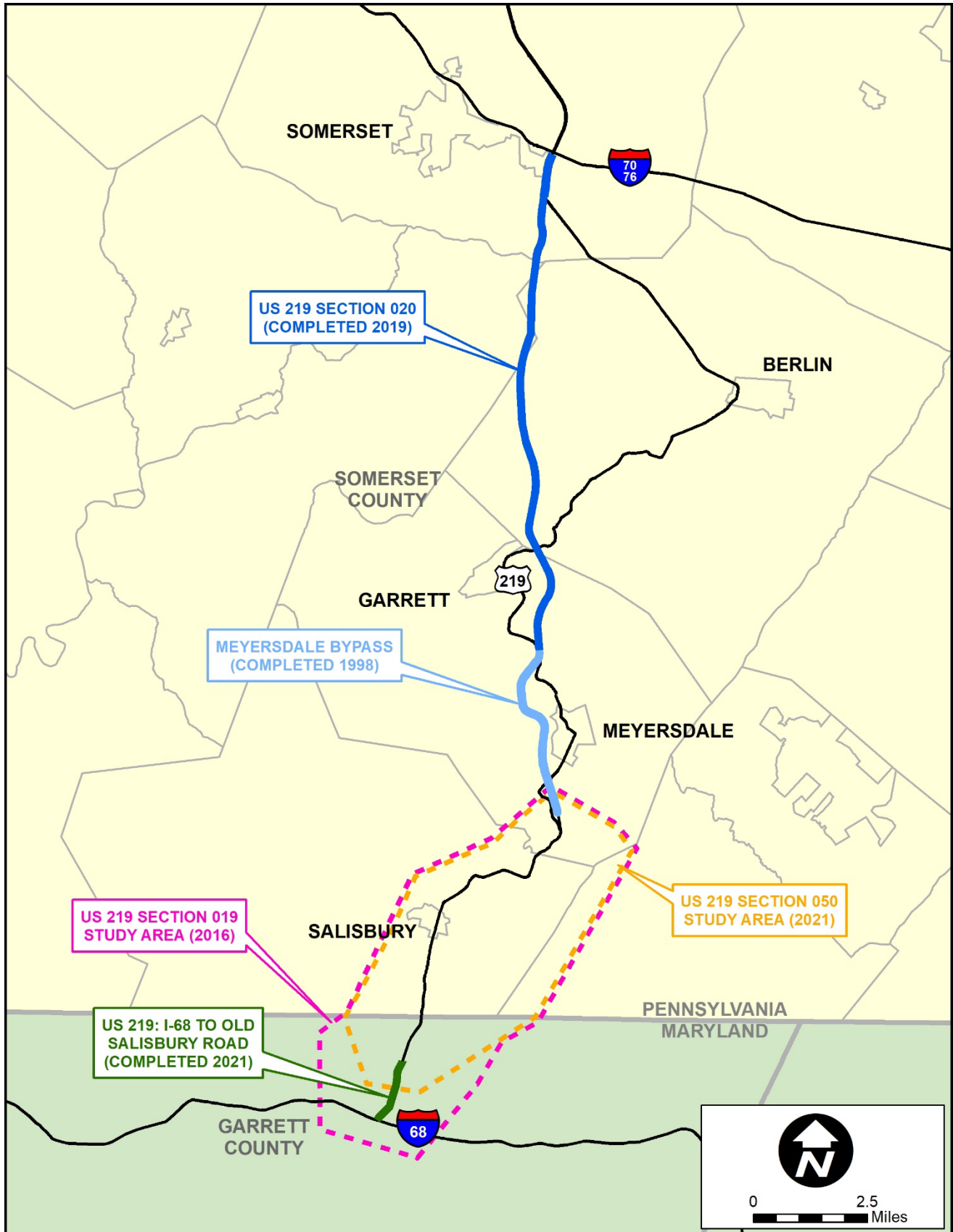
During the 1990s, PennDOT pursued improvements to US 219 south of Somerset, Pennsylvania. Studies at that time identified the five-mile section of US 219 through Meyersdale, Pennsylvania, as the most immediate transportation problem in the area. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited access highway located to the west of existing US 219 in the vicinity of Meyersdale Borough and Summit Township, Somerset County Pennsylvania.

The *Needs Analysis, US 219, I-68 (Maryland) to Somerset, Pennsylvania* (1999) identified two projects, each with independent utility and logical termini, along the section of US 219 from the end of the existing four-lane US 219 near Somerset, Pennsylvania, to I-68 in Maryland.

These projects were:

- SR 6219, Section 020 (Somerset to Meyersdale, Pennsylvania); and
- SR 6219, Section 019 (Currently Section 050) (Meyersdale, Pennsylvania to I-68 in Maryland).

Preliminary engineering and a draft environmental impact statement (DEIS) for SR 6219, Section 019 originally began in 2001 by PennDOT and MDOT SHA but was put on hold in 2007 due to funding constraints. As a result, the document went unpublished. Since that time, PennDOT completed construction of US 219, Section 020, from the Meyersdale Bypass north to the existing four-lane section of US 219 near Somerset that connects to the Pennsylvania Turnpike and beyond US 22. Thus, by 2018, this study area section of US 219 is the only remaining two-lane, non-limited access section in over 70 miles of a four-lane expressway.



If the state transportation agencies had continued with the former NEPA efforts for SR 6219, Section 019 and had selected a build alternative, FHWA would not have been able to render a location approval because the project would not have met the planning requirements outlined in 23 CFR 450. FHWA, MDOT SHA, and PennDOT collaborated to find a solution that would allow improvements to this section of US 219 to move forward while meeting all applicable state and federal requirements. The solution identified was PEL, which allowed the transportation agencies, resource agencies, and the public to work together to identify goals and objectives, identify deficiencies and needs, develop possible solutions/alternatives, develop a basic description of environmental setting, conduct a preliminary screening of solution, eliminate unreasonable solutions, and complete a preliminary identification of environmental impacts and environmental mitigation.

Detailed environmental fieldwork and engineering studies were completed during the previous NEPA studies. All previously completed analyses and studies were used in the PEL study, as appropriate, to help make an informed decision on what alignment(s) to carry into the NEPA process and whether any portions of those alignments can be designed and constructed as stand-alone projects.

On July 21, 2016, the PEL study concluded that two alignments (Alternatives E and E-Shift) were considered reasonable and should be evaluated in future NEPA project analysis. While the most economic benefit would be realized by constructing an alignment in its entirety, the different funding levels between states would not allow for the construction of the entire project from I-68 in Maryland to Meyersdale, Pennsylvania.

In addition to concluding that E and E-shift were considered reasonable and should be evaluated in future NEPA project analysis, a stand-alone project was also identified that consisted of a new alignment for US 219 along an area of common alignment for Alignment E or Alignment E-Shift. This concept extended from I-68 to the north of Old Salisbury Road intersection with existing US 219. The northern intersection is near the northern limit of the Chestnut Ridge Development Center (CRDC), planned by Garrett County to capitalize on the transportation network and utilize existing land use patterns to encourage economic development.

The stand-alone project was advanced by MDOT SHA into preliminary engineering and was issued environmental clearance on July 18, 2017. The project then advanced into final design and construction. MDOT SHA broke ground on the project on October 13, 2018, and the project was opened to traffic on May 6, 2021.

1.5 Project Outreach History

AGENCY COORDINATION

Coordination with Pennsylvania resource agencies began in the early phases of the US 219 project, specifically during the development of the purpose and need starting in 1998.

- April 22, 1998 – Project introduction and overview Agency Coordination Meeting (ACM)
- June 7-8, 1998 – Special agency coordination meeting field view (SACM)
- January 26, 1999 – Presentation to the Pennsylvania resource agencies on the needs study

Once this specific project (US 219 Section 019 (now Section 050)) was advanced, coordination with both Pennsylvania and Maryland resource agencies was initiated. An introductory meeting was held with Maryland agencies on May 15, 2002, at an Interagency Review Meeting (IRM), and the Pennsylvania agencies were introduced to the project at an ACM on May 22, 2002. Agencies were also invited to attend a June 18, 2002 field view of the project area.

Additional agency meetings held during the EIS phase included:

- December 4, 2002 – ACM
- December 18, 2002 – IRM
- February 12, 2003 – Natural resource meeting
- September 17, 2003 – IRM
- September 24, 2003 – ACM
- January 14, 2004 – Agency field view
- July 21, 2004 – IRM
- July 28, 2004 – ACM
- October 4, 2004 – Field view with USFWS and Pennsylvania Game Commission (PGC)
- December 21, 2004 – Meeting with USFWS and PGC
- March 28 and 29, 2006 – Meeting with all of the resource agencies

Agency meetings held during the 2014 update to the former NEPA effort and before PEL:

- April 23, 2014 - ACM
- April 26, 2014 - IRM
- June 16, 2014 – Meeting with USFWS and PGC to discuss bat studies
- June 18, 2014 - IRM
- July 1, 2014 - Agency meeting and field view
- August 18, 2014 - Agencies field view of wetlands and streams

Agency meetings held during the PEL study:

- July 15, 2015 – IRM
- July 22, 2015 - ACM
- August 19, 2015 – IRM
- August 26, 2015 – ACM
- September 16, 2015 – IRM
- September 23, 2015 – ACM
- October 28, 2015 – Joint IRM and ACM
- December 9, 2015 – Joint IRM and ACM
- January 27, 2016 – Joint IRM and ACM

Agency meetings held after PEL and during the development of the Maryland section of US 219?

- August 17, 2016 – IRM
- September 21, 2016 – IRM
- October 19, 2016 – IRM
- February 15, 2017 – IRM
- March 24, 2017 – IRM

Agency meetings held since Pennsylvania Transportation Secretary announced the commitment of funds for the SR 6219, Section 050 EIS on November 9, 2020:

- April 28, 2021 – ACM
- June 16, 2021 – IRM
- September 9, 2021 – Joint ACM and IRM
- November 16, 2021 – Joint scoping meeting
- May 5, 2022 – ACM
- June 16, 2022 – IRM
- August 2, 2022 – Joint ACM and IRM

2. LEAD, COOPERATING & PARTICIPATING AGENCIES

2.1 Agency Roles & Responsibilities

2.1.1 Lead Agency

The role of a federal agency in the NEPA process depends on the expertise and relationship of an agency to the proposed action. The agency carrying out the federal action is responsible for complying with the requirements of NEPA. For the US 219 project, FHWA is the lead federal agency providing oversight of the preparation of the environmental analysis. PennDOT is the lead state agency responsible for completing the environmental analysis in partnership with MDOT SHA.

2.1.2 Cooperating Agencies

Cooperating agencies are those governmental agencies and/or tribes specifically requested by the lead agency to participate during the environmental evaluation process for the project. FHWA's NEPA regulations (23 CFR 771.111d (d)) require that those federal agencies with jurisdiction by law with permitting or land transfer authority be invited to be cooperating agencies for an EIS. These cooperating agencies are also invited to be participating agencies.

Cooperating agencies for the US 219 project are responsible for:

1. Participating in the NEPA process at the earliest practicable time.
2. Participating in the scoping process (described in § 1501.9).
3. On request of the lead agency, assuming responsibility for developing information and preparing environmental analyses, including portions of the environmental impact statement for which the cooperating agency has special expertise.
4. On request of the lead agency, making available staff support to enhance the lead agency's interdisciplinary capability.

5. Using its own funds. To the extent available funds permit, the lead agency shall fund those major activities or analyses it requests from cooperating agencies. Potential lead agencies shall include such funding requirements in their budget requests.
6. Consulting with the lead agency in developing the schedule (§ 1501.7(i)), meet the schedule, and elevate, as soon as practicable, to the senior agency official of the lead agency any issues relating to purpose and need, alternatives, or other issues that may affect any agencies' ability to meet the schedule.
7. Meeting the lead agency's schedule for providing comments and limiting its comments to those matters for which it has jurisdiction by law or special expertise concerning any environmental issue.
8. Jointly issuing environmental documents with the lead agency, to the maximum extent practicable,.

The FHWA Pennsylvania Division invited the following agencies to be cooperating agencies for this project:

Table 1: Agencies Invited to be Cooperating Agencies

Agency/Nation	Accepted?	Agency/Nation	Accepted?
US Environmental Protection Agency	X	US Fish & Wildlife Service - PA	X
US Army Corps of Engineers, Baltimore District & Pittsburgh District	X (Pittsburgh District)	Maryland Department of Environment	Want to be Participating Agency
PA Department of Environmental Protection	Want to be Participating Agency	Maryland Department of Transportation State Highway Administration	

2.1.3 Participating Agencies

Participating agencies include any federal, state, or local agencies or tribes that could have an interest in the proposed project. Each cooperating agency is a participating agency, but many participating agencies are not cooperating agencies.

Participating agencies on the US 219 project are expected to:

1. Identify, as early as practicable, any issues of concern regarding potential impacts on the natural, cultural, or human environment.
2. Provide meaningful and early input on relevant issues such as the study purpose and needs, the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
3. Participate in coordination meetings and field reviews with other environmental resource agencies, as appropriate.
4. Adhere to timeframes for reviewing and commenting on administrative copies of environmental documentation, including the draft and final EIS.

The FHWA Pennsylvania Division invited the following agencies and tribes to be participating agencies for this project:

Table 2: Agencies & Tribes Invited to be Participating Agencies

Agency	Accepted?	Agency	Accepted?
US Coast Guard	No response	National Park Service	Declined
PA Fish & Boat Commission	X	Maryland Department of Planning	X
PA SHPO	No response	Maryland Historical Trust	X
PA Department of Conservation and Natural Resources	X	Maryland Department of Natural Resources	X
PA Game Commission	No response	Maryland Commission on Indian Affairs	No response
PA Department of Agriculture	No response	Somerset Co. Conservation District	No response
US Fish & Wildlife Service - MD	No response	National Marine Fisheries Services	No response
Delaware Tribe of Indians	No response	Absentee-Shawnee Tribe of Indians of Oklahoma	No response
Shawnee Tribe	No response	Delaware Nation, Oklahoma	X
Seneca-Cayuga Nation	No response	Eastern Shawnee Tribe of Oklahoma	No response
Oneida Indian Nation	No response	Tuscarora Nation	No response
Stockbridge Munsee	No response	Onondaga Nation	No response

2.2 Agency Contact Information

2.2.1 US 219 Cooperating Agency Contacts

Table 3: US 219 Cooperating Agency Contacts

Name	Title	Agency	Address	Phone Number	Email address
Allen Edris	Regulatory Project Manager	US Army Corps of Engineers, Pittsburgh District	William S. Moorhead Federal Building, Suite 2200 1000 Liberty Avenue, Pittsburgh, PA 15222	(o)412-395-7158 (c) 412 616-8002	Allen.R.Edris@usace.army.mil
Mike Dombroskie		US Army Corps of Engineers, Baltimore District		814-235-0571	mike.dombroskie@usace.army.mil
Timothy Witman Jamie Davis	NEPA Reviewers	US Environmental Protection Agency, Region III	3EA30, Four Penn Center 1600 John F. Kennedy Blvd. Philadelphia, PA 19103-2852	215-814-2775 215-814-5569	witman.timothy@epa.gov davis.jamie@epa.gov
Sonja Jahrsdoerfer Attn: Jennifer Kagel	Supervisor	US Fish & Wildlife Service, PA Field Office	110 Radnor Rd, Suite 101 State College, PA 16801	814-206-7474	sonja_jahrsdoerfer@fws.gov IRI_ESPenn@fws.gov Jennifer_Kagel@fws.gov
Jim Miller	Regional Director	PA Department of Environmental Protection, SW Regional Office	SW Regional Office, 400 Waterfront Dr. Pittsburgh, PA 15222	412-442-4181	jamesmill@pa.gov

2.2.2 US 219 Participating Agency Contacts

Table 4: US 219 Participating Agency Contacts

Name	Title	Agency	Address	Phone Number	Email address
PENNSYLVANIA					
Doug Wolfgang Non-Funded	Director	PA Department of Agriculture, Land Use and Natural Resource Division	2301 North Cameron Street Harrisburg, PA 17110-2301	717-783-3167	dowolfgang@pa.gov
Benjamin Lorson Supervisor	Section Chief	PA Fish & Boat Commission, Division of Environmental Services	594 East Rolling Ridge Drive, Bellefonte, PA 16823	814-359-5228	belorson@pa.gov

Name	Title	Agency	Address	Phone Number	Email address
Michael DiMatteo Supervisor	Division Chief	PA Game Commission, Division of Environmental Planning & Habitat Protection	2001 Elmerton Avenue Harrisburg, PA 17110-9797	717-783-5957	mdimatteo@pa.gov
Andrea MacDonald Funded	Director	PA Historical & Museum Commission, State Historic Preservation Office	400 North Street, 2nd Floor, Harrisburg, PA 17120	717-787-4215	amacdonald@pa.gov
Greg Podnieszinski Supervisor	Dept. of Conservation & Natural Resources	DCNR Ecological Services Manager	6th Floor, Rachel Carson State Office Building P.O. Box 8552 Harrisburg, PA 17105-8552	717-214-7513	gpodnieszin@pa.gov
Len Lichvar	District Manager	Somerset Conservation District	6024 Glades Pike Suite 103 Somerset, PA, PA 15501	(814) 445-4652	len-scd@wpia.net
Gay Vietzke	Regional Director	National Park Service	1234 Market Street, 20th Floor, Philadelphia, PA 19107	267-290-8177	gay_vietzke@nps.gov
Hal Pitts	Commander	United States Coast Guard, Fifth District	Federal Building, 431 Crawford Street, Portsmouth, VA 23704- 5004	757-398-6222	hal.r.pitts@uscg.mil
MARYLAND					
Bihui Xu	Transportation Planning Manager	Maryland Department of Planning	301 W. Preston Street Baltimore, MD 21201	410-767-3889	Bihui.Xu@maryland.gov
Danielle Spendiff	Chief, Regulatory & Customer Service Division	MD Department of Environment	1800 Washington Blvd. Suite 430 Baltimore, MD 211230	814-537-4023	Danielle.spendiff1@maryland.gov
Tony Redman Gwen Gibson	Environmental Review Manager/ Environmental Reviewer	Maryland Department of Natural Resources	Environmental Review Program Tawes Office Building, B-3 580 Taylor Avenue Annapolis, MD 21401	410-260-8336 240-278-6429	Tony.Redman@maryland.gov Gwendolyn.Gibson@maryland.gov
Beth Cole	Administrator, Project Review and Compliance	Maryland Historical Trust	100 Community Place Crownsville, MD 21032	410-697-9541	beth.cole@maryland.gov
Joel Gorder	Regional Environmental Coordinator	National Park Service	National Capital Region National Park Service	202-619-7405	Joel_Gorder@nps.gov

Name	Title	Agency	Address	Phone Number	Email address
			1100 Ohio Dr., SW Washington DC 20242		
Julie A. Slacum	Division Chief	US Fish and Wildlife Service, Strategic Resource Conservation	177 Admiral Cochrane Drive Annapolis, MD 21401	410-573-4595	Julie_thompson-slacum@fws.gov
Jonathan Watson	Marine Habitat Resource Specialist	National Marine Fisheries Service	177 Admiral Cochrane Drive Annapolis, MD 21401	410-295-3152	jonathan.watson@noaa.gov
E. Keith Colston	Director	Ethnic Commission Governor's Office of Community Initiatives Governor's Coordinating Offices	100 Community Place Crownsville, MD 21032	410-697-9264	Keith.colston@maryland.gov
TRIBAL NATIONS					
Edwina Butler-Wolfe	Governor	Absentee-Shawnee Tribe of Indians of Oklahoma	2025 S. Gordon Cooper Drive Shawnee, OK 74801	405-275-4030 ext. 6308	edwinab@astribe.com
Brad KillsCrow	Chief	Delaware Tribe of Nations	5100 Tuxedo Blvd. Bartlesville, OK 74006	918- 337-6590	bkillscrow@delawaretribe.org
William L. Fisher	Chief	Seneca-Cayuga Nation	P.O. Box 453220 23701 S. 655 RD Grove, OK 74344	918-787-5452 Ext. 6012	wfisher@sctribe.com
Deborah Dotson	Tribal President	Delaware Nation, Oklahoma	31064 State Highway 281, Bldg 100 Anadarko, OK 73005	405-247-2448	ec@delawarenation.com
Glenna Wallace	Chief	Eastern Shawnee Tribe of Oklahoma	P. O. Box 350 Seneca, MO 64865	918-666-2435	gjwallace@estoo.net
Cassie Harper	Tribal Administrator	Shawnee Tribe	P.O. Box 189 29 South Highway 69a Miami OK 74355	918-542-2441	cassie@shawnee-tribe.com
Raymond Halbritter	Nation Representative	Oneida Indian Nation	Oneida Indian Nation 2037 Dream Catcher Plaza Oneida, NY 13421	315-829-8900	info@oneida-nation.org
Leo Henry	Chief	Tuscarora Nation	2006 Mt. Hope Road Lewiston, NY 14092	716-297-1148	
Shannon Holsey	Tribal President	Stockbridge Munsee	Stockbridge Munsee Community, Wisconsin N8476 MohHeConNuck Road	715-793-4387	Shannon.holsey@mohican-nsn.gov

Name	Title	Agency	Address	Phone Number	Email address
			Bowler, WI 54416		
Sidney Hill	Chief	Onondaga Nation	4040 Route 11 Nedrow, NY 13120	315-469-0302	admin@onondaganation.org

3. AGENCY COORDINATION POINTS

Table 5: Agency Coordination Points

Coordination Point	Date of Coordination	Information Included for Coordination	Agencies, Stakeholders Involved	Input/ Consensus Requested	Timeframe for Input
Project Initiation	ACM 4/28/2021 IRM 6/16/2021				
Scoping Meeting	11/16/2021 Virtual Interagency Scoping Meeting	PowerPoint of Study Area resources; Technical Methodologies Matrix	All ACM & IRM participants	Comments on Technical Methodologies Matrix	Comments due by 11/30/2021
Environmental Analysis Methodologies	11/16/2021	Technical Methodologies Matrix;	All ACM & IRM participants	Comments on Technical Methodologies Matrix	Comments due by 11/30/2021
Section 106 Initiation	10/14/2021	Project Early Notification/Scoping Results Form sent out through PennDOT's PATH	187 entities received the email	Identification of interest in becoming a consulting party	
Preliminary Alternatives	Joint ACM/IRM 9/22/2021	<ul style="list-style-type: none"> • PennDOT Consultant NEPA Team • Process to Move from PEL to NEPA • ACM/IRM Role • Cooperating and Participating Agencies • Review Purpose & Need/Logical Termini • Review PEL Alternatives Studied • Agency PEL comments to be addressed in NEPA • Next Steps 	All ACM & IRM participants	N/A	N/A
Purpose and Need	Joint ACM/IRM 9/22/2021	<ul style="list-style-type: none"> • PennDOT Consultant NEPA Team • Process to Move from PEL to NEPA • ACM/IRM Role • Cooperating and Participating Agencies • Review Purpose & Need/Logical Termini 	All ACM & IRM participants	Yes – Consensus requested on Purpose and Need	Comments due on Purpose and Need document by 10/18/2022

Coordination Point	Date of Coordination	Information Included for Coordination	Agencies, Stakeholders Involved	Input/ Consensus Requested	Timeframe for Input
		<ul style="list-style-type: none"> Review PEL Alternatives Studied Agency PEL comments to be addressed in NEPA Next Steps			
Detailed Alternatives Analysis					
Recommended Alternative/Conceptual Mitigation					
DEIS/Public Hearing					
Preferred Alternative/Mitigation					
Jurisdictional Determination (JD) (if required)/Pre-Application Meeting					
FEIS/Conceptual Mitigation					
Record of Decision (ROD)					

4. AGENCY COORDINATION

4.1 Agency Coordination

PennDOT uses Agency Coordination Meetings (ACMs) to regularly inform agencies of the project status and seek input on decisions related to the location of the project alternatives. Similarly, MDOT SHA uses Interagency Review Meetings (IRMs). Because the US 219 project is being led by PennDOT, Maryland agencies are participating in ACMs with the Pennsylvania agencies when new information is available and input is needed from the resource agencies.

Throughout the project's history, previous stages have been presented at ACMs and IRMs, as applicable. The specific meeting dates of the ACM meetings are mentioned above in Section 1.5 Project Outreach History. When the US 219 Section 050 project started, the project was presented at the ACM on April 28, 2021, and at the MDOT SHA IRM on June 16, 2021. A joint ACM/IRM was held virtually on September 22, 2021. Additionally, a virtual agency scoping meeting was held on November 16, 2021. A May 25, 2022 ACM and June 15, 2022 IRM meetings were held to review the information to be presented to the public including the project purpose and need, logical termini, and NEPA study alternatives. Another joint ACM/IRM meeting was held on August 24, 2022 to present the results of the public meetings and to review the secondary source impacts of the NEPA study alternatives. Further agency coordination will take place both in-person and virtually.

PennDOT will seek input and the general consensus from both Pennsylvania and Maryland agencies. Formal concurrence will not be requested for this project. This process was shared with the agencies and no objectives were received. When certain milestones are reached and relevant documents are available for consideration, such as the project purpose and need, the materials will be sent to the agency representatives two weeks in advance of the scheduled ACM/IRM meeting. The particular topic will be discussed at the meeting and the team will facilitate open dialogue about any concerns or issues at the time.

Agencies will have an additional two weeks after the ACM/IRM to provide comments. If an agency provides comments that are deemed 'significant', the project team will work directly with that agency to address those comments. Additional information may also be provided to the agency, when available.

4.2 Section 106 Coordination

Section 106 of the National Historic Preservation Act of 1966 requires that agencies that use federal funds consider their projects' effects on historic properties. The National Park Service defines *historic properties* as "*any prehistoric or historic districts, sites, buildings, structures, or objects that are eligible for or already listed in the National Register of Historic Places. Also included are any artifacts, records, and remains (surface or subsurface) that are related to and located within historic properties and any properties of traditional religious and cultural importance to tribes or native Hawaiian organizations.*"

PennDOT must determine if a proposed action is an undertaking with the potential to affect historic properties and, if so, plan to involve the public and identify consulting parties. Participants in the Section 106 process may include the SHPO, local governments, Indian tribes, interested parties, and the public. The agency must invite parties to participate in consultation and provide basic information about the

undertaking to all parties. The federal Advisory Council on Historic Preservation will also be invited to participate.

PennDOT utilizes the Pennsylvania Transportation and Heritage (PATH) website to post all documents produced pursuant to Section 106 and State History Code. All relevant documents will be posted and made available to the Pennsylvania Historical and Museum Commission (PHMC) and the Maryland Historical Trust (MHT) and any additional organization that signed up as a result of receiving the project early notification email.

4.3 Agricultural Lands Condemnation Approval Board

Pennsylvania Act 1979-100 established the Agricultural Lands Condemnation Approval Board (ALCAB), a six-member independent administrative board. For this type of roadway improvement project, ALCAB must approve any Pennsylvania agency's plan to acquire productive agricultural land through condemnation proceedings, but only if an amicable settlement cannot be reached first. ALCAB must consider compliance with the Agricultural Land Preservation Policy (ALPP) (4 PA Code 7.301 et seq.) before granting approval for condemnation of farmland.

ALPP requires agencies of the Commonwealth of Pennsylvania to adopt measures to mitigate and protect farmland from conversion according to the following five priorities:

1. Permanent agricultural conservation easements or deed restrictions (none known to exist in the study area)
2. Agricultural security area (none in the study area)
3. Farmland enrolled in preferential tax assessments (i.e., Clean and Green); which there are some present within the study area
4. Agricultural protection zoning (none known to exist in the study area)
5. Soils determined to be most suitable for agricultural use by the US Department of Agriculture (USDA).

The state of Maryland's farmland protection and preservation programs are generally less stringent than Pennsylvania's in that Maryland has no equivalent to ALCAB, but Maryland's farmland programs include:

- Agricultural land preservation foundation (no properties in the study area are enrolled in the foundation)
- Maryland Environmental Trust (MET) (no properties in the study area are enrolled in the MET)
- Maryland agricultural water quality cost-share (MACS) program (none in the study area)
- Maryland Department of Agriculture (MDA) low-interest loans for agricultural conservation (none in the study area)
- Rural legacy program (none in the study area)

The team will work to develop alternatives that avoid impacts to farmlands to the extent possible. The team will reconfirm through interviews with all of the farmers the status of the property to ensure it is still being farmed and whether it is enrolled in Clean and Green programs.

4.4 Section 4(f) Resources

US Department of Transportation Act of 1966 Section 4(f) (codified in 23 CFR 774) stipulates that the US Secretary of Transportation may approve a transportation project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land from a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, recreation area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The project includes all possible planning to minimize harm to the public park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use; or
- The use, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), will have a de minimis impact on the property.

For parks, recreational areas, and wildlife and waterfowl refuges, the official(s) with jurisdiction is the official(s) of the agency owning or administering the land. For historic properties, the official with jurisdiction is the SHPO. If the historic property is located on tribal land Tribal Historic Preservation Officer (THPO) is considered the official with jurisdiction.

Coordination with officials with jurisdiction may be on-going through the Section 4(f) process and/or occur during documentation and approval. Section 4(f) documentation requirements are dictated by the type(s) of Section 4(f) use. PennDOT, MDOT SHA, and FHWA Pennsylvania Division Office have developed forms to assist in the documentation of non-applicability/no use, temporary occupancy, de minimis use, and Section 4(f) use that meet the criteria of four nationwide programmatic Section 4(f) evaluations.

Officials with jurisdiction should be contacted to:

- Identify Section 4(f) resources (parks, historic sites, wildlife refuges)
- Confirm 'publicly-owned' status, if a recreational resource, and Section 4(f) use of a property
- Identify current and planned use of a Section 4(f) resource
- Determine which portion of the Section 4(f) resource is significant
- Determine the applicability of Section 4(f) to a resource
- Concur with a de minimis finding by FHWA after notification
- Determine the use of a Section 4(f) resource (e.g., actual use, constructive use, temporary occupancy)

There are no known wildlife or waterfowl refuges located within the project area. There is a park associated with the Salisbury Elk Lick High School; however, none of the alternatives that have been considered to date would impact the school and/or park. Anticipated Section 4(f) impacts could include historic sites and Pennsylvania State Game Lands (SGL) No. 231. The historic sites will be identified during the detailed study phase, and the team will try and avoid them to the extent possible. The team will also look to avoid SGL No. 231 through a slight shift in the alignment.

4.5 Threatened and Endangered Species

For purposes of this document, any "species of special concern" are those granted protection under federal, Pennsylvania, and Maryland laws. These species include any plant, mammal, fish, reptile, amphibian, or bird that has received a federal, Pennsylvania, or Maryland threatened, endangered,

proposed, and candidate status or a Maryland "in need of conservation" status. Correspondence with Maryland Department of Natural Resources (MD DNR) also indicated that a few species currently listed as "rare" are either known to occur or have been historically known to occur within or adjacent to the study area; however, these species are not granted protection under Maryland state law.

The federal and state coordination identified the potential presence of 32 species of special concern within the study area.

The team will complete any studies needed to identify the presence of the threatened or endangered species list if any of the alternatives fall within the areas mentioned in the letter or will include mitigation measure in the EIS document.

Section 7 Endangered Species Act United State Fish and Wildlife Service

The purpose of the Endangered Species Act (ESA) is to provide a means to conserve the ecosystems upon which endangered and threatened species depend and provide a program for the conservation of such species. The ESA directs all federal agencies to participate in conserving these species. Specifically, section 7(a)(1) of the ESA charges federal agencies to aid in the conservation of listed species, and section 7(a)(2) requires the agencies to ensure their activities are not likely to jeopardize the continued existence of federally listed species or destroy or adversely modify designated critical habitat.

The provision under section 7 that is most often associated with the service and other federal agencies is section 7(a)(2). It requires federal agencies to consult with the United States Fish and Wildlife Service (USFWS) to ensure that actions they fund, authorize, permit, or otherwise carry out will not jeopardize the continued existence of any listed species or adversely modify designated critical habitats. Coordination with the USFWS has been on-going related to the Indiana bat since the *US 219, Section 019 Indiana Bat Biological Assessment* was prepared and submitted in June 2006 to the USFWS. The team will continue discussions with the USFWS regarding the bats and the additional studies and documentation needed.

PennDOT and FHWA will consult with the USFWS regarding the Indiana bat and the northern long-eared Bat. While not federally listed, the USFWS has petitioned to list little brown bat and tricolored bat and as a result, the USFWS has encouraged the team to consider them when planning this project.

4.6 Section 404 of the Clean Water Act

Section 404 of the Clean Water Act establishes a national program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States. Proposed activities are regulated under a permit review process through the US Army Corps of Engineers. The US Army Corp of Engineers evaluates permit applications for the environmental criteria set forth in the Clean Water Act Section 404(b)(1) Guidelines, which includes consideration of significant adverse effects of the discharge on human health and wildlife, as well as a public interest review. Additionally, Pennsylvania and Maryland have state regulations governing waterway and wetland encroachments and alterations, including Title 25 Chapter 105 in Pennsylvania and Title 5 in Maryland, that require project review by state environmental agencies.

A joint Section 404/ PA Chapter 105 permit for wetland and stream impacts in Pennsylvania and a joint Section 404/MD Title 5 permit for wetland and stream impacts in Maryland will be completed. PennDOT, SHA and FHWA will consult with the US Army Corp of Engineers, Pennsylvania Department of Environmental Protection, and the Maryland Department of the Environment during project planning to ensure the project meets applicable regulatory requirements and enable a timely permit review process.

5. NOTICE OF INTENT

The EIS process begins with the publication of a Notice of Intent (NOI), stating the intent to prepare an EIS for a particular proposal. The NOI is published in the federal register by the lead federal agency and provides basic information on the proposed action in preparation for the scoping process. The NOI notifies all agencies, tribes, and individuals about the proposed action and identifies the issues that should be analyzed. Additional supplementary information is also included with the NOI and includes a brief description of the proposed action and possible alternatives. It also describes the agency's proposed scoping process, including meetings and how the public can get involved. The NOI will also contain an agency point of contact who can answer questions about the proposed action and the NEPA process. An NOI to prepare an EIS for the US 219 project is anticipated to be published in the federal register in spring 2023.

Appendix C

Coordination Plan for Public Involvement



SR 6219, SECTION 050 COORDINATION PLAN FOR PUBLIC INVOLVEMENT



SR 6219 Section 050 Environmental Impact Statement
MPMS: 115845
Somerset County, Pennsylvania and
Garrett County, Maryland

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1. INTRODUCTION

1.1 Purpose of Coordination Plan

The *SR 6219 Section 050 Coordination Plan for Public Involvement* defines the process for meeting the public involvement requirements in the environmental review process, including the National Environmental Policy Act (NEPA) and related laws. The purpose of the coordination plan is to facilitate and document structured and meaningful interaction with the public and stakeholders, and to inform them of how coordination will be accomplished and feedback will be received.

The Infrastructure Investment and Jobs Act (IIJA) requires that not later than 90 days after the date of publication of a notice of intent to prepare an EIS the lead agency shall "*establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project.*"

Per the *Pennsylvania Department of Transportation (PennDOT) Publication 10B* (Design Manual Part 1B: Post-TIP NEPA Procedures, July 2019 edition), the coordination plan must be shared with the public and with participating agencies so that they know what to expect and so that any disputes are surfaced as early as possible. The Maryland Department of Transportation State Highway Administration's (MDOT SHA) transportation environmental regulatory process (TERP) also requires a coordination plan that identifies opportunities for both agency and public involvement.

1.2 Project Description

PennDOT and MDOT SHA, in cooperation with the Federal Highway Administration (FHWA), is initiating NEPA activities as part of an environmental impact statement (EIS) for a 6.5-mile (5 miles in Pennsylvania and 1.5 miles in Maryland) 4-lane limited-access facility from the end of the Meyersdale Bypass in Pennsylvania to the newly constructed portion of US 219 in Maryland

PennDOT originally studied US 219 improvements south of Somerset, Pennsylvania, during the 1990s. These studies identified a five-mile section of US 219 through Meyersdale, Pennsylvania, as the area's most immediate transportation problem. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited access highway located west of existing US 219 in Meyersdale Borough and Summit Township, Somerset County, Pennsylvania. This project was followed by the completion of an 11-mile four-lane limited access facility in 2018 from Somerset to Meyersdale, Pennsylvania. In 2021, MDOT SHA completed construction of an approximately 1.4-mile section from Interstate 68 (I-68) in Maryland (MD) to Old Salisbury Road, just south of the state line.

The intent of this project is to built upon the 2016 planning and environmental linkages (PEL) document that examined several alternatives within the established study area.

1.3 Purpose & Need

Project Purpose:

The purpose of the SR 6219 Section 050 Meyersdale to Old Salisbury Road project is to complete Corridor N of the Appalachian Development Highway System (ADHS), to improve the system linkage in the region, provide safe and efficient access for motorists, and provide a transportation infrastructure to support economic development within the Appalachian region.

Project Needs:

The project needs include poor regional linkage and mobility, facility deficiencies on existing US 219, and the lack of infrastructure needed to support economic development opportunities in the region. These needs are further documented in the *Purpose and Need Report: SR 6219 SECTION 050 US 219 from Meyersdale to Old Salisbury Road Project* dated July 2022.

1.4 Project History

Like most Environmental Impact Statement projects, this project has a long history starting during the 1990s when PennDOT evaluated US 219 from Somerset, Pennsylvania to Interstate 68 (I-68) in Maryland. The graphic below summarizes the history of the different sections.

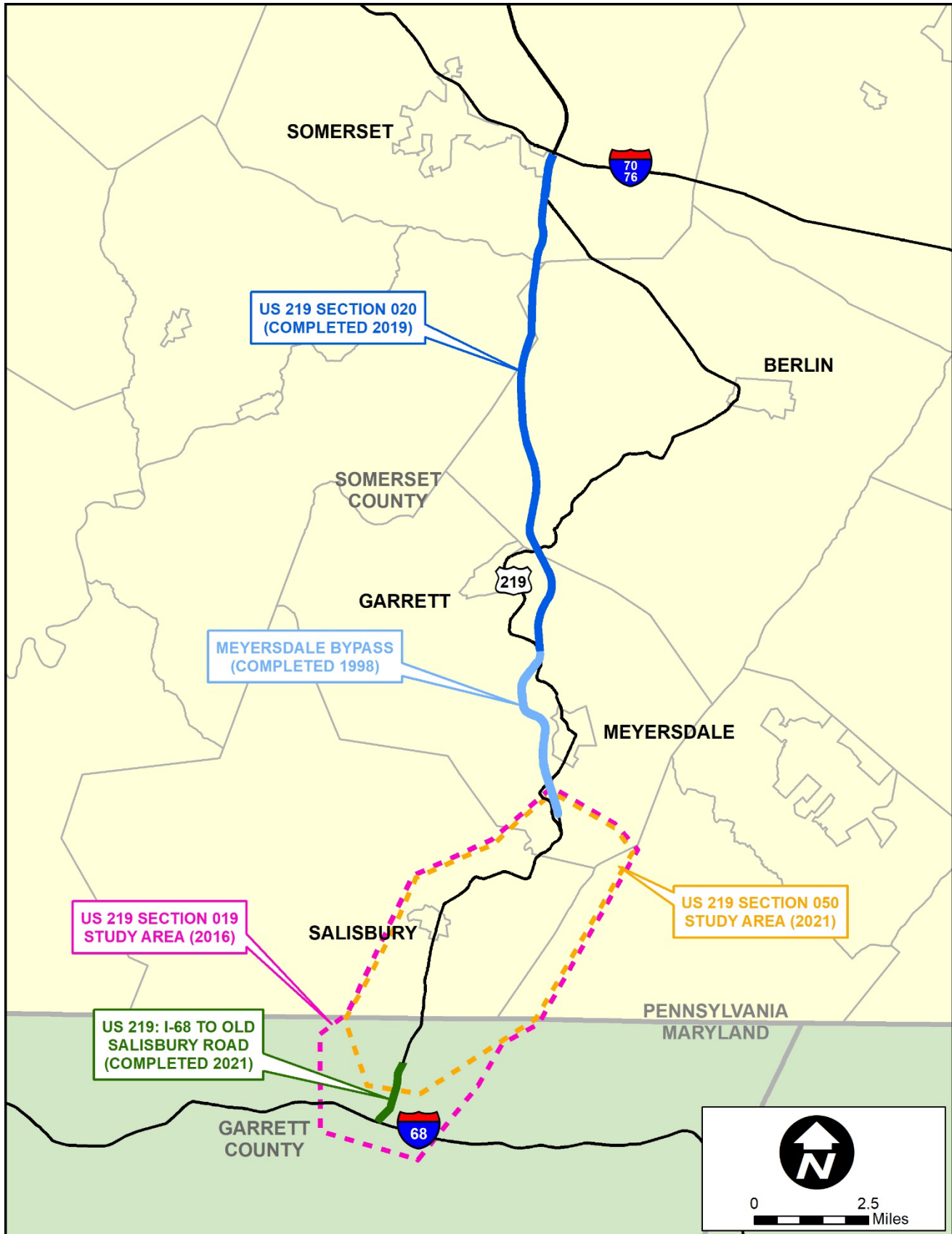
During the 1990s, PennDOT pursued improvements to US 219 south of Somerset, Pennsylvania. Studies at that time identified the five-mile section of US 219 through Meyersdale, Pennsylvania, as the most immediate transportation problem in the area. The Meyersdale Bypass project was constructed in 1998 as a four-lane, limited access highway located to the west of existing US 219 in the vicinity of Meyersdale Borough and Summit Township, Somerset County Pennsylvania.

The *Needs Analysis, US 219, I-68 (Maryland) to Somerset, Pennsylvania* (1999) identified two projects, each with independent utility and logical termini, along the section of US 219 from the end of the existing four-lane US 219 near Somerset, Pennsylvania, to I-68 in Maryland.

These projects were:

- SR 6219, Section 020 (Somerset to Meyersdale, Pennsylvania); and
- SR 6219, Section 019 (Currently Section 050) (Meyersdale, Pennsylvania to I-68 in Maryland).

Preliminary engineering and a draft environmental impact statement (DEIS) for SR 6219, Section 019 originally began in 2001 by PennDOT and MDOT SHA but was put on hold in 2007 due to funding constraints. As a result, the document went unpublished. Since that time, PennDOT completed construction of US 219, Section 020, from the Meyersdale Bypass north to the existing four-lane section of US 219 near Somerset that connects to the Pennsylvania Turnpike and beyond US 22. Thus, by 2018, this study area section of US 219 is the only remaining two-lane, non-limited access section in over 70 miles of a four-lane expressway.



If the state transportation agencies had continued with the former NEPA efforts for SR 6219, Section 019 and had selected a build alternative, FHWA would not have been able to render a location approval because the project would not have met the planning requirements outlined in 23 CFR 450. FHWA, MDOT SHA, and PennDOT collaborated to find a solution that would allow improvements to this section of US 219 to move forward while meeting all applicable state and federal requirements. The solution identified was PEL, which allowed the transportation agencies, resource agencies, and the public to work together to identify goals and objectives, identify deficiencies and needs, develop possible solutions/alternatives, develop a basic description of environmental setting, conduct a preliminary screening of solution, eliminate unreasonable solutions and complete a preliminary identification of environmental impacts and environmental mitigation. The PEL study also allowed for addressing fiscal constraints by potentially breaking larger potential projects into smaller stand-alone components that can be completed as funding became available and as long as each component has logical termini and independent utility. The PEL study helped determine which reasonable alignment(s) should move forward into the NEPA process and identified stand-alone projects with independent utility and logical termini for future NEPA evaluation.

Detailed environmental fieldwork and engineering studies were completed during the previous NEPA studies. All previously completed analyses and studies were used in the PEL study, as appropriate, to help make an informed decision on what alignment(s) to carry into the NEPA process and whether any portions of those alignments can be designed and constructed as stand-alone projects.

On July 21, 2016, the PEL study concluded that two alignments (Alternatives E and E-Shift) were considered reasonable and should be evaluated in future NEPA project analysis. While the most economic benefit would be realized by constructing an alignment in its entirety, the different funding levels between states would not allow for the construction of the entire project from I-68 in Maryland to Meyersdale, Pennsylvania.

In addition to concluding that E and E-shift were considered reasonable and should be evaluated in future NEPA project analysis, a stand-alone project was also identified that consisted of a new alignment for US 219 along an area of common alignment for Alignment E or Alignment E-Shift. This concept extended from I-68 to the north of Old Salisbury Road intersection with existing US 219. The northern intersection is near the northern limit of the Chestnut Ridge Development Center (CRDC), planned by Garrett County to capitalize on the transportation network and utilize existing land use patterns to encourage economic development.

The stand-alone project was advanced by MDOT SHA into preliminary engineering and was issued environmental clearance on July 18, 2017. The project then advanced into final design and construction. MDOT SHA broke ground on the project on October 13, 2018, and the project was opened to traffic on May 6, 2021.

1.5 Project Outreach History

PUBLIC OUTREACH

Similar to the agency coordination on this project since 1998, a very robust public outreach program has paralleled the agency outreach. A website specific to the project has been in use since 2002. In-person outreach with the public began in March and April 2002 at the Meyersdale Maple Festival and August 2002 at the Somerset County Fair. Outreach was connected again at the Meyersdale Maple Festival in March and April 2003 and the Somerset County Fair in August 2003 to provide project updates.

A community advisory committee (CAC) was formed early in 2003 and consisted of approximately 25 members. The purpose of the CAC is to provide an additional method of communication between PennDOT, MDOT SHA, FHWA, and the local communities, and to provide input into project development. The CAC serves as an advisory group to the Project Team to ensure that local interests and concerns are considered in a timely manner. Meetings occurred on the following dates throughout the EIS phase:

- January 16, 2003
- June 19, 2003
- October 30, 2003
- June 2, 2004
- May 15, 2005

Public meetings and public officials meetings were also held frequently throughout the EIS phase. The public was also presented up to date project information and the opportunity to provide comments. Meeting attendance was typically around 200 people. Meeting dates included:

- June 17, 2002 – Both public meeting and public officials meeting
- February 25, 2003 – Both public meeting and public officials meeting
- November 6, 2003 – Both public meeting and public officials meeting
- November 9, 2004 – Both public meeting and public officials meeting

During the EIS phase, four project newsletters providing project updates were mailed out to a 900-member mailing database. The newsletters were distributed during the following times:

- Summer 2002
- Spring 2003
- Winter (January) 2004
- Fall 2004

Eight special stakeholder meetings were also held during the EIS phase.

Public Outreach held during the 2014 update to the former NEPA effort and before PEL:

- September 23, 2014

Public outreach held after PEL and during the development of the Maryland Section of US 219:

- Summer 2016 - Newsletter

- September 8, 2016 – Public workshop
- September 9, 2016 – Open house
- February 6, 2017- Joint location/design public hearing

Specific stakeholder meetings were held with private property owners within Little Meadows.

Public Outreach held since Pennsylvania Transportation Secretary announced the commitment of funds for SR 6219, Section 050 EIS on November 9, 2020:

CAC members were contacted to gauge their interest in continuing to serve on the CAC. Due to various reasons, some members could no longer serve, so replacement members were recommended by both PennDOT and MDOT SHA. The CAC was re-established and met on November 3, 2021.

- November 3, 2021 – CAC Meeting No. 1
- June 2, 2022 – CAC Meeting No. 2
- June 23, 2022 – Public Open House (Scoping)
- June 27, 2022 – Virtual Open House

2. PUBLIC INVOLVEMENT COORDINATION PLAN

The *SR 6219 Section 050 Coordination Plan for Public Involvement* (the plan) is prepared in cooperation with FHWA, PennDOT, MDOT SHA. The plan follows PennDOT's Publication 295, Project Level Public Involvement Handbook and takes into consideration MDOT SHA's Public Involvement Handbook (PIH).

The information in this chapter will be shared with the public and addresses the methods of public involvement. The plan provides for public input during the project development process, including developing the purpose and needs and the alternatives analysis. The plan will be posted on the project website - [U.S. 219 Meyersdale to Old Salisbury Road \(pa.gov\)](https://www.pa.gov).

US 219 project public involvement objectives mirror those of PennDOT's Publication 295. Informative, timely, and concise communication is essential for building trust and relationships among the community's numerous and varied stakeholders.

Key Objectives:

- Hold an open dialogue with interested citizens
- Allow the public to help develop solutions for their community
- Assess the public's reaction to proposed projects
- Integrate public views and preferences into decision-making and document their consideration
- Provide a meaningful way to gain input into understanding what is important to the community
- Avoid, minimize, and mitigate for environmental consequences, and disclose the environmental consequences and potential mitigation of a proposed action
- Ensure targeted and thoughtful coordination and outreach with environmental justice communities

2.1 Previous Public Involvement Efforts

PennDOT has studied this section of US 219 since the 1990s. These studies have been supported and informed through robust public involvement efforts throughout the entire process.

2.2 Inclusion of Project in Regional, State & Local Plans

The US 219 project was included in regional, state, and local plans, providing the public with the opportunity to comment on the project, including the following:

- Appalachian Regional Commission (<https://www.arc.gov/>)
- Pennsylvania Department of Transportation Statewide Transportation Improvement Program <https://talkpatransportation.com/how-it-works/stip>)
- Southern Alleghenies Planning and Development Commission (<https://sapdc.org/>)
- Maryland Consolidated Transportation Program (mdot.maryland.gov/OPCP/Summary_Consolidated_Transportation_Program.pdf)
- Somerset County (<http://www.co.somerset.pa.us/>)
- Garrett County (www.garrettcountry.org)

2.3 Public Meetings

PennDOT and MDOT SHA will host three in-person public meetings with a companion virtual meeting option and a formal public hearing. The three meetings are anticipated to address the 1) refinement to alignments since PEL 2) detailed alternatives 3) recommended preferred alternative/public hearing and 4) selected alternative/conceptual mitigation. The first meeting to present the refinement of the alignments since PEL and considered the scoping meeting was held on June 23, 2022 and the virtual meeting held on June 27, 2022. The third meeting listed above to presented the recommended preferred alternative will be held as a formal public hearing and is listed below in Section 2.4 Public Hearing.

Meeting	Location	Date
Public Officials Meeting - held from 2:30-3:30 p.m.	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	6/23/2022
Public Plans Display – held from 4:30-6:30 p.m.	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	6/23/2022
Virtual Public Meeting – started at 4:30 p.m.	Zoom Platform (Online)	06/27/2022

2.4 Public Hearing

A public hearing will be held to present the results of the preliminary engineering and environmental analysis studies and present the recommended preferred alternative at least 30 days after the DEIS is available for public and agency review. The public hearing will follow PennDOT's Project Level Public Involvement Handbook - [Layout 1 \(pa.gov\)](#). The public hearing will be advertised in the newspaper at least two weeks before the hearing. There will be an opportunity for both written and oral comments. Attendees will have a chance to provide oral comments either publicly or privately. Stenographers will be recording the oral testimony provided. The public hearing will also be held virtually for those that cannot attend in person. The team will make accommodations to ensure all materials can be viewed by those who choose to attend virtually. Instructions on how to provide written comments will also be made available.

2.5 Elected Official & Community Leader Briefings

PennDOT and MDOT SHA will coordinate meetings with elected officials to provide program and project information and answer questions. The elected officials may review project information to understand how it potentially affects their constituents. The project team intends to meet with elected officials before each public meeting and public hearing. These meetings will allow the public officials to learn about the project and, in turn, answer questions their constituents may have. One meeting with public officials was held prior to the first public meeting on June 23, 2022. This meeting is documented in the table under Section 2.3 Public Meetings.

2.6 Stakeholder Identification and Outreach Tools & Strategies

In addition to public meetings and hearings, the following outreach tools and strategies will accomplish the plan's objectives.

2.6.1 Tribal Outreach

PennDOT and FHWA, Pennsylvania Division, identified 16 federally recognized tribes and nations that are likely to have an interest in Pennsylvania projects because of ancestral ties to the state. MDOT SHA and FHWA, Maryland Division, have identified nine (9) federal recognized tribes and nations. Each federally recognized tribe and nation is sovereign. Therefore, FHWA, as part of the federal government, engages in government-to-government relations with the tribes and nations.

FHWA has delegated to PennDOT, with the consent of the 16 tribes mentioned above and nations, Section 106 consultation with the tribes and nations. PennDOT is responsible for initiating consultation with tribes and nations on a project-specific basis, transmitting documentation and information to the tribes and nations, and determining a tribe's and nation's level of interest in a project. In coordination with MDOT SHA, PennDOT has initiated consultation with the following tribes who have ancestral ties to this area:

- Absentee-Shawnee Tribes of Indians of Oklahoma
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Oneida Indian Nation
- Onondaga Nation
- Seneca-Cayuga Nation
- Shawnee Tribe
- Stockbridge Munsee
- Tuscarora Nation

This initial consultation has been completed by PennDOT District 9-0's Cultural Resource Professionals through Project Path. As of August 30, 2022, the Delaware Nation, Oklahoma has accepted their invitation.

The project team will work closely with PennDOT 9-0's Cultural Resource Professionals to ensure compliance with PennDOT's Publication 689, *The Transportation Project Development Process: Cultural Resources Handbook*.

Additional tribal coordination includes inviting the following tribes to be a consulting party, consistent with those agencies that are invited as Participating Agencies, which falls under Agency Coordination. These letters are addressed to those that handled the NEPA aspect of the transportation project. Those letters were sent out by the FHWA Pennsylvania's Division Administrator and include:

- Absentee-Shawnee Tribes of Indians of Oklahoma
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Nation
- Shawnee Tribe
- Oneida Indian Nation
- Tuscarora Nation
- Stockbridge Munsee
- Onondaga Nation

To date, no tribes have accepted their consulting party invitation.

2.6.2 Environmental Justice (EJ) populations

The US 219 project team will utilize several new available tools to understand the presence of low-income and minority populations within the project area. These resources are in EPA's EJ Screen and Maryland EJScreen. The impacts of each alternative to any identified low-income and/or minority population will be evaluated. The project team will prepare a community assessment technical basis report to document the existing conditions, impact assessment and avoidance, minimization, and mitigation.

The US 219 Project will be evaluated in accordance with the following key regulations and guidance:

- Executive Order 13985 Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, 2021
- Executive Order 13166, Limited English Proficiency (LEP) Linguistic Minorities
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- US Department of Transportation's (DOT) Order 5610.2 (c) on Environmental Justice, May 2021
- MDOT SHA's Environmental Justice Guidelines (2001)
- Council on Environmental Quality's Environmental Justice Guidance Under the National Environmental Policy Act (December 1997)
- Federal Interagency Working Group on Environmental Justice's Promising Practices for EJ Methodologies in NEPA Reviews (March 2016)

If disproportionately high and adverse impacts on EJ populations result from any project alternatives, appropriate mitigation measures will be developed and documented in coordination with the affected communities, consistent with the requirements of environmental justice laws, regulations, and guidelines.

2.6.3 Meetings with Stakeholders

The project team anticipates holding several special stakeholder meetings throughout the project. These meetings will be held at the stakeholder's request and would be intended to address a specific project issue or concern. These meetings will be documented and included in the public outreach technical file.

2.6.4 Community Advisory Committee (CAC)

The project team reconvened the CAC established shortly after the US 219 Section 050 project started in 2021. The specific historic meeting dates of the CAC meetings are mentioned above in Section 1.5, Public Outreach History. When the US 219, Section 050 project started and the team had time to review the information from the previous PEL and discuss how to move forward, the CAC members were contacted to see if they were still interested in serving on the CAC. The majority of CAC members responded favorably. Due to various reasons, a few members were not able to continue to serve. PennDOT and MDOT SHA provided replacements for those members.

The first CAC meeting was held on November 3, 2021, to re-introduce the project to the members and solicit input on any changes that may have occurred in the area since the completion of the PEL. A second CAC meeting took place on June 2, 2022. An additional four CAC meetings are slated to be held before the Record of Decision. The CAC meetings will be held before each public meeting, including the public hearing. An additional meeting is anticipated to be held to review the comments from the public hearing and next steps following the public hearing related to mitigation with the CAC. The meetings will be held both in-person and virtually.

Meeting	Location	Date
CAC # 1	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	11/3/2021
CAC #2	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	6/2/2022

2.6.5 Project Website

A study-specific sub-site hosted on PennDOT District 9-0's website is available as a central information hub. The website will be updated during US 219 project milestones. A link to the website (penndot.pa.gov/us219meyersdalesouth) is also be posted on MDOT SHA's project portal site. Website content may include, but not be limited to the following:

- Study fact sheets, updates, and public information materials, including public meeting dates
- Study photos or videos
- Meeting announcements
- Media releases
- Visualization (e.g., renderings, drawings, maps, photos, videos) to provide visual examples of projects or concepts)
- Study reports, as appropriate
- Study milestones and schedule
- Contact information (email address, PennDOT Engineering District 9-0 office address)
- Online form(s) to gather contact information and feedback
- Important website links

As appropriate, all comments and responses will be recorded and included in the stakeholder tracking log, technical reports, and study record.

2.6.6 Scoping Meetings

PennDOT and MDOT SHA hosted scoping meetings for the public and agencies. Scoping is an open process involving the public and other federal, state, and local agencies to identify the significant issues for consideration during the development of an EIS.

A virtual interagency scoping meeting was held on November 16, 2021, for Pennsylvania, Maryland, and federal resource agencies. The first public meeting on June 23, 2022 (in-person) and June 27, 2022 (virtual) represented the scoping meeting for the public.

2.6.7 Interactive Surveys and Comment Forms

Social Pinpoint ([Social Pinpoint – Flexible Community Engagement Solution - Social Pinpoint - A Place to Engage Your Community](#)) may be used for innovative options for collecting, sorting, and storing stakeholder feedback. Social Pinpoint allows for filters and data mining to extract useful information and identify whether participants are local, nearby, or distant. It can also host surveys, images, GIS information, maps, plans, aerial photos, and photos to articulate issues and questions to the community. Advanced reporting techniques include an engagement dashboard, mapping report, survey/engagement reports, comparison reporting, sentiment analysis, and CSV export. Visitors to Social Pinpoint can start discussion boards to communicate with other visitors to the site. The team may also use online comment forms as part of open houses or collect feedback.

2.6.8 Public Meeting Notifications

Notifications for all stakeholder public meetings and hearings will include, but not be limited to:

- Newspaper advertisements
- Direct mail invitations
- Electronic and social media
- Targeted media relations

2.6.9 Stakeholder Database

The US 219 project team will maintain a database of stakeholders interested in receiving updates about the US 219 project. The database will include residents, businesses, neighborhood groups, elected officials, professional membership organizations, and other stakeholders. The project team will grow the database by offering meeting and event attendees the option to sign up for updates. Visitors to the website will also have the opportunity to sign up for email updates.

2.6.10 Media

PennDOT and MDOT SHA will promote the widespread dissemination of information by engaging reporters and soliciting media coverage, distributing news releases, and coordinating special events. The US 219 project team will engage PennDOT and MDSHA DOT's Press Office prior to any outreach.

2.6.11 Social Media

The US 219 project team will coordinate with both PennDOT and MDOT SHA to use their existing Facebook and Twitter accounts to provide up-to-date program and project information. The US 219 project team will engage PennDOT and MDSHA DOT's Press Office prior to any outreach. The project team will partner with local municipalities to post information to their partner's social media accounts.

2.6.12 Demographic Data

PennDOT and MDOT SHA will ask meeting participants and survey-takers to voluntarily provide demographic data, including age, race/ethnicity, zip code, etc. This information will assess public

involvement compared with overall demographics for the city and county to ensure a broad cross-section of people are participating.

2.6.13 Project Document Repositories

PennDOT and MDOT SHA will ask municipal offices and libraries within the vicinity of the project area to serve as repositories for project documents, including EIS documents for those who may not have internet access. The repositories will enable members of the public to examine project documents, independent of computer or internet access. Any interactive survey materials will also be printed and made available at the repository locations so community members can complete the paper surveys.

2.7 Noise Workshops

PennDOT and MDOT SHA may host noise workshops. The FHWA's regulation on highway traffic noise requires a noise study when building new highways or changing or expanding existing ones. Noise abatement measures will be considered based on the findings of the study. Workshops would allow owners of adjacent properties to learn about the study and vote on any proposed adjacent noise abatement measures.

2.8 Section 404 Permit Public Comment

This project utilizes a merged NEPA/Section 404 process in which the environmental document serves as the NEPA decision-making document and the Section 404 permit application. Therefore, the public hearing requirements for both NEPA and Section 404 would be covered with one joint public hearing at which the public has the opportunity to comment to the US Army Corps of Engineers on the Section 404 permit application.

3. NOTICE OF INTENT

The EIS process begins with the publication of a Notice of Intent (NOI), stating the intent to prepare an EIS for a particular proposal. The NOI is published in the federal register by the lead federal agency and provides basic information on the proposed action in preparation for the scoping process. The NOI notifies all agencies, tribes, and individuals about the proposed action and identifies the issues that should be analyzed. Additional supplementary information is also included with the NOI and includes a brief description of the proposed action and possible alternatives. It also describes the agency's proposed scoping process, including meetings and how the public can get involved. The NOI will also contain an agency point of contact who can answer questions about the proposed action and the NEPA process. An NOI to prepare an EIS for the US 219 project is anticipated to be published in the federal register in spring 2023.