



Socioeconomic Existing Conditions Report

October 2024

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



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Attachment 1 – Garrett County Planning Office Findings of Environmental Justice and Title VI Populations Memo

Attachment 2 – Memo regarding Meeting with Bishop Paul S. Yoder

1 INTRODUCTION

1.1 Project History

The “US 219, I-68 (Maryland) to Somerset, Pennsylvania Needs Analysis”, prepared by the Pennsylvania Department of Transportation (PennDOT) in 1999, identified two projects with independent utility and logical termini on US 219. These projects were: US 219, Section 019 (currently Section 050) (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 the Maryland Department of Transportation/ Maryland State Highway Administration (MDOT/SHA) but was put on hold in 2007 due to funding constraints. Since that time, PennDOT has completed construction of US 219, Section 020, Meyersdale to Somerset, which opened to traffic in 2018.

The US 219, Section 020 project involved 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.

The US 219 Section 050 project was re-started in 2014 as a Planning and Environmental Linkage (PEL) study. The study was completed in July 2016 and recommended two alignments that could move forward into the National Environmental Policy Act (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 advanced, and construction was completed in 2021.

1.2 Study Area Description and Location

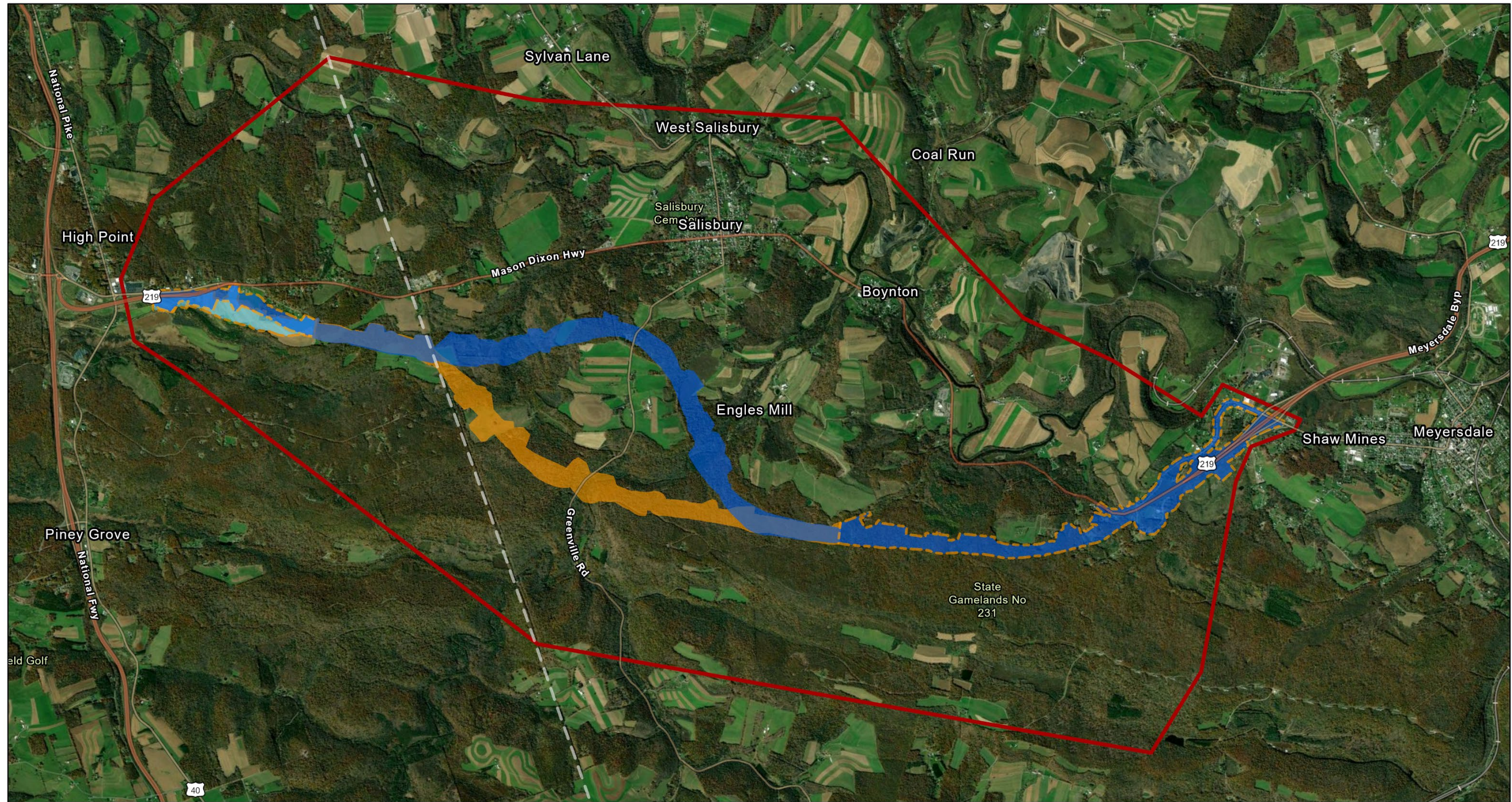
This project was re-started in 2020 and includes the proposed construction of an 8.0 mile (6 miles in Pennsylvania and 2 miles in Maryland) four-lane limited access facility on new alignment from the end of the Meyersdale Bypass in Somerset County, Pennsylvania to the newly constructed portion of US 219 in Garrett County, Maryland.

The study area extends from the southern end of the Meyersdale Bypass in Somerset County, Pennsylvania south to US 40 in Garrett County, Maryland. The study area encompasses portions of Elk Lick and Summit Townships in Somerset County, Pennsylvania, and the northeastern corner of Garrett County, Maryland. The Borough of Salisbury, Pennsylvania is also located within the central portion of the study area, as shown in Figure 1: Study Area and Alternatives. The study area is mostly rural, with residential and small commercial facilities, as well as larger amounts of forested areas and farmland.

1.3 Project Purpose & Need

The purpose of the US 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.

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.



<p>TRANSPORTATION IMPROVEMENT PROJECT</p>	<p>Date: 4/7/2023</p>	<p>LEGEND</p> <p> Study Area</p> <p>Alternatives</p> <p> Segment 1 DU-E</p> <p> Segment 2 DU</p> <p> Segment 2 E</p> <p> Segment 3 DU-E</p> <p> Segment 3 DU-E Shift</p>	<p>FIGURE 1: STUDY AREA AND ALTERNATIVES</p>
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2 DETAILED ALTERNATIVES

The proposed project alternatives have been divided into three segments, Segment 1, Segment 2, and Segment 3, as shown on Figure 2: Alignment Segments. Segment 1 is also known as Segment 1 DU-E. Segment 2 has segment options, Segment 2 DU and Segment 2 E, and Segment 3 has two segment options, Segment 3 DU-E and Segment DU-E Shift. When combined, these segments make up the four alternatives under consideration. The segments and a No Build Alternative are being evaluated within the study area. The alternatives under consideration are the following:

No Build Alternative

Segment 1 DU-E + Segment 2 DU + Segment 3 DU-E

Segment 1 DU-E + Segment 2 DU + Segment 3 DU-E Shift

Segment 1 DU-E + Segment 2 E + Segment 3 DU-E

Segment 1 DU-E + Segment 2 E + Segment 3 DU-E Shift

2.1 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.

2.2 Proposed Roadway Layout

Segment 1 DU-E, Segment 2 DU, Segment 2 E, Segment 3 DU-E, and Segment 3 DU-E Shift are being evaluated with a consistent roadway layout, also known as a typical section. The typical section for each segment provides a four-lane divided limited access highway with 12' wide travel lanes, 8' wide inside shoulders, and 10' wide outside shoulders. The width of the median between the inside edges of northbound and southbound travel lanes is 60'. In cut sections, where excavation will be required for construction, a proposed swale is located 15' outside the edge of the roadway shoulder. The backslope of the swale extends for 5' at a 4:1 slope, then continues at a 2:1 slope, until intersecting the existing ground. In fill sections, where fill must be placed for construction, a 10:1 slope extends from the outside roadway shoulder for 6', then continues at a 2:1 slope until intersecting existing ground.

2.3 Segment 1 DU-E

Segment 1 DU-E is a three-mile portion of proposed alternative, beginning at the north end of the study area, at the existing Meyersdale interchange. The segment includes portions of the existing US 219 roadway and the surrounding area, including along Mountain Road and Hunsrick Road. The segment continues to the south of Hunsrick Road, where it diverges from existing US 219 and crosses Clark Road. The segment then

turns slightly west, avoiding the Pennsylvania State Gamelands 231. The segment then traverses along the bottom of Meadow Mountain. Stormwater management facilities have also been incorporated into the design.

Improvements to the existing US 219 roadway (Mason-Dixon Highway), Hunsrick Road Extension, Mountain Road, and Clark Road are proposed as part of the construction of Segment 1 DU-E. These improvements are intended to ensure that local traffic has continued access. The scope of these proposed improvements is outlined below and depicted on Figure 3: Additional Improvements in Northern Portion of Study Area.

2.3.1 Mason-Dixon Highway

The Mason-Dixon Highway (T-355) will be improved between Hunsrick Road and the US 219 Meyersdale Interchange in accordance with PennDOT's Resurfacing, Restoration, and Rehabilitation (3R) design criteria, using a design speed transition from 55 MPH to 35 MPH. The improvement corridor is roughly 1.3-miles in length, starting at the south near Hunsrick Road and ending at the US 219 Meyersdale Interchange.

Prior to the opening of the Meyersdale Bypass, Mason-Dixon Highway carried US 219. After the Meyersdale Bypass opened, PennDOT transferred ownership and maintenance of Mason-Dixon Highway to Summit Township. Following completion of the new US 219 alternative, ownership of Mason-Dixon Highway is to be transferred back to PennDOT as part of re-routed traffic patterns in the area.

2.3.2 Hunsrick Road Extension

Improvements made to tie the new US 219 alternative into existing US 219 necessitate the removal of the existing Hunsrick Road Bridge (SR 2102). Due to geometric and intersection sight distance constraints at the intersection of Hunsrick Road (T-355) and Mason-Dixon Highway (T-355), it was determined not to replace the Hunsrick Road Bridge and terminate Hunsrick Road on the east side of US 219.

As a result of the Hunsrick Road Bridge removal, a new roadway will be constructed; the Hunsrick Road Extension. This new roadway will connect existing Hunsrick Road with Fike Hollow Road (T-363) and generally runs parallel to the new US 219 alternative along the eastern side. This new connector roadway will provide access from Hunsrick Road to US Business Route 219 (SR 2047) near the Meyersdale Interchange.

The proposed typical section for Hunsrick Road Extension includes 2-10' travel lanes and 4' outside shoulders. The design speed is anticipated to be 25 miles per hour.

2.3.3 Mountain Road

Mountain Road (T-824) currently extends north from the intersection with Hunsrick Road to a cul-de-sac adjacent to existing US 219. With the associated improvements of the Hunsrick Road Extension, the northern end of Mountain Road will be connected to Hunsrick Road Extension and the existing cul-de-sac will be removed. The existing intersection of Mountain Road with Hunsrick Road will be maintained.

To avoid the steep grade (14%) on existing Mountain Road, a portion of Mountain Road is to be closed to traffic. Access to property along Mountain Road will be maintained and cul-de-sacs will be placed where the road will be closed. As noted above, the northern segment of Mountain Road will be accessible from the Hunsrick Road Extension while the southern segment of Mountain Road will be accessible from the existing intersection with Hunsrick Road.

2.3.4 Clark Road

Clark Road (T-353) extends west from Mountain Road (T-824) to existing US 219. Due to topographical and geometric constraints, providing a grade separated crossing of the new US 219 alternative was not practical. It was determined Clark Road should be bisected where it crosses the new alternative of US 219. A cul-de-sac will be placed at each end of the roadway where it intersects the US 219 right-of-way. The eastern side of Clark Road will maintain access to US Business Route 219 near the Meyersdale Interchange via Mountain Road, Hunsrick Road Extension, and Fike Hollow Road.

2.4 Segment 2 DU

Segment 2 DU turns west from Segment 1 DU-E, towards existing US 219, and is sited between existing US 219 and Segment 2 E for about three miles. Segment 2 DU runs west across Piney Run Road and Piney Creek until it crosses Greenville Road, about 0.5 miles southeast of Salisbury Borough, and turns south. Segment 2 DU rejoins Segment 2 E at the Pennsylvania/Maryland border. From the Pennsylvania/Maryland border, Segment 2 DU and Segment 2 E angle further towards existing US 219. About 0.1 mile north of the Pennsylvania/Maryland border, there are preliminary plans for a PennDOT maintenance facility along Segment 2 DU, on the western side of the proposed US 219 alternative, with access to US 219 from the southbound lanes. Stormwater management facilities have also been incorporated into the design.

2.5 Segment 2 E

After separating from Segment 1 DU-E, Segment 2 E continues southwest for approximately one mile before spanning Piney Run Road. As Segment 2 E crosses Piney Creek and Greenville Road, it angles west towards existing US 219 and Segment 2 DU for 1.3 miles. Subsequently, Segment 2 E rejoins Segment 2 DU at the Pennsylvania/Maryland border. Segment 2 E and Segment 2 DU follow approximately the same path for approximately 0.8 miles, from the Pennsylvania/Maryland border until the beginning of Segment 3. Approximately 0.1 mile north of the Pennsylvania/Maryland border, there are preliminary plans for a PennDOT maintenance facility along Segment 2 E, along the eastern side of the proposed alternative, with access to US 219 from the northbound lanes. Stormwater management facilities have also been incorporated into the design.

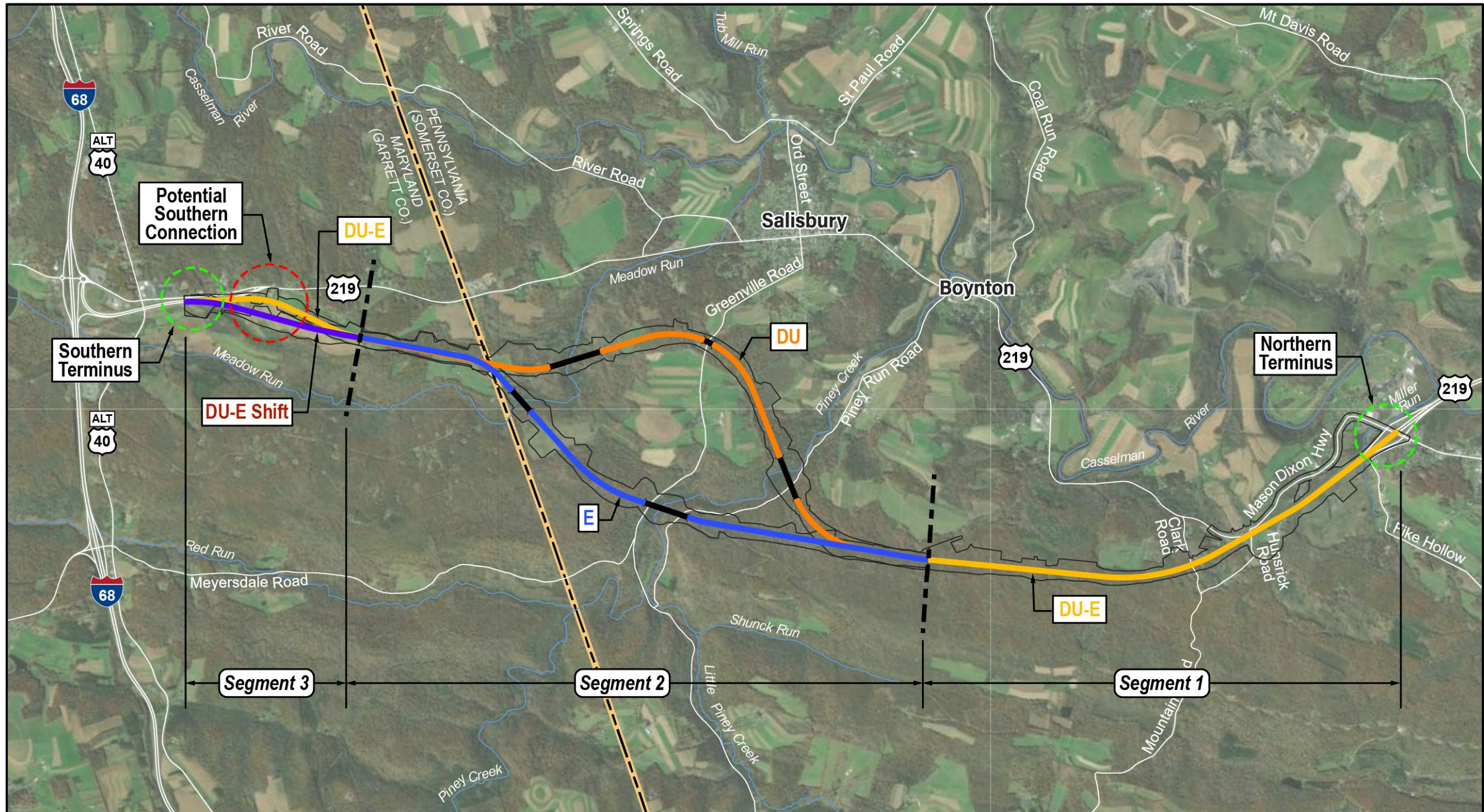
2.6 Segment 3 DU-E

Segment 3 DU-E continues the proposed alternative south of the Pennsylvania/ Maryland border and ties back into the newly constructed section of US 219, south of Old Salisbury

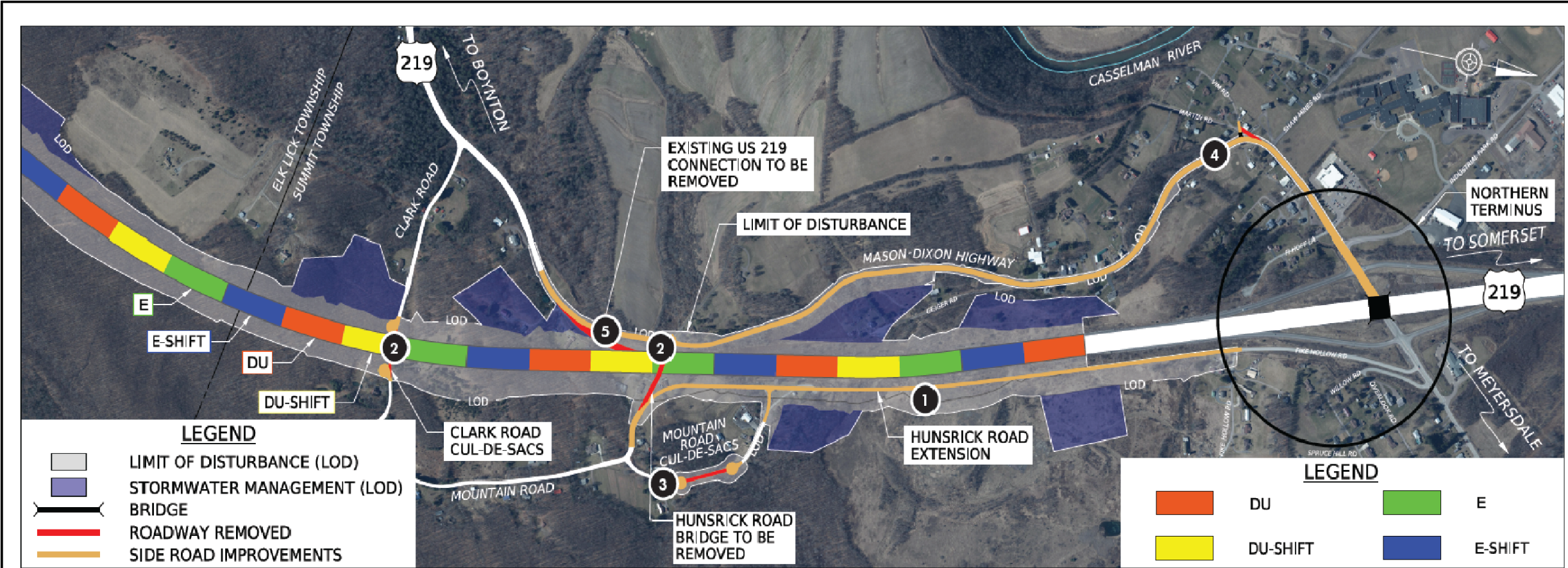
Road. The Segment 3 DU-E alternative is located approximately 0.05 miles east of Old Salisbury Road.

2.7 Segment 3 DU-E Shift

Segment 3 DU-E Shift is angled southwest, similarly to Segment DU-E, and ties into the newly constructed section of US 219 at the same location. However, Segment 3 DU-E Shift is shifted eastward, farther from Old Salisbury Road, while avoiding impacts to the Little Meadows Historic District to the extent possible.



<p>TRANSPORTATION IMPROVEMENT PROJECT</p>		<p>LEGEND</p> <ul style="list-style-type: none"> — Segment 1 - DU-E — Segment 2 - E — Segment 2 - DU — Segment 3 - DU-E — Segment 3 - DU-E Shift Segment Break Proposed Bridge Limit of Disturbance 	<p>FIGURE 2: ALIGNMENT SEGMENTS</p>
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219 Meyersdale to Old Salisbury Rd
TRANSPORTATION IMPROVEMENT PROJECT

pennsylvania DEPARTMENT OF TRANSPORTATION
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

This figure presents five changes that will occur in the northern portion of this study area in addition to the new alignment. Those changes are represented by numbers 1 through 5 and the description is contained above.
 Because the alignment in this area is the same for all four alternatives being studied, dashes were used to represent the four alternatives. The legend identifies which color corresponds to each alternative.

FIGURE 3: ADDITIONAL IMPROVEMENTS IN NORTHERN PORTION OF STUDY AREA

North arrow and scale bar: 0 500 1000 Feet

3 EXISTING CONDITIONS

3.1 Land Use, Zoning and Development

Within the study area, Somerset County and Garrett County are characterized by vast areas of forested and agricultural land. According to land cover data from the 2019 National Land Cover Database (NLCD), forestland is the predominant land use in the region, covering approximately 67.7% of the study area. This is followed by agricultural land, consisting of pasture and cropland, which comprises approximately 21.5% of the study area. Developed land encompasses approximately 7.7% of the study area. Landcover data from the NLCD for the study area is included in Table 1: Study Area Landcover and shown in Figure 4: National Land Cover Database.

Table 1: Study Area Landcover¹

Landcover Type	Percentage of Study Area
Forested	67.7%
Agricultural	21.5%
Developed	7.7%
Shrubland and Grassland	1.7%
Waterways and Wetlands	1.0%
Barren	0.4%
¹ According to 2019 NLCD	

Concentrated areas of development within the Somerset County portion of the study area include the area outside Meyersdale Borough, which includes residential neighborhoods of medium density and multiple commercial properties, such as a Food Lion grocery store (7280 Mason Dixon Hwy, Meyersdale, PA), Conemaugh Meyersdale Outpatient Center (7160 Mason Dixon Hwy, Meyersdale, PA), Fike Hollow Enterprises automobile sales and service (210 Fike Hollow Rd, Meyersdale, PA), Schafer's Floral (157 Schardt Rd, Meyersdale, PA), and Cindy's Gym (105 Schardt Rd, Meyersdale, PA). The area between Meyersdale and the unincorporated community of Boynton includes low density residential development and a small commercial development at the intersection of US 219 and Engles Mill Road, which includes ITI Trailers & Truck Bodies manufacturing facility (8535 Mason Dixon Hwy, Meyersdale, PA), Elk Lick Service Center automobile repair facility (8505 Mason Dixon Hwy, Meyersdale, PA), and Traditions Restaurant & Catering (8557 Mason Dixon Hwy, Meyersdale, PA). Boynton is a concentrated area of development that includes a small number of medium density neighborhoods and Boynton Woodyard (9015 Mason Dixon Hwy). The area between Boynton and Salisbury Borough also includes Newman Funeral Home (9168 Mason Dixon Hwy, Salisbury, PA), Dollar General (9178 Mason Dixon Hwy, Salisbury, PA), and Tall Pines Distillery (9224 Mason Dixon Hwy, Salisbury, PA).

Salisbury is fully within the study area, and the municipality includes medium density neighborhoods and a population of approximately 605 residents. There are various businesses within Salisbury as well, including Rock Solid Self Storage (100 Sherman Alley), Salisbury Hometown Pizza (56 Grant St), Mama T's Tavern (65 Grant St), Kline's Auto Sales (71 Grant St), Amy's Sweet Treats (96 Grant St Ste 1), Snow Machines, Inc. (190 Ord St), Salisbury Laundromat (198 Ord St), Mini Dental Implants (95 Grant St), On Fleek Permanent Make Up Studio (100 Grant St), Highpoint TV & Appliance (102 Grant St), Kim Yoder's Building Block Daycare (104 Grant St # A), and Devine Inn (120 Grant St). There is a low density of residences between Salisbury and the Pennsylvania-Maryland border and several commercial facilities, such as Salisbury Builders Supply store (9740 Mason Dixon Hwy, Salisbury, PA), Friend Blinds N Designs window treatment store (9818 Mason Dixon Hwy, Salisbury, PA), Mason Dixon Speedway go kart track (10192 Mason Dixon Hwy, Salisbury, PA), South Side Salvage towing (10268 Mason Dixon Hwy, Salisbury, PA), and Oester Trucking (10268 Mason Dixon Hwy, Salisbury, PA).

In Garrett County, the area surrounding US 219 includes low to medium density residential development. The density of development increases as US 219 travels south and approaches the I-68 interchange and the south end of the study area. Additionally, the south end of the study area includes commercial development, such as Grantsville Shopping Plaza (3241 Chestnut Ridge Rd, Grantsville, MD), which contains Casselman Market, Somerset Trust Company, NAPA Auto Parts, Quest for Hope Counseling, Walgreens, Dollar General, Chestnut Ridge Home & Hardware, Discount Vape Connection, and Big Dog's Deli. Just south of the study area, at the interchange, there are multiple gasoline fueling stations, convenience stores, restaurants, and a hotel.

Moreover, agricultural land is prevalent throughout the study area and is fundamental to the character and economy of both counties, as evidenced by the NLCD data in Table 1. The US Department of Agriculture's 2017 Census of Agriculture quantifies this importance to the region's economy. Somerset County contains approximately 1,150 farms totaling over 200,000 acres. These farms account for over one-quarter of the land within Somerset County. The average farm size is roughly 190 acres. The annual market value of agricultural products sold by county farms totaled approximately \$115,449,000 in 2017. In Garrett County, there are about 700 farms totaling approximately 90,000 acres. This represents about one-fifth of the county's land. The average farm size in Garrett County is about 128 acres. The market value of the agricultural products sold by Garrett County farms totaled \$29,036,000 in 2017. In both counties, the most significant products sold by farmers in 2017 were milk, grains, and cattle.

The purpose of this project involves encouraging economic development in the Appalachian Region, which includes Garrett and Somerset Counties. Local, state, and the federal government have existing initiatives in place to encourage this economic growth, especially in Maryland. The southwest end of the study area was designated as a Potential Employment Area by Garrett County, known as the Chestnut Ridge Site, due

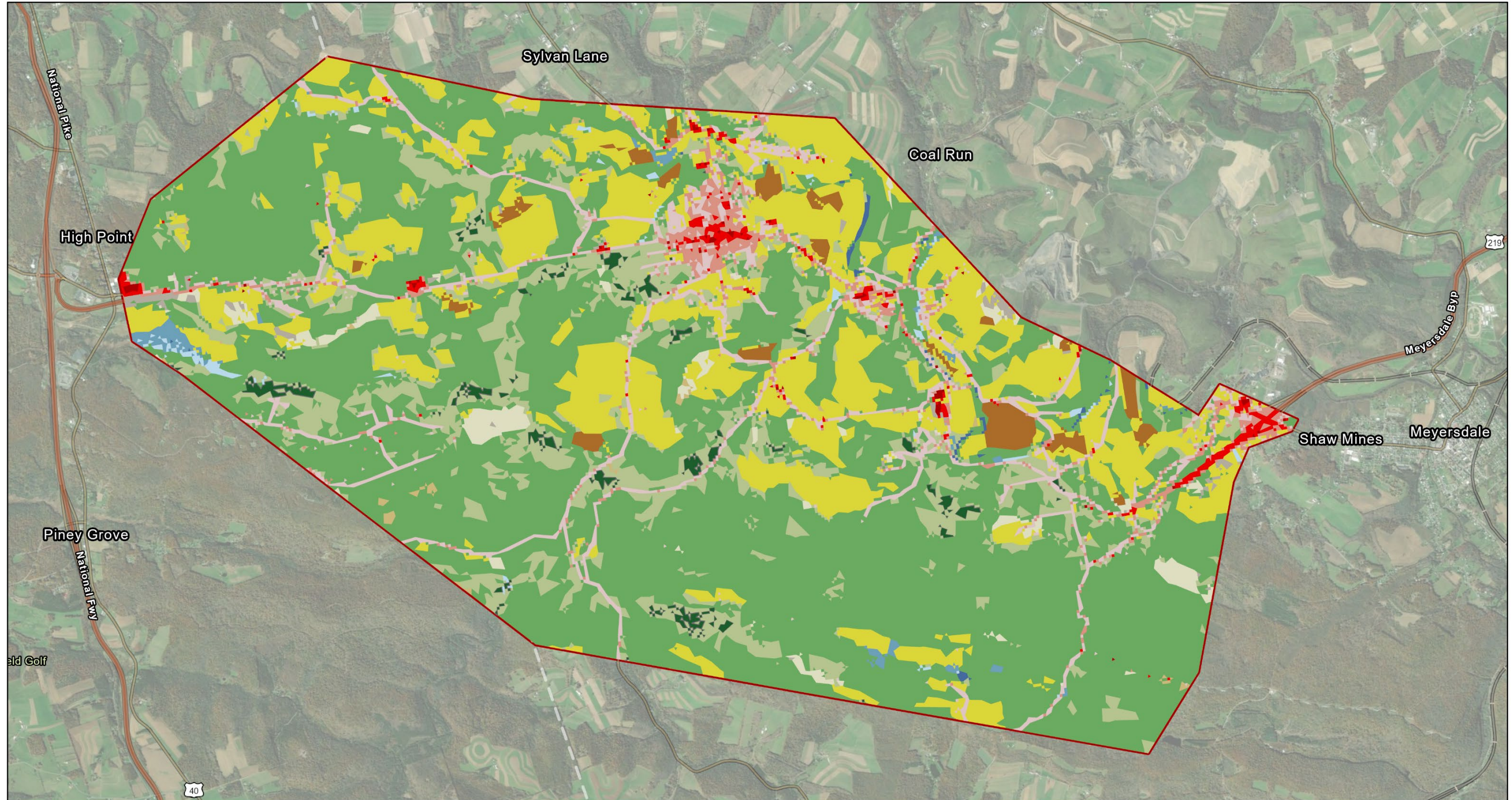
to its potential for commercial development. Census Tract 2 in Garrett County was also designated as a Federal Opportunity Zone¹ by federal agencies, which includes the western half of the study area within Maryland. The south end of the study area, around existing US 219 and the proposed alignments, is designated as a Maryland Priority Funding Area². These areas are shown on Figure 5: Economic Development Areas.

Garrett County and Somerset County do not have countywide zoning, and none of the municipalities within the study area have zoning that covers the study area. Garrett County has a countywide comprehensive plan that was adopted in November 2022. This comprehensive plan places an emphasis on conserving farmland and natural resources. However, it also indicates the County's desire to develop infrastructure that meets the future needs of residents and businesses, create employment opportunities, and encourage tourism. Consequently, the plan encourages growth in designated growth locations, while maintaining forested and agricultural land in more sensitive locations. The study area for the project is considered one of these designated growth locations, as indicated by the comprehensive plan and the study area's status as a Priority Funding Area. The plan also states that the extension of US 219 to Pennsylvania is a top transportation priority for the County, necessary to improve access, reduce travel time, and promote economic development in the area. Furthermore, the plan proposes future land uses for the study area within Maryland, including agricultural resource, suburban residential, town residential, and general commercial uses.

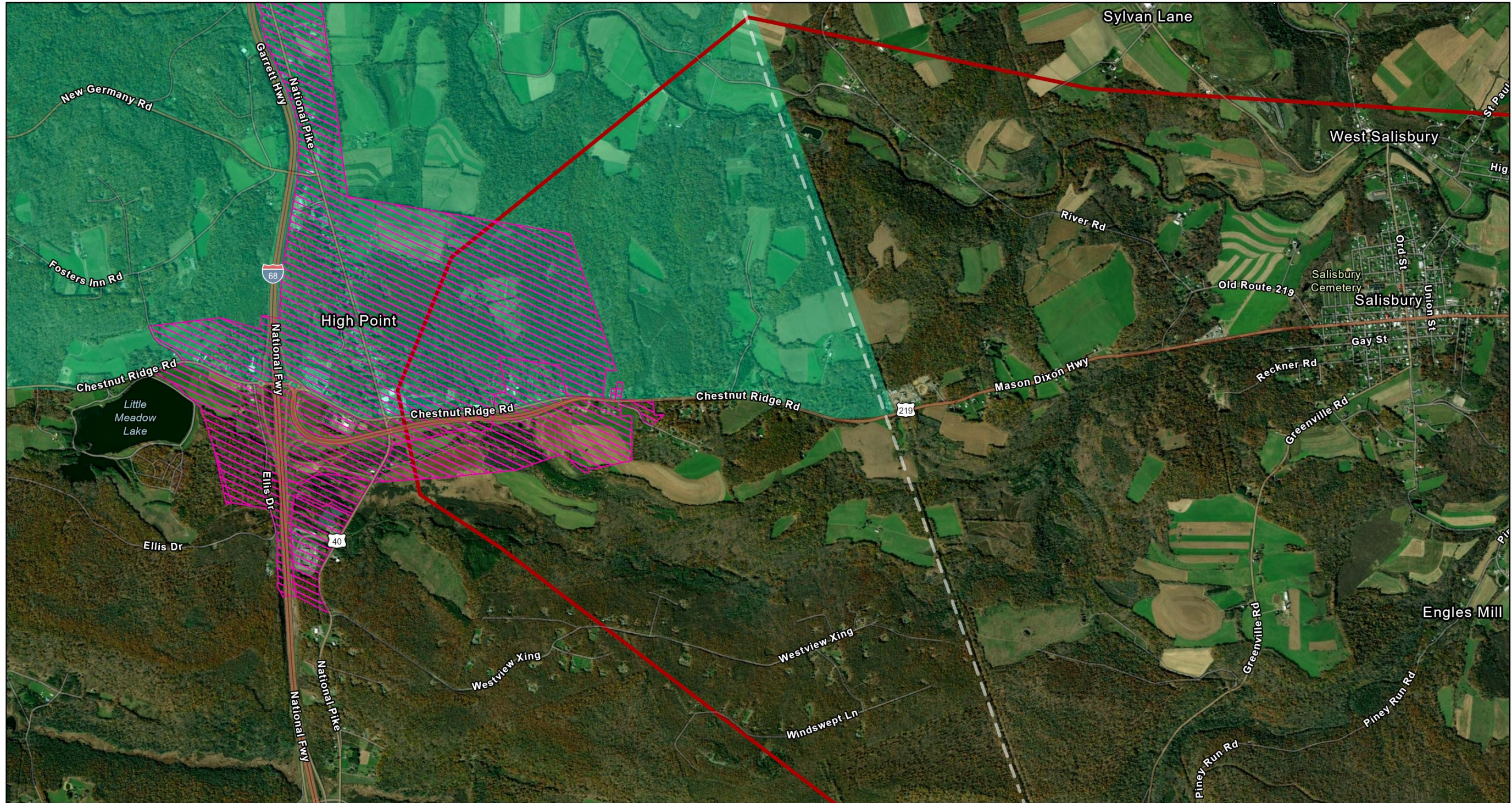
Somerset County does not have a countywide comprehensive plan. However, the *Comprehensive Plan for the Southern Alleghenies Region* was adopted by Somerset County in 2018. Within this plan, county priorities include business and workforce development. Additionally, the plan identified municipalities within the study area as having weak or at-risk levels of economic demand and investment, including Salisbury Borough (weak), Elk Lick Township (at-risk), and Summit Township (at-risk). The importance of completing US 219 between Meyersdale and Maryland was outlined within the plan as well, with the goal of encouraging new development along the future alignment and developing local infrastructure that businesses require.

¹ According to the White House Opportunity and Revitalization Council, a Federal Opportunity Zone is an economically distressed community, defined by an individual census tract, nominated by the governor, and certified by the US Secretary of the Treasury via his delegation of that authority to the Internal Revenue Service. Under certain conditions, new investments in Opportunity Zones may be eligible for preferential tax treatment.

² According to the Maryland Department of Planning, a Priority Funding Area is a designation by local governments for existing communities which indicates that area receives increased priority for state spending, including funding for highways, sewer and water construction, economic development assistance, and state facility construction.



<p>TRANSPORTATION IMPROVEMENT PROJECT</p>	<p>MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION Date: 9/15/2023</p>	<p>LEGEND</p> <table border="0"> <tr> <td> Study Area</td> <td> Developed, Low Intensity</td> <td> Barren Land (Rock/Sand/Clay)</td> <td> Shrub/Scrub</td> <td> Woody Wetlands</td> </tr> <tr> <td> Open Water</td> <td> Developed, Medium Intensity</td> <td> Deciduous Forest</td> <td> Grassland/Herbaceous</td> <td> Emergent Herbaceous Wetlands</td> </tr> <tr> <td> Developed, Open Space</td> <td> Developed High Intensity</td> <td> Evergreen Forest</td> <td> Pasture/Hay</td> <td></td> </tr> <tr> <td></td> <td></td> <td> Mixed Forest</td> <td> Cultivated Crops</td> <td></td> </tr> </table>	Study Area	Developed, Low Intensity	Barren Land (Rock/Sand/Clay)	Shrub/Scrub	Woody Wetlands	Open Water	Developed, Medium Intensity	Deciduous Forest	Grassland/Herbaceous	Emergent Herbaceous Wetlands	Developed, Open Space	Developed High Intensity	Evergreen Forest	Pasture/Hay				Mixed Forest	Cultivated Crops		<p>FIGURE 4: NATIONAL LAND COVER DATABASE</p>
Study Area	Developed, Low Intensity	Barren Land (Rock/Sand/Clay)	Shrub/Scrub	Woody Wetlands																			
Open Water	Developed, Medium Intensity	Deciduous Forest	Grassland/Herbaceous	Emergent Herbaceous Wetlands																			
Developed, Open Space	Developed High Intensity	Evergreen Forest	Pasture/Hay																				
		Mixed Forest	Cultivated Crops																				



219 Meyersdale to Old Salisbury Rd

TRANSPORTATION IMPROVEMENT PROJECT

pennsylvania DEPARTMENT OF TRANSPORTATION

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

Date: 9/15/2023

LEGEND

- Study Area
- Potential Employment Area
- Federal Opportunity Zone
- Maryland Priority Funding Area

FIGURE 5: ECONOMIC DEVELOPMENT AREAS

North arrow and scale bar (0 to 4,000 feet)

3.2 Economic Characteristics

The current economic conditions in the study area were analyzed using data from the 1990-2020 US Decennial Censuses and the 2018-2022 5-Year American Community Survey (ACS). Demographic and economic data was gathered at the state and county level. Data from the Appalachian Regional Commission (ARC) was also used to compare Garrett and Somerset County to other counties within the Appalachian region. ARC regularly evaluates the economic status of counties in the Appalachian Region to determine which counties are in greater need of ARC funding. ARC classifies counties according to four criteria: distressed, transitional, competitive, and attainment. For the fiscal years 2023 and 2024, Garrett County and Somerset County are rated as transitional counties. Transitional counties are classified as those transitioning between strong and weak economies, and rank between the worst 25% and the best 25% of the nation's counties (ARC, 2024).

Garrett County and Somerset County both have demographic and economic concerns related to decreasing and aging populations. According to the US Census data in Table 2, the total population within Somerset and Garrett Counties has declined approximately 5% and 4%, respectively, between 2010 and 2020. Conversely, Pennsylvania and Maryland population has increased by approximately 2% and 7%, respectively. Furthermore, ACS data indicates that Somerset County's median age is 5.9 years older than Pennsylvania's median age and Garrett County's median age is 8.5 years older than Maryland's median age. Each county's median age has outpaced each state's median age since 2000. Pennsylvania's median age has increased by 2.8 years and Maryland by 3.1 years since 2000. Comparatively, Somerset County's median age has increased by 6.5 years and Garrett County by 9.3 years since 2000. This trend also emerges in the population over the age of 65 in each county which is significantly greater than the statewide population. Twenty-three percent (23.1%) of Somerset County's population is 65 or older as compared to 18.7% in Pennsylvania. Twenty-three percent (23.0%) of Garrett County's population is 65 or older as compared to 16.0% in Maryland.

Both county unemployment rates are slightly lower than their respective states, as shown in Table 2. This may be partially attributed to the lower labor force participation rates in each county as compared to statewide levels. The poverty rate in Somerset County is lower than Pennsylvania's poverty rate as well. Garrett County's poverty rate however is higher than the Maryland's overall poverty rate. Section 3.2.1 examines the poverty and low-income populations within the project area in greater detail. Additionally, median household income, home price, and rent are all significantly lower in Somerset and Garrett Counties as compared to statewide medians.

The population holding a bachelor's degree within Somerset County is 17.2%, and 24.6% in Garrett County. This is approximately half the respective statewide percentages in Pennsylvania (33.8%) and in Maryland (42.2%). The largest industry in both counties is educational services, health care, and social assistance. The next largest industry is manufacturing in Somerset County and construction in Garrett County, followed by retail in both counties. Employment in agriculture, forestry, fishing, hunting, and mining is also

significant to the region, with a percentage multiple times larger in each county than the percentage in Maryland or Pennsylvania.

Table 2: Demographic Census Data¹

Demographic Data		Garrett County, MD	Somerset County, PA	Maryland	Pennsylvania
Total Population ¹	2000	29,846	80,023	5,296,486	12,281,054
	2010	30,097	77,742	5,773,552	12,702,379
	2020	28,806	74,129	6,177,224	13,002,700
Race ²	White Alone	95.13%	93.14%	47.17%	73.47%
	Black/African American	0.83%	2.51%	29.06%	10.53%
	American Indian & Alaska Native	0.11%	0.07%	0.20%	0.12%
	Asian	0.28%	0.26%	6.77%	3.90%
	Native Hawaiian & Other Pacific Islander	0.01%	0.01%	0.04%	0.02%
	Hispanic or Latino	1.11%	1.40%	11.81%	8.07%
	Some Other Race	0.19%	0.17%	0.57%	0.42%
	Two or More Races	2.34%	2.44%	4.38%	3.47%
Poverty Rate³		11.1%	10.8%	9.3%	11.8%
Unemployment Rate³		4.6%	5.2%	5.1%	5.4%
Not in Labor Force		41.2%	44.3%	32.8%	37.1%
Median Age³		47.6	46.7	39.1	40.8
Median Age, 2000¹		38.3	40.2	36.0	38.0
Over 65 Years of Age³		23.0%	23.1%	16.0%	18.7%
High School Graduate or Higher³		90.5%	90.0%	91.0%	91.7%
Bachelor's degree or Higher		24.6%	17.2%	42.2%	33.8%
Total Households³		12,448	28,956	2,318,124	5,193,727
Median Household Income³		\$64,447	\$57,357	\$98,461	\$73,170
Average Household Size³		2.27	2.40	2.60	2.42
Median Home Price³		\$220,100	\$124,500	\$380,500	\$226,00
Median Rent³		\$681	\$704	\$1,598	\$1,110
Home Ownership Rate³		80.1%	80.7%	67.5%	69.2%

¹Data is from the US Census Bureau Decennial Census of the specified year.

²Data is from the 2020 Decennial Census.

³Data is from the 2018-2022 5-Year American Community Survey (ACS)

Note: Hispanic is an ethnicity and may be included in any of the races. Total percentages may not add correctly due to rounding.

Table 3: Employment Rate by Industry Census Data¹

Employment Rate by Industry ¹	Garrett County, MD	Somerset County, PA	Maryland	Pennsylvania
Agriculture, Forestry, Fishing, Hunting, Mining	3.0%	4.7%	0.6%	1.2%
Construction	11.8%	7.3%	7.4%	6.0%
Manufacturing	8.4%	13.4%	4.7%	11.6%
Wholesale Trade	2.0%	2.6%	1.7%	2.5%
Retail Trade	9.8%	11.9%	9.2%	11.0%
Transportation & Warehousing, Utilities	4.9%	6.3%	5.0%	5.9%
Information	1.1%	1.0%	1.8%	1.5%
Finance & Insurance, Real Estate & Rental & Leasing	4.8%	4.9%	6.0%	6.6%
Professional, Scientific, Management, Administrative, Waste Management Services	9.5%	7.9%	16.1%	10.9%
Educational Services, Health Care, Social Assistance	21.6%	21.3%	23.6%	26.4%
Arts, Entertainment, Recreation, Accommodation, Food Services	9.3%	8.1%	7.8%	7.7%
Other Services, except Public Administration	5.7%	5.4%	5.3%	4.7%
Public Administration	8.0%	5.1%	11.0%	4.0%

¹Data is from the 2016-2020 5-Year American Community Survey (ACS)

3.2.1 Environmental Justice

An environmental justice (EJ) analysis was completed in compliance with Executive Order 12898 (February 11, 1994): Federal Actions to Address EJ in Minority Populations and Low-Income Populations and U.S. Department of Transportation's (USDOT) Order 5610.2(c) on EJ (March 2021). Additionally, this analysis was completed with consideration for Executive Order 14096 - Revitalizing Our Nation's Commitment to Environmental Justice for All.

Furthermore, the analysis was completed in compliance with FHWA Order 6640.23A, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations".

Executive Order 12898 directs Federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of activities on minority and low-income populations. The Federal Highway Administration (FHWA) Order 6640.23A, *FHWA Actions to Address EJ in Minority Populations and Low-Income Populations* (June 2012), defines these populations as any readily identifiable group of minority and/or low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

Minority populations include Black or African American, Hispanic or Latino, Asian American, American Indian or Alaskan Native, and Native Hawaiian or Other Pacific Islander. Low-income populations include those households with a median income at or below the U.S. Department of Health and Human Services (HHS) Poverty Guidelines (FHWA Order 6640.23A, June 2012).

USDOT Order 5610.2(c) defines EJ as the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level, with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. For the purpose of DOT's EJ Strategy, fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented, and enforced at the federal, state, local or tribal level.

Executive Order 14096 builds upon Executive Order 12898 to deepen and improve environmental justice practices within the federal government. The objectives of Executive Order 14096 include better protection for overburdened communities from pollution and environmental harms, strengthened engagement with communities impacted by legacy barriers and injustices, and increased accountability and transparency in federal environmental justice policy.

The guiding principles followed by the USDOT regarding EJ are:

- To identify and evaluate environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.

The FHWA EJ Analysis Process includes:

- Scoping and identification of EJ populations.
- An alternatives analysis and determination on whether benefits and/or adverse effects to EJ populations exist.
 - If adverse effects to EJ populations exist, the process also includes a determination on whether these effects are disproportionately high and adverse.
 - If disproportionately high and adverse effects exist, then the process includes an evaluation of practicable mitigation or avoidance measures.
- Engagement with the public, stakeholders, and EJ populations.

The Maryland EJ Screen Mapper and the Maryland Department of the Environment (MDE) EJ Screening Tool served as tools to evaluate the project area within Garrett County. The PA Department of Environmental Protection (PA DEP) PennEnviroScreen was used to evaluate the project area within Somerset County. Data from U.S. Environmental Protection Agency's (U.S. EPA) EJScreen: Environmental Justice Screening and Mapping Tool helped to analyze the demographic characteristics of the project area, including percentages of low-income individuals and ethnic minorities within the total population.

Data from the 2018-2022 5-Year American Community Survey (ACS) and 2020 Decennial Census for each block group and census tract within the project area, Somerset and Garrett Counties, and Pennsylvania and Maryland were used to identify EJ low-income and minority population block groups within each county, as shown in Figure 6 and Figure 7. Table 4 also shows the data from the 2018-2022 5-Year ACS and 2020 Decennial Census.

MD EJ Screen Mapper

In Maryland, Census Tract 2 has an EJScore of 0.40 according to the Maryland EJScreen Mapper. This places the census tract in the 40th percentile statewide for EJ concerns as evaluated by the Mapper's EJScore. The EJScore considers pollution burden, environmental effects, sensitive populations, and socioeconomic factors. Census Tract 3 has an EJScore of 0.42, placing it in the 42nd percentile for EJ concerns, which is higher than 42% of the state.

In Maryland, Census Tract 2 additionally has a low-income population within the 78th percentile statewide. Census Tract 3 has a low-income population placing it in the 70th percentile statewide. This data indicates a potential for low-income EJ populations within the project area.

Furthermore, Census Tract 2 has a non-white population in the 1st percentile statewide. Census Tract 3 has a non-white population in the 5th percentile. This data does not indicate the potential for minority EJ populations within the project area.

MDE EJ Screening Tool

The MDE EJ Screening Tool corroborates these findings, identifying that Census Tract 2 is in the 80th-90th percentile for poverty statewide and Census Tract 3 is in the 60-70th percentile for poverty. However, the MDE EJ Score, as determined by minority population, poverty rate, and English proficiency, places Census Tract 2 in the 20-30th percentile and Census Tract 3 10-20th percentile statewide for EJ concerns.

PennEnviroScreen

The Pennsylvania Environmental Justice Mapping and Screening Tool (PennEnviroScreen) assigns a final EJ score to block groups based on pollution burden and demographic data. A percentile value is then calculated for each block group based on the statewide distribution. PennEnviroScreen indicates that Census Tract 213, Block Group 1, has a score in the 59th percentile. Census Tract 215, Block Group 1, has a score in the 80th percentile. Census Tract 215, Block Group 2, and Census Tract 217, Block Group 1, have a score in the 64th percentile. Census Tract 217, Block Group 2 has a score in the 38th percentile. Census Tract 217, Block Group 3 has a score in the 45th percentile.

Environmental effects, including toxic area emissions, mining, and hazardous waste sites, appear to be a significant contributor the EJ scores within the project area. Sensitive population data, which is related to population health characteristics and diseases, and socioeconomic data are also contributors to higher EJ scores, especially in Census Tract 215, Block Group 1.

U.S. EPA EJScreen

According to U.S. EPA EJScreen, a minority population is defined as the percent of individuals who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals (according to ACS 5-year estimates).

EJScreen data indicates that 4% of the households within the project area block groups are considered a minority population, which is equivalent to or lower than the minority population percentage within Somerset and Garrett Counties and Pennsylvania and Maryland. Pennsylvania project area block groups have a 6% minority population. This is equivalent to the Somerset County's 6% minority population percentage and significantly lower than Pennsylvania's 24%. Maryland project area block groups have a 1% minority population. EJScreen indicates that all of the block groups within the project area, except for Census Tract 217, Block Group 3, have a minority population percentage lower than their respective county minority population percentage.

EJScreen defines low-income population as the percentage of individuals whose ratio of household income to poverty level in the past 12 months was less than 2. This differs

from ACS data and Executive Order 12898, which define low-income populations as households with a median income at or below the U.S. Census Bureau's annual income thresholds and the HHS Poverty Guidelines.

According to EJScreen, 35% of the households within the project area block groups are considered low income, which exceeds the percentage within Somerset and Garrett Counties and Pennsylvania and Maryland. Pennsylvania project area block groups have a 34% low-income population. This is greater than Somerset County's 30% low-income population and Pennsylvania's 28%. Maryland project area block groups have 38% low-income population. This is greater than Garrett County's 33% and Maryland's 22%. Additionally, EJScreen indicates that Census Tract 2, Block Group 1 (45%); Census Tract 215, Block Groups 1 (34%); Census Tract 215, Block Groups 2 (64%); and Census Tract 217, Block Group 3 (33%) have a low-income percentage higher than their respective county.

2020 Decennial Census and 2018-2022 5-Year ACS

Data from the 2020 Decennial Census and 2018-2022 5-Year ACS, including percentages of low-income individuals and ethnic minorities within study area block groups, was analyzed. Figure 6: Environmental Justice Minority Populations and Figure 7: Environmental Justice Low-Income Populations illustrate the location of the block groups within each county. Table 4: Environmental Justice Data includes the 2020 Decennial Census and 2018-2022 5-Year ACS data.

Table 4: Environmental Justice Data

Area	ACS/Decennial Data	
	Low-Income ¹	Minority ²
Maryland (MD)	9.26%	52.83%
Garrett County, MD	11.06%	4.87%
Census Tract 2	18.95%	3.58%
Block Group 1	24.47%	3.27%
Census Tract 3	6.14%	3.58%
Block Group 1	7.26%	4.09%
Block Groups Total	17.22%	3.58%
Pennsylvania (PA)	11.78%	26.53%
Somerset County, PA	10.84%	6.86%
Census Tract 213	11.25%	3.60%
Block Group 1	10.20%	3.68%
Census Tract 215	14.71%	2.38%
Block Group 1	8.33%	1.42%
Block Group 2	20.07%	2.94%
Census Tract 217	16.82%	2.63%
Block Group 1	22.95%	1.52%
Block Group 2	12.82%	3.22%
Block Group 3	12.25%	3.37%
Block Groups Total	14.55%	2.74%
PA/MD Block Groups Total	15.42%	3.02%
¹ Low-Income (ACS) – Percent of individuals, as identified in 2018-2022 5-Year ACS data, who are at or below the poverty level established by the Department of Health and Human Services and the Census Bureau. ² Minority (Decennial Census) – Percent of individuals, as identified in the 2020 Decennial Census, who are black or African American (Amer.), Hispanic, Asian Amer., Amer. Indian/Alaskan Native, Native Hawaiian, and/or Pacific Islander. *Cells highlighted in red represent block groups with a EJ population		

US Census data, as shown in Table 4, indicates the block groups within the study area are predominantly white, with minority populations consisting of 3.02% of the total population. Study area block groups populations within Pennsylvania have a minority population of 2.74%, which is lower than the minority population in Somerset County, 6.86%. Additionally, block group populations within Maryland have a minority population of 3.58%, which is lower than the minority population in Garrett County, which has a minority population of 4.87%. Comparison to the minority population percentage in Pennsylvania, 26.53%, and the minority population percentage in Maryland, 52.83%, reflects a similar result.

Furthermore, the percentages of minority population within each block group are relatively consistent across the study area, as seen in Figure 6. According to Census data, the percentage of minority populations ranges only 2.67% among block groups, between 1.42% and 4.09%. The percentage of minorities residing within the block groups in the

study area are not meaningfully greater than the percentage residing within Garrett and Somerset Counties or Maryland and Pennsylvania.

An analysis was also completed to determine if the study area population contains a disproportionate number of individuals below the poverty level using 2018-2022 5-Year ACS data. The U.S. Census 2022 poverty threshold was \$14,880 for a one-person household, \$18,900 for a two-person household, \$23,280 for a three-person household, and \$29,950 for a four-person household. ACS block group data indicated that approximately 15.42% of the study area population is considered low-income. Moreover, the low-income population of the study area block groups within Maryland is 17.22%, surpassing the low-income population percentage in Garrett County, 11.06%, and the low-income population in Maryland, 9.26%. The low-income population of the study area block groups within Pennsylvania is 14.55%, which also exceeds the low-income population percentage in Somerset County, 10.84%, and the low-income population percentage in Pennsylvania, 11.78%. This ACS data shows that the percentage of low-income residents within the study area block groups is meaningfully greater than percentage in the applicable counties.

Furthermore, this ACS data demonstrates that low-income populations are higher within the west side of the study area, as shown in Figure 7. In Maryland, low-income populations within the study area are particularly concentrated in Census Tract 2, Block Group 1, where approximately 24.47% of the population is considered low-income. In Pennsylvania, low-income populations are concentrated in Census Tract 215, Block 2, where the low-income population represents 20.07% of the population, as well as Census Tract 217, Block Group 1, where the approximate low-income population is 22.95%.

Therefore, an environmental justice population was identified within the study area using data on low-income populations. However, an environmental justice population was not identified within the study area according to data on minority populations. For this analysis, it was determined that an environmental justice population is present if the percentage of the population identified as low-income or a minority residing in a census block group exceeds the percentage of the population identified as low-income or a minority in the respective county.

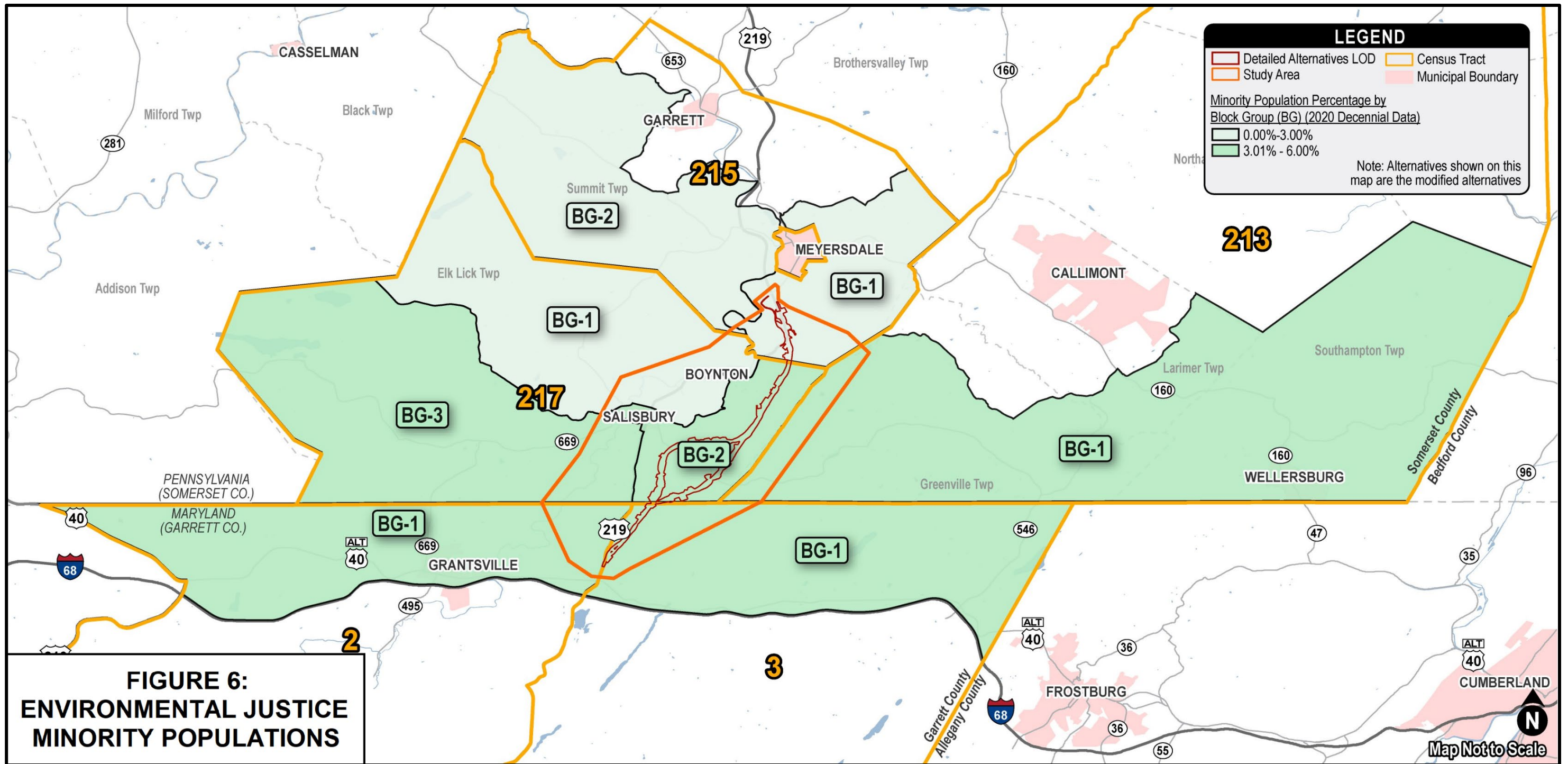
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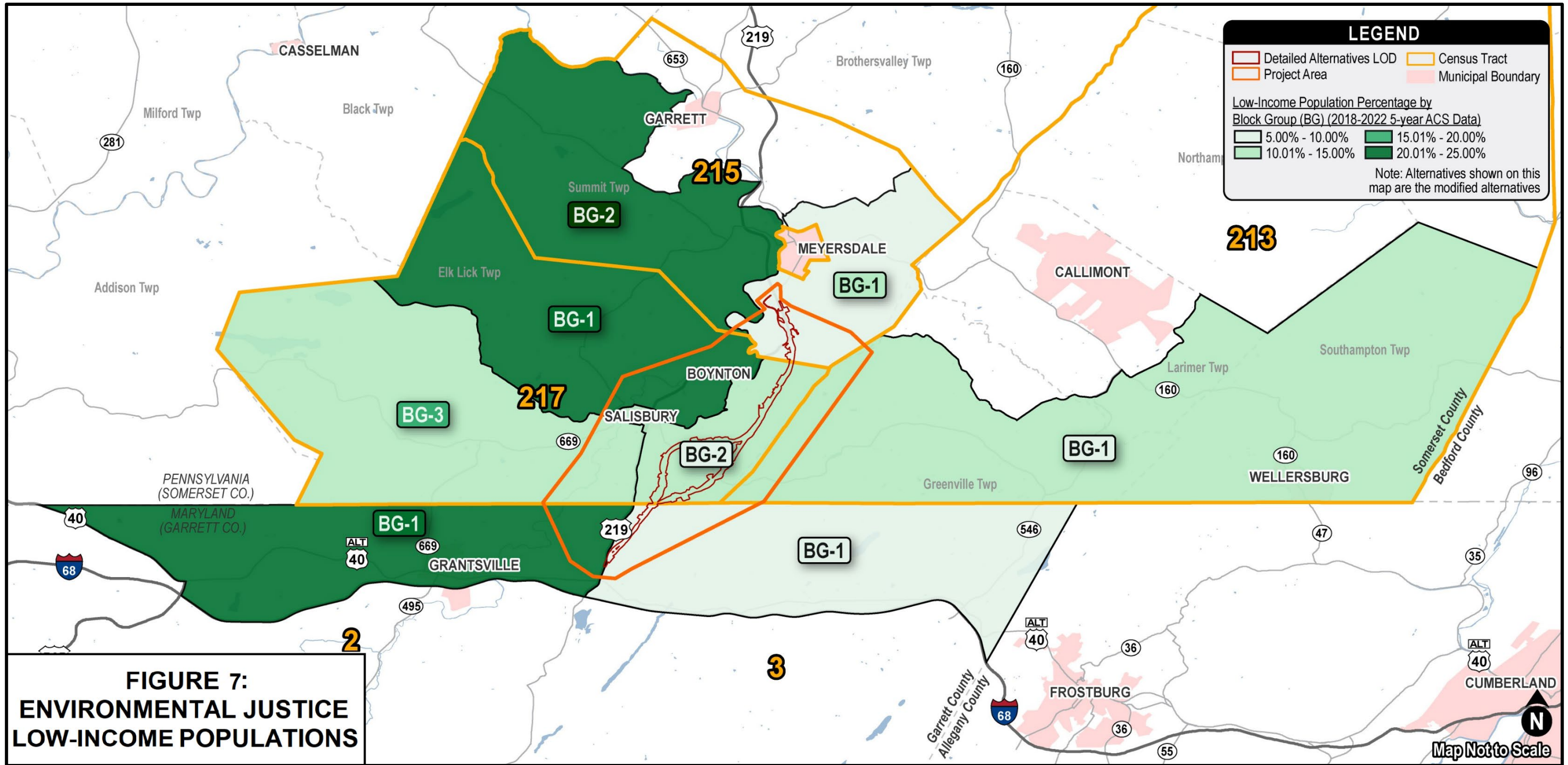
The Project Team contacted the planning staff of Somerset County and Garrett County and requested any information related to the presence of EJ populations within the project area, including small clusters or dispersed populations. Somerset and Garrett County responded that they were not aware of any specific EJ populations, small clusters, or dispersed EJ populations. The Garrett County Planning Office completed a memo summarizing their EJ findings, and this memo is included as Attachment 1.

To date, PennDOT and MDOT SHA have held four Community Advisory Committee (CAC) meetings (November 3, 2021, June 2, 2022, November 22, 2023, and April 11, 2024). The CAC is composed of local, county, and state government officials and staff; local business owners; and other community leaders. These meetings allowed the CAC

the opportunity to provide input on the preliminary range of NEPA alternatives and the study area. No further information regarding environmental justice populations was received from these meetings.

Additionally, PennDOT and SHA offered two public officials meeting (June 23, 2022 and November 16, 2023), two open house public meetings (June 23, 2022 and November 16, 2023), and two virtual public meetings (June 27, 2022 and November 21, 2023). The June 2022 public 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. These meetings delivered no further information regarding existing EJ populations. The November 2023 public meetings presented detailed alternatives and associated environmental impacts. These meetings delivered no further information regarding existing EJ populations. The presence of EJ populations will continue to be assessed through publication of the Final Environmental Impact Statement (FEIS).





3.3 Plain Sect Communities

FHWA, PennDOT, and MDOT SHA seek to involve the public through the NEPA process in an equitable and inclusive way. This includes consideration of Plain Sect communities, including Amish and conservative Mennonites, who typically have unique transportation needs. During former NEPA efforts, a meeting was held with Bishop Bennie A. Yoder of the Amish Community in West Salisbury on September 10, 2002. Two Amish communities were identified within the project vicinity - one in West Salisbury within Elk Lick Township and one in Pocahontas within Greenville Township. According to Bishop Bennie A. Yoder, the Amish occasionally travel between the two communities. From West Salisbury, they tend to travel east through Salisbury, crossing US 219 within the Borough. Just outside of Salisbury, they likely travel along Greenville Road, which would take them directly to Pocahontas. The length of the trip is approximately nine miles. According to Bishop Bennie A. Yoder, Amish communities in the area speak and read the English language, as state laws mandate Amish schools teach English. Bishop Paul S. Yoder was contacted on October 25, 2023, and a meeting was held on July 5, 2024, and he concurred with the statements made by Bishop Bennie A. Yoder. Bishop Paul S. Yoder did not have any concerns related to the proposed project. A meeting memorandum summarizing the July 5, 2024 meeting is included as Attachment 2.

Current aerial analysis and site reconnaissance identified existing Plain Sect or Amish businesses and churches or places of worship in these locations that confirm an Amish presence west of Salisbury, west of Meyersdale, and in Pocahontas. Amish places of worship are known to be located at 250 Niverton Road, southwest of Salisbury; at 6726 Mt. Davis Road, west of Meyersdale; and along Oak Dale Road, near the community of Saint Paul and northwest of Salisbury.

PA Department of Education records identified Amish schools in these regions as well (PA Department of Education Educational Names and Addresses (EdNA), 2022). Specific school locations include:

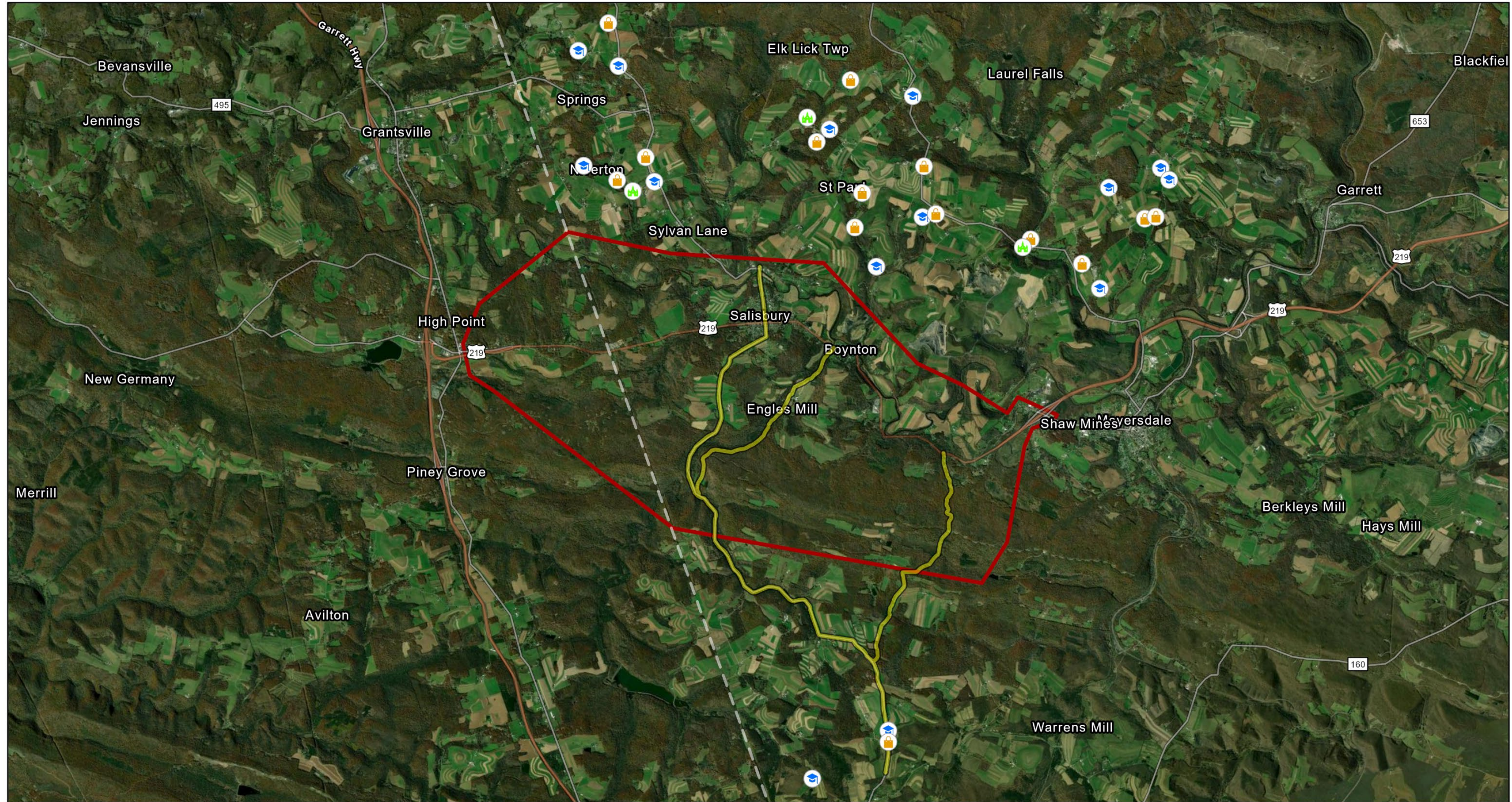
- Cross Road School, 115 Niverton Road, Salisbury
- Greenville School, 3084 Greenville Road, Meyersdale
- Hickory Hollow School, 1627 Savage Road, Salisbury
- Hidden Valley School, 227 Hidden Valley Drive, Meyersdale
- High Point Parochial School, 5510 Mt Davis Road, Meyersdale
- Maple Ridge Parochial School, 582 Kinsinger Rd, Meyersdale
- Meadowbrook Parochial School, 3045 Rockdale Road, Meyersdale
- Niverton School, 550 Niverton Rd, Salisbury
- Oak Grove School, 1289 Murray Road, Meyersdale
- Spring Valley School, 717 Coal Run Road, Meyersdale
- Sugar Grove Parochial School, 249 Oak Dale Road, Salisbury
- Summit Mills Parochial School, 423 Cemetary Road, Meyersdale
- Summit Mills Vocational School, 3050 Rockdale Road, Meyersdale
- Upper Mountain View School, 3457 Springs Hill Road, Salisbury

Additionally, columns in the Daily American newspaper have profiled a number of Amish businesses in these areas (Lepley, 2021). Amish businesses profiled by the Daily American, and other Amish businesses identified using local mapping, include:

- Ada's Greenhouse, 905 Kinsinger Road, Meyersdale
- Summy's Greenhouse, 274 Yoder Road, Meyersdale
- Rosy Dawn Greenhouse, 6748 Mount Davis Road, Meyersdale
- Hidden Valley Store and Greenhouse, 169 Hidden Valley Drive, Meyersdale
- Country Seeds and Supplies, 5944 Mount Davis Road, Meyersdale
- Peter's Pond Greenhouse, 106 Coal Run Road, Meyersdale
- Wengerd's Greenhouse, 312 Coal Run Road, Meyersdale
- Peachey's Country Store, 3319 Rockdale Rd, Meyersdale
- Greenville Meadow Floral, 3118 Greenville Road, Meyersdale
- Kinsinger Greenhouse, 332 Oak Dale Road, Salisbury
- Katie's Greenhouse, 332 Niverton Road, Salisbury
- Fisher's Hillside Greenhouse, 1407 Savage Road, Salisbury
- Mark's Harness Shop, 1089 Springs Rd, Springs
- Yoder's, 286 Sugar Jersey Lane, Meyersdale

Identified Amish places of worship, schools, and business within the vicinity of the study area are mapped in Figure 8: Plain Sect Community Resources. It is evident that Amish populations are present within the project vicinity, and that they are responsible for a significant amount of commercial activity.

Observations by the project team and residents have noted Amish travel along Piney Run Road. The presence of Plain Sect populations within the project vicinity was discussed with officials from Elk Lick Township on September 12, 2022. The Township identified an Amish population living along Mountain Road and Clark Road. The Township indicated that because the project will maintain the existing local road network, no issues pertaining to the travel of Plain Sect populations were anticipated. Potential Amish travel routes in these areas are depicted on Figure 8. The existing US 219 roadway will no longer be accessible directly from Clark Road or Mountain Road as a result of the project, as shown in Figure 3. However, the proposed Hunsrick Road Extension will allow Amish travelling along these roads to use Hunrick Road to reach Mason Dixon Highway and maintain similar east-west travel routes.



<p>TRANSPORTATION IMPROVEMENT PROJECT</p>	<p>Date: 10/31/2023</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Study Area Amish Travel Route Amish Business Amish School Amish Place of Worship 	<p>FIGURE 8: PLAIN SECT COMMUNITY RESOURCES</p>
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3.4 Community Facilities, Services, and Recreation

Community facilities and services in the study area include water and wastewater utilities, fire stations, EMS, schools, places of worship, and cemeteries. Public water supply and wastewater facilities in or near the study area include:

- The Salisbury Borough public water supply, under the authority of the Salisbury Borough Water Works Commission, utilizes Findley Spring. Findley Spring is located on Meadow Mountain, about 2.5 miles southeast of Salisbury, and supplies approximately 130,000 gallons per day (DCNR PA Geology, 2017). The water transmission line extends northwest from the springheads to the northeastern corner of Salisbury, where it empties into the Borough's reservoir. The Salisbury Borough Water Works Commission currently services properties within the Borough only.
- Meyersdale Area Municipal Authority owns water lines in and south of the Borough of Meyersdale. The Authority's service area is adjacent to the north end of the study area.
- Garrett County operates the Chestnut Ridge Collection System for wastewater at the south end of the study area. The Chestnut Ridge area, serviced by the System, is located north and south of the I-68/US 219 interchange and is a designated growth area and Priority Funding Area. The System conveys wastewater to the Grantsville Wastewater Treatment Plant, and the Garrett County Sanitary District pays the Town of Grantsville for treatment based on flow. No water service is currently available in the Chestnut Ridge area (Garrett County, 2014).
- Various private groundwater wells and septic systems are located within the study area, serving rural residents and businesses.

Other major public utilities and facilities currently in or proposed for the study area include:

- Columbia Gas owns a 20" to 24" natural gas transmission line, about 1.5 miles north of and parallel to the Pennsylvania/Maryland State Line.
- A wind farm is located at the northeast end of the study area, east of the proposed alternatives. Six wind turbines have been constructed within the study area, including on the Van and Ardith Murray, Barbera and Barbera, and Meyersdale Municipal Authority properties.

Due to the rural nature of the study area, many residents are served by emergency service providers located outside of their local area. Therefore, of the providers listed below, only Salisbury Volunteer Fire Company is located within the study area. Emergency service providers serving the study area include:

- Meyersdale Area Ambulance Association (615 Salisbury Street, Meyersdale, PA)
- Northern Garrett County Rescue Squad (127 Miller Street, Grantsville, MD)
- Salisbury Volunteer Fire Company (385 Ord Street, Salisbury, PA)
- Eastern Garrett County Volunteer Fire Company (401 Finzel Road, Frostburg, MD)

- Grantsville Volunteer Fire Department (178 Springs Road Grantsville, MD)
- Meyersdale Borough Police Department (215 Main Street, Meyersdale, PA)
- Pennsylvania State Police Troop A - Somerset Station (142 Sagamore Street, Somerset, PA)
- Maryland State Police Barrack W - Mc Henry (67 Friendsville Road, McHenry, MD)
- UPMC Somerset Hospital (25 South Center Avenue, Somerset, PA)
- Conemaugh Meyersdale Medical Center (200 Hospital Drive, Meyersdale, PA)
- UPMC Western Maryland (12500 Willowbrook Road, Cumberland, MD)

Public educational facilities serving the study area include:

- Salisbury-Elk Lick School District (196 Smith Street, Salisbury, PA)
 - Located within the study area in Salisbury
 - Serves both Salisbury Borough and Elk Lick Township
- Meyersdale Area School District (1345-1353 Shaw Mines Road, Meyersdale, PA)
 - Located about 0.3 miles northwest of the study area
 - Serves both Meyersdale Borough and Summit Township
- Garrett County Public Schools (serves entire County), with three facilities servicing the study area:
 - Northern Garrett County High School (86 Pride Parkway, Accident, MD)
 - Northern Garrett County Middle School (371 Pride Parkway, Accident, MD)
 - Grantsville Elementary School (120 Grant Street, Grantsville, MD)
 - All three facilities are located outside of the study area

Government offices within the study area include:

- Elk Lick Township Municipal Building (1507 St Paul Road, West Salisbury, PA)
- Salisbury Borough Office (171 Smith Avenue, Salisbury, PA)
- Boynton Post Office (102 Post Office Street, Boynton, PA)
- Salisbury Post Office (96 Grant Street, Salisbury, PA)

Recreational facilities within the study area include:

- Salisbury-Elk Lick High School Playing Fields (196 Smith Avenue, Salisbury, PA)
 - The fields are located on the west side of Smith Avenue in the Borough of Salisbury, and include baseball and softball fields, restrooms, a concession stand, a basketball court, a large wooden play area, swings, climbing apparatus, and tennis courts.
- Pennsylvania State Game Lands No. 231 (Meyersdale, PA)
 - The State Game Lands are located in the northeastern side of the study area, south of Mountain Road, within Summit, Elk Lick, and Greenville Townships. The Game Land totals 429 acres. The State Game Lands aims to provide wildlife habitat and recreational

opportunities for hunters, hikers, wildlife photographers, and birdwatchers (PGC, 2011).

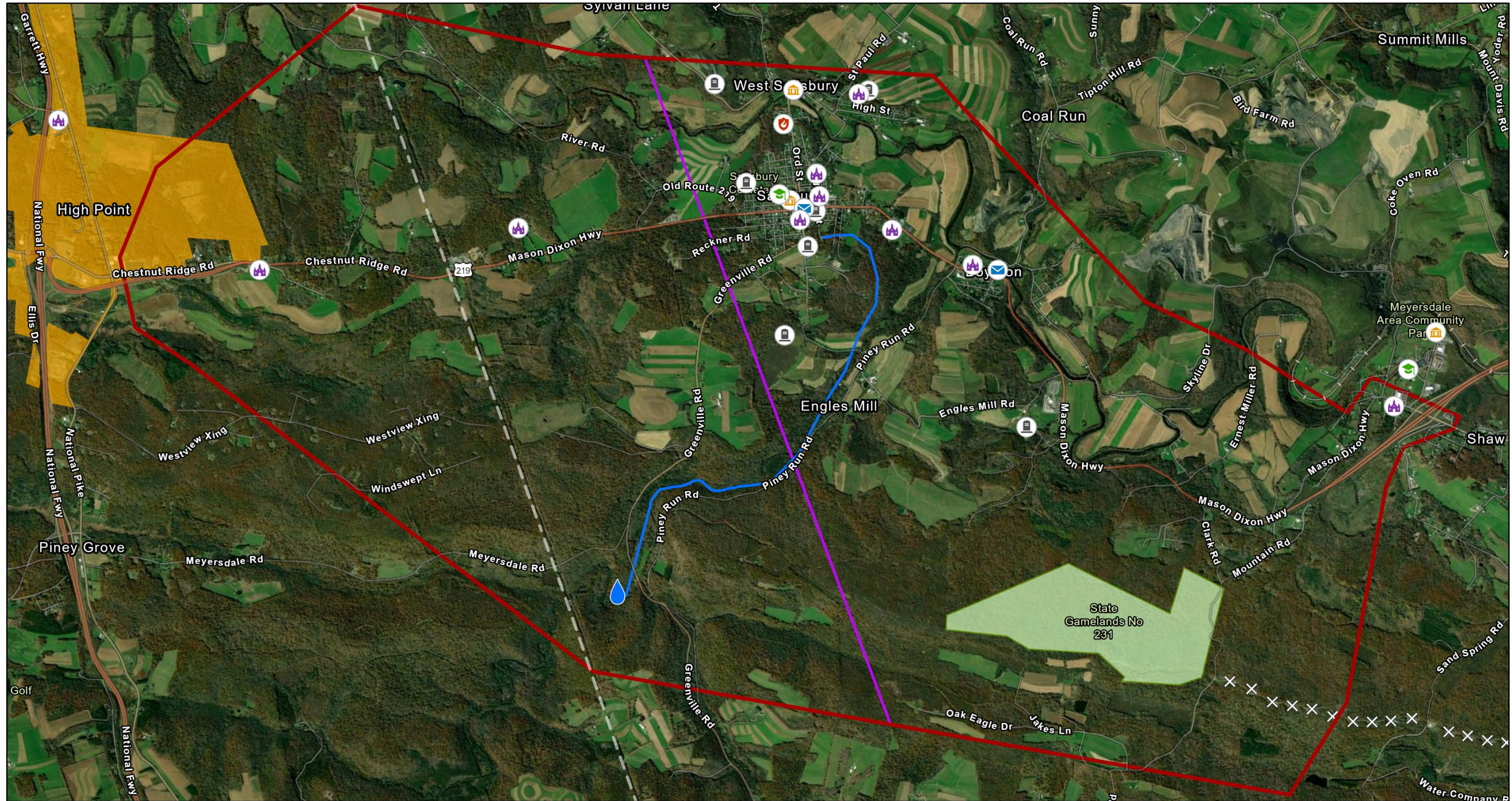
Places of worship within the study area include:

- Meyersdale Church of Christ (114 Schardt Rd, Meyersdale, PA)
- Cornerstone Assembly of God Church (8978 Mason Dixon Highway, Boynton, PA)
- Saint Michaels Roman Catholic Church (1316 St Paul Road, Salisbury, PA)
- Salisbury Church of the Brethren (146 Union Street, Salisbury, PA)
- St John's Lutheran Church (104 Union Street, Salisbury, PA)
- Oak Dale Church (9201 Mason Dixon Highway, Salisbury, PA)
- St John United Church of Christ (153 Ord St, Salisbury, PA)
- Alverno (10074 Mason Dixon Hwy, Salisbury, PA)
 - A religious retreat operated by the Capuchin Friars, Province of St. Augustine
- Cherry Grove Church of the Brethren (3992 Chestnut Ridge Rd, Grantsville, MD)

Cemeteries and memorials within the study area include:

- Salisbury War Memorial (existing US 219 & Broadlane Street in Salisbury Borough)
- Salisbury Union Cemetery (Engles Mill Road & Greenville Road in Salisbury Borough)
- Salisbury Independent Order of Odd Fellows Cemetery (Cemetery Lane & Smith Avenue in Salisbury Borough)
- Maust Farm Cemetery (263 Grove Rd in Elk Lick Township)
- Saint Michael's Roman Catholic Cemetery (1316 St Paul Road in Elk Lick Township)
- Old Peter Beachy Cemetery (Springs Road in Elk Lick Township)
- Lowry-Engle Cemetery (Engle Mills Road in Elk Lick Township)

See Figure 9: Community Resources and Public Facilities, for a general overview of resources within the study area.



219 Meyersdale to Old Salisbury Rd
TRANSPORTATION IMPROVEMENT PROJECT

pennsylvania
 DEPARTMENT OF TRANSPORTATION
MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 Date: 9/15/2023

LEGEND

Study Area	Natural Gas Pipeline	EMS and Medical	Post Office
State Game Lands	Wind Turbines	Fire Department	Place of Worship
Water Supply Line	Public Sewer Service	School	Cemetery or Memorial
Findley Spring		Municipal Office	

**FIGURE 9:
 COMMUNITY RESOURCES
 AND PUBLIC FACILITIES**

Feet
 0 1,500 3,000 6,000

4 CONCLUSIONS

The study area largely consists of forested and agricultural land, with concentrated areas of low to medium density development outside Meyersdale Borough, within Salisbury Borough, within the unincorporated community of Boynton, and in northern Garrett County along the existing US 219. Community and public facilities within the study area are primarily located in Salisbury and Boynton. The largest industries in Somerset and Garret County include educational services, health care, and social assistance; construction; manufacturing; retail; and arts, entertainment, recreation, accommodation, and food services. Garrett County and Somerset County both have demographic and economic concerns related to decreasing and aging populations.

Alternatives will be designed to avoid and minimize impacts to public facilities and services as well as any initiative to encourage economic development in this area.

Low-income environmental justice populations were identified within the west side of the study area. Furthermore, Plain Sect communities are known to be present within the vicinity of the study area, with Amish communities identified in West Salisbury within Elk Lick Township and in Pocahontas within Greenville Township. Elk Lick Township identified an Amish population living along Mountain Road and Clark Road, and residents noted Amish travel along Piney Run Road.

Executive Order 13985 directs federal agencies to provide fair treatment to underserved communities, including communities known to be prevalent within the study area, such as low-income populations, rural populations, and Plain Sect populations. At the present time, no displacements to low-income environmental justice populations are anticipated. No direct impact to Plain Sect communities is anticipated. Due to the proposed roadway being on new alignment, no impact is anticipated to Plain Sect travel patterns. The proposed US 219 highway would not be tolled, and all populations would have free and equal access along the roadway. The purpose of the proposed project includes increasing economic opportunity and connectivity for all residents by providing improved access to labor markets in the region.

Impacts and any mitigation will be discussed in the Draft Environmental Impact Statement that will be prepared for this project.

5 REFERENCES

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6 LIST OF PREPARERS

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Attachment 1

Garrett County Planning Office
Findings of Environmental Justice and Title VI Populations Memo



Community Development & Planning
Garrett County Government

203 South Fourth Street, Room 208
Oakland, Maryland 21550
swigfield@garrettcountrymd.gov

Tel 301.334.7477
Fax 301.334.7469

Memo

Date: September 4, 2024

To: Deborah Hoover

From: Senior Planner, Garrett County Planning Office

Subject: Request for Quotes – Outdoor Gaga Ball Pits and Rubber Surfacing

Subject: Findings of Environmental Justice (EJ) and Title VI Populations within the US 219 Project Area

Purpose:

This memo summarizes the findings regarding Environmental Justice (EJ) and Title VI populations within the US 219 project area, following a review of demographic data and spatial analysis conducted to assess potential impacts on minority, low-income, and Limited English Proficiency (LEP) communities.

Background:

As part of the US 219 project, an analysis was conducted to identify EJ and Title VI populations within the project area to ensure compliance with federal and state regulations. The goal was to determine whether any significant impacts on these populations might arise from the proposed project activities.

Findings:

1. EJ Populations:

- Minority and low-income populations were analyzed using GIS data from the Federal Highway Administration (FHWA) and Maryland Department of Planning (MDP).
- The assessment found that while minority and low-income residents are present in some areas, their distribution does not suggest any significant concentration that would be disproportionately impacted by the project.
- The project's activities, primarily focused on roadway improvements and safety measures, do not pose significant adverse effects on these populations.

2. Title VI (LEP) Populations:

- The review of LEP populations within the project area showed minimal presence, indicating that language barriers are unlikely to pose significant challenges.
- No substantial LEP communities were identified that would necessitate targeted outreach or additional mitigation measures beyond standard public engagement practices.

Conclusion:

Based on the review and analysis, it is concluded that the US 219 project does not pose significant impacts on EJ or Title VI populations. The findings align with PennDOT's assessment that the project area does not meet the thresholds for disproportionate or adverse effects on minority, low-income, or LEP populations.

Recommendations:

- **Monitoring:** It is recommended to continue monitoring demographic changes and maintain open communication channels with potentially affected communities to promptly address any emerging concerns.
- **Community Engagement:** Standard public engagement procedures should be upheld to ensure all community members are informed and have opportunities to participate in the project process.

Please let me know if further analysis or adjustments to the findings are required.

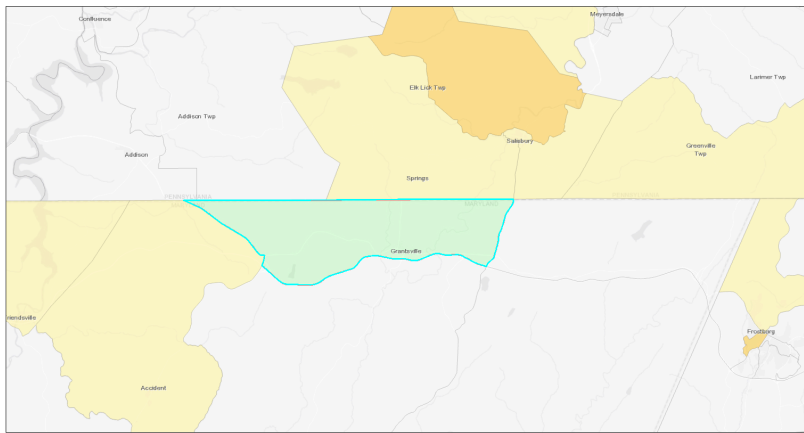


EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

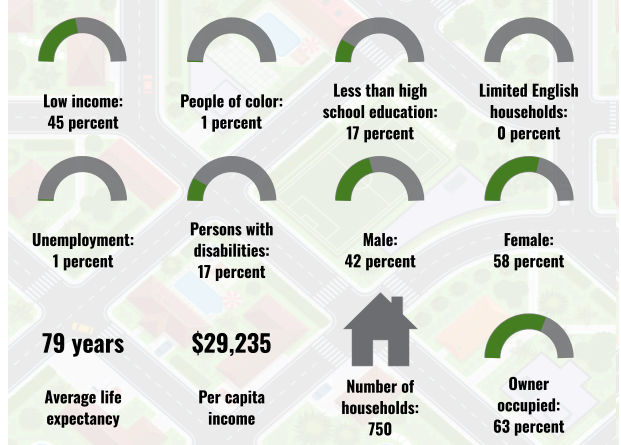
Grantsville

Blockgroup: 240230002001
 Population: 1,865
 Area in square miles: 20.97

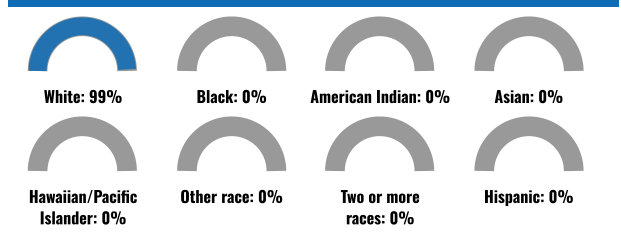


August 26, 2024
 Limited English Speaking (National Percentiles)
 Legend: Less than 50 percentile, 50 - 80 percentile, 80 - 90 percentile, Grantsville
 Scale: 0 to 5 miles, 0 to 8 kilometers
 Source: West Virginia GIS, Esri, HERE, DeLorme, USGS, EPA, FIPS, Esri, HERE, NPS

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	94%
German or other West Germanic	5%
Other Indo-European	1%
Total Non-English	6%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Blockgroup: 240230002001

Report produced August 26, 2024 using EJScreen Version 2.3

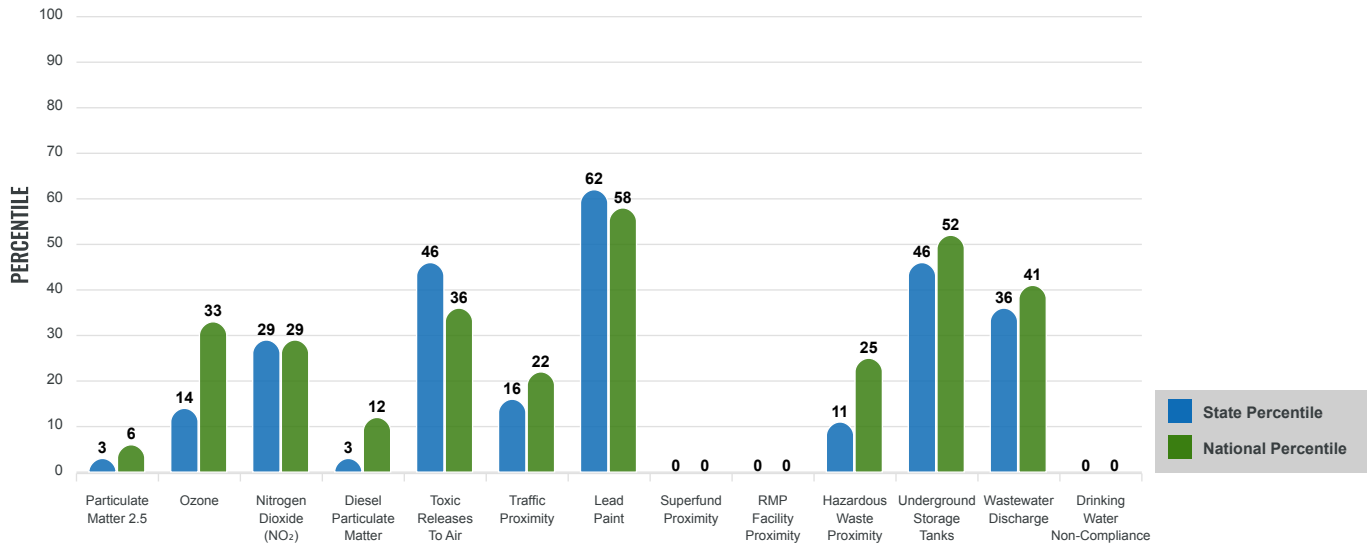
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

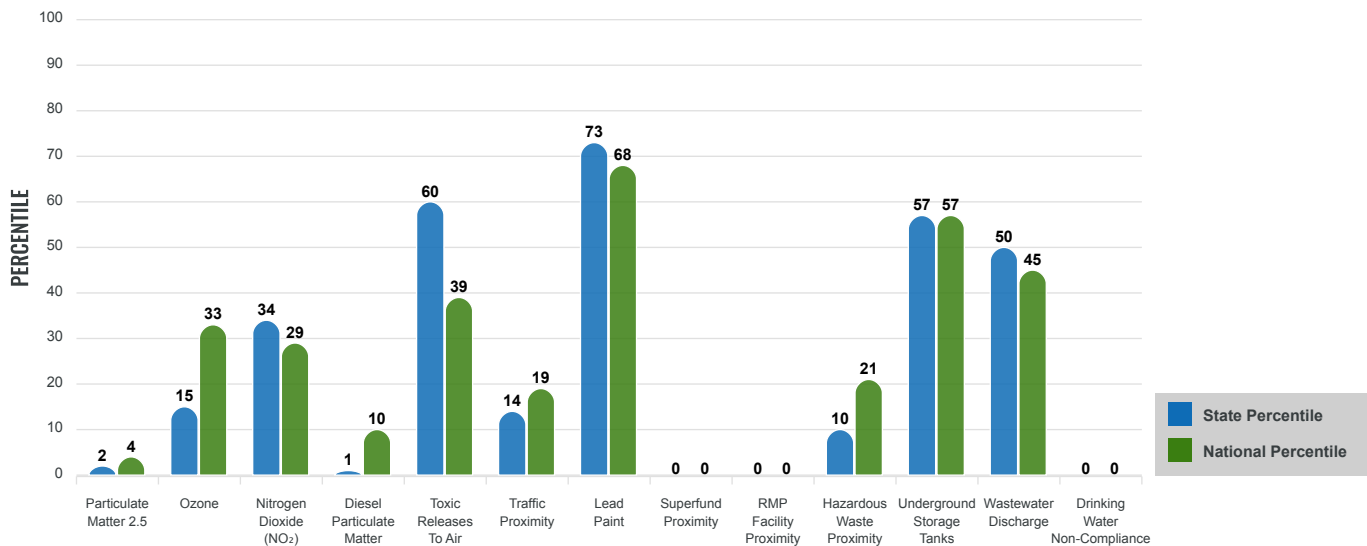
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Blockgroup: 240230002001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 (µg/m ³)	5.64	6.81	1	8.45	3
Ozone (ppb)	55.5	60.3	8	61.8	24
Nitrogen Dioxide (NO ₂) (ppbv)	4.7	7.3	17	7.8	20
Diesel Particulate Matter (µg/m ³)	0.0516	0.208	1	0.191	8
Toxic Releases to Air (toxicity-weighted concentration)	140	430	38	4,600	28
Traffic Proximity (daily traffic count/distance to road)	69,000	1,500,000	7	1,700,000	14
Lead Paint (% Pre-1960 Housing)	0.28	0.32	56	0.3	56
Superfund Proximity (site count/km distance)	0	0.28	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0	0.52	0	0.57	0
Hazardous Waste Proximity (facility count/km distance)	0.06	4.4	5	3.5	15
Underground Storage Tanks (count/km ²)	0.39	1.9	35	3.6	42
Wastewater Discharge (toxicity-weighted concentration/m distance)	7	140000	30	700000	33
Drinking Water Non-Compliance (points)	0	0.045	0	2.2	0
SOCIOECONOMIC INDICATORS					
Demographic Index USA	1.08	N/A	N/A	1.34	46
Supplemental Demographic Index USA	1.89	N/A	N/A	1.64	69
Demographic Index State	1.21	1.36	49	N/A	N/A
Supplemental Demographic Index State	1.82	1.33	80	N/A	N/A
People of Color	1%	50%	2	40%	3
Low Income	45%	22%	87	30%	77
Unemployment Rate	1%	5%	21	6%	24
Limited English Speaking Households	0%	3%	0	5%	0
Less Than High School Education	17%	9%	84	11%	77
Under Age 5	3%	6%	28	5%	30
Over Age 64	26%	17%	83	18%	80

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	10
Air Pollution	14
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	1
Hospitals	0
Places of Worship	1

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 240230002001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	19%	19%	52	20%	46
Heart Disease	7.8	5	95	5.8	87
Asthma	10.9	10.3	74	10.3	70
Cancer	8	6.3	86	6.4	83
Persons with Disabilities	17.5%	12.1%	85	13.7%	76

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	9%	7%	78	12%	61
Wildfire Risk	0%	1%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	17%	10%	80	13%	71
Lack of Health Insurance	11%	6%	87	9%	71
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Blockgroup: 240230002001

Report produced August 26, 2024 using EJScreen Version 2.3

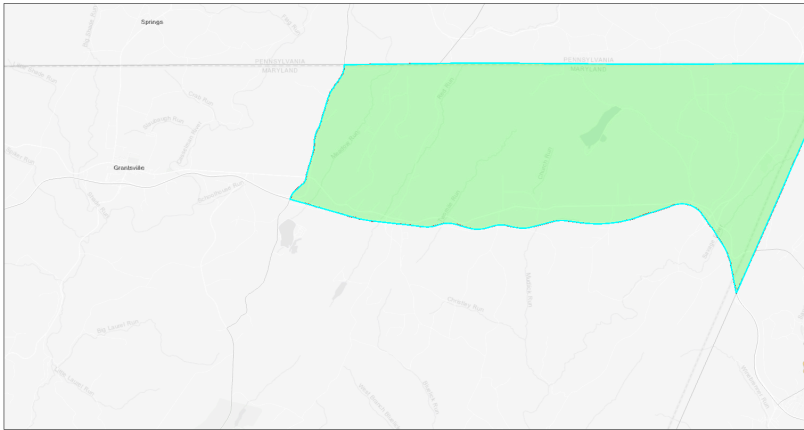


EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Garrett County, MD

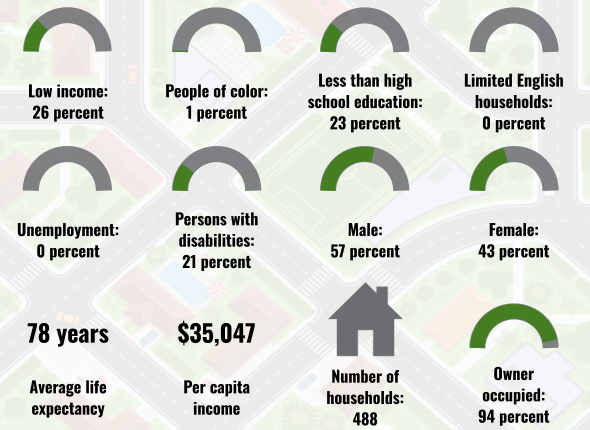
Blockgroup: 240230003001
Population: 1,281
Area in square miles: 22.90



August 26, 2024
Project 1
Demographic Index (National Percentiles)
Less than 50 percentile
80 - 90 percentile

1:72,224
0 0.5 1 2 mi
0 1 2 4 km
Esri, HERE, DeLorme, Mapbox, Swire, UNIS, UAT, Unnamed, etc.

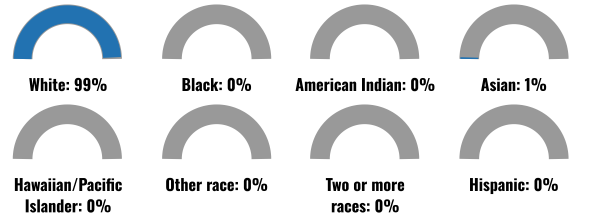
COMMUNITY INFORMATION



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	99%
Spanish	1%
Total Non-English	1%

BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2018-2022. Life expectancy data comes from the Centers for Disease Control.

Report for Blockgroup: 240230003001

Report produced August 26, 2024 using EJScreen Version 2.3

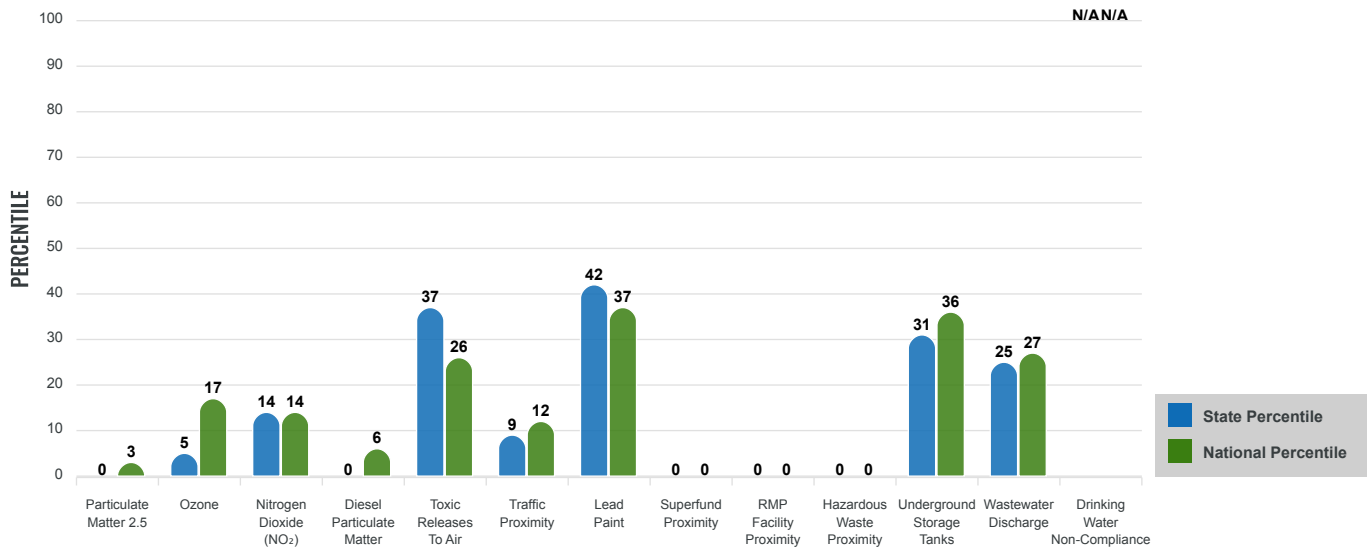
Environmental Justice & Supplemental Indexes

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EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

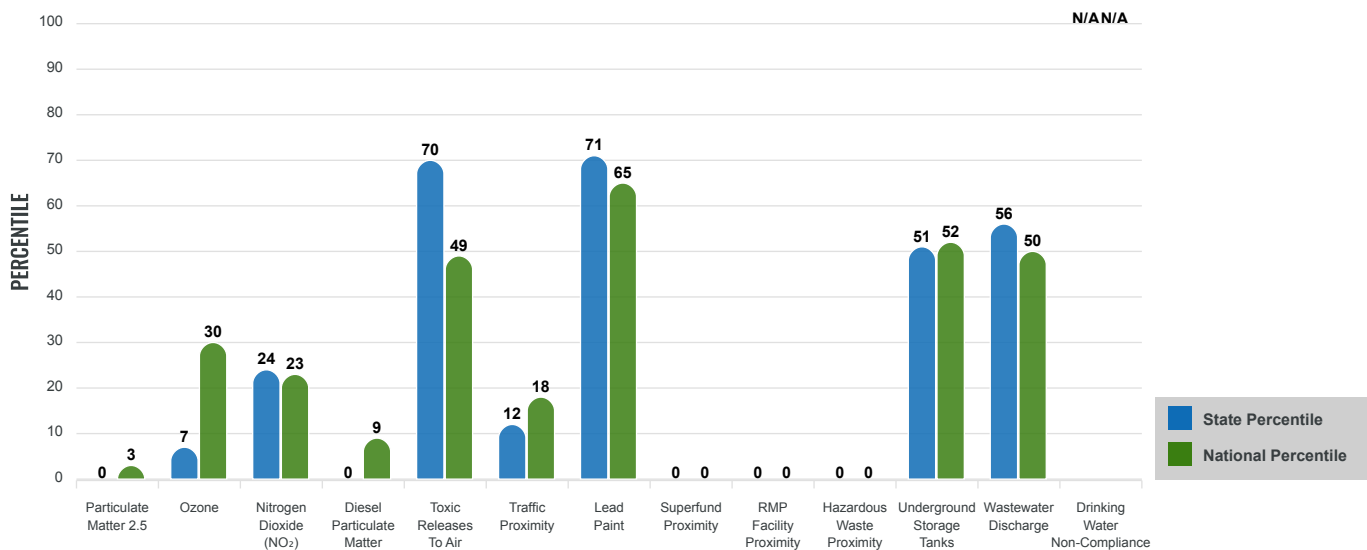
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low income, percent persons with disabilities, percent less than high school education, percent limited English speaking, and percent low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



Report for Blockgroup: 240230003001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
ENVIRONMENTAL BURDEN INDICATORS					
Particulate Matter 2.5 (µg/m ³)	5.54	6.81	0	8.45	2
Ozone (ppb)	54.8	60.3	4	61.8	21
Nitrogen Dioxide (NO ₂) (ppbv)	4.1	7.3	11	7.8	15
Diesel Particulate Matter (µg/m ³)	0.049	0.208	0	0.191	7
Toxic Releases to Air (toxicity-weighted concentration)	230	430	48	4,600	34
Traffic Proximity (daily traffic count/distance to road)	62,000	1,500,000	6	1,700,000	13
Lead Paint (% Pre-1960 Housing)	0.23	0.32	51	0.3	51
Superfund Proximity (site count/km distance)	0	0.28	0	0.39	0
RMP Facility Proximity (facility count/km distance)	0	0.52	0	0.57	0
Hazardous Waste Proximity (facility count/km distance)	0	4.4	0	3.5	0
Underground Storage Tanks (count/km ²)	0.17	1.9	28	3.6	36
Wastewater Discharge (toxicity-weighted concentration/m distance)	8.9	140000	33	700000	35
Drinking Water Non-Compliance (points)	N/A	0.045	N/A	2.2	N/A
SOCIOECONOMIC INDICATORS					
Demographic Index USA	0.61	N/A	N/A	1.34	21
Supplemental Demographic Index USA	1.97	N/A	N/A	1.64	72
Demographic Index State	0.69	1.36	25	N/A	N/A
Supplemental Demographic Index State	1.89	1.33	82	N/A	N/A
People of Color	1%	50%	2	40%	3
Low Income	26%	22%	64	30%	48
Unemployment Rate	0%	5%	0	6%	0
Limited English Speaking Households	0%	3%	0	5%	0
Less Than High School Education	23%	9%	90	11%	85
Under Age 5	4%	6%	43	5%	44
Over Age 64	14%	17%	45	18%	43

*Diesel particulate matter index is from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	2
Air Pollution	3
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	1
Hospitals	0
Places of Worship	2

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	No
Selected location contains an EPA IRA disadvantaged community	No

Report for Blockgroup: 240230003001

Report produced August 26, 2024 using EJScreen Version 2.3

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	20%	19%	65	20%	58
Heart Disease	6.2	5	81	5.8	61
Asthma	10	10.3	51	10.3	43
Cancer	7.1	6.3	68	6.4	65
Persons with Disabilities	21%	12.1%	92	13.7%	87

CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	4%	7%	53	12%	37
Wildfire Risk	0%	1%	0	14%	0

CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	16%	10%	78	13%	69
Lack of Health Insurance	2%	6%	20	9%	11
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access Burden	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Report for Blockgroup: 240230003001

Report produced August 26, 2024 using EJScreen Version 2.3

Location: Blockgroup: 240230002001
 Ring (buffer): 0-mile radius
 Description: Grantsville

Summary of ACS Estimates		2018 - 2022
Population		1,865
Population Density (per sq. mile)		89
People of Color Population		13
% People of Color Population		1%
Households		750
Housing Units		853
Housing Units Built Before 1950		221
Per Capita Income		29,235
Land Area (sq. miles) (Source: SF1)		20.92
% Land Area		100%
Water Area (sq. miles) (Source: SF1)		0.06
% Water Area		0%

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	1,865	100%	330
Population Reporting One Race	1,865	100%	384
White	1,855	99%	330
Black	0	0%	13
American Indian	3	0%	4
Asian	7	0%	11
Pacific Islander	0	0%	13
Some Other Race	0	0%	13
Population Reporting Two or More Races	0	0%	13
Total Hispanic Population	3	0%	6
Total Non-Hispanic Population	1,862		
White Alone	1,852	99%	329
Black Alone	0	0%	13
American Indian Alone	3	0%	4
Non-Hispanic Asian Alone	7	0%	11
Pacific Islander Alone	0	0%	13
Other Race Alone	0	0%	13
Two or More Races Alone	0	0%	13
Population by Sex			
Male	785	42%	154
Female	1,080	58%	234
Population by Age			
Age 0-4	50	3%	43
Age 0-17	348	19%	100
Age 18+	1,517	81%	214
Age 65+	478	26%	120

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2018 - 2022

Location: Blockgroup: 240230002001
 Ring (buffer): 0-mile radius
 Description: Grantsville

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,227	100%	204
Less than 9th Grade	110	9%	65
9th - 12th Grade, No Diploma	102	8%	52
High School Graduate	516	42%	117
Some College, No Degree	207	17%	77
Associate Degree	59	5%	42
Bachelor's Degree or more	233	19%	77
Population Age 5+ Years by Ability to Speak English			
Total	1,815	100%	318
Speak only English	1,620	89%	264
Non-English at Home ¹⁺²⁺³⁺⁴	195	11%	141
¹ Speak English "very well"	147	8%	118
² Speak English "well"	32	2%	57
³ Speak English "not well"	16	1%	44
⁴ Speak English "not at all"	0	0%	45
³⁺⁴ Speak English "less than well"	16	1%	63
²⁺³⁺⁴ Speak English "less than very well"	48	3%	86
Limited English Speaking Households*			
Total	0	0%	26
Speak Spanish	0	0%	13
Speak Other Indo-European Languages	0	0%	13
Speak Asian-Pacific Island Languages	0	0%	13
Speak Other Languages	0	0%	13
Households by Household Income			
Household Income Base	750	100%	121
< \$15,000	146	19%	70
\$15,000 - \$25,000	91	12%	62
\$25,000 - \$50,000	200	27%	71
\$50,000 - \$75,000	86	11%	42
\$75,000 +	227	30%	73
Occupied Housing Units by Tenure			
Total	750	100%	121
Owner Occupied	473	63%	95
Renter Occupied	277	37%	94
Employed Population Age 16+ Years			
Total	1,555	100%	252
In Labor Force	862	55%	161
Civilian Unemployed in Labor Force	6	1%	9
Not In Labor Force	693	45%	152

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: Blockgroup: 240230002001
 Ring (buffer): 0-mile radius
 Description: Grantsville

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	3,892	100%	370
English	3,648	94%	M_ENGLISH
Spanish	2	0%	M_SPANISH
French, Haitian, or Cajun	0	0%	M_FRENCH
German or other West Germanic	214	5%	M_GERMAN
Russian, Polish, or Other Slavic	0	0%	M_RUS_POL_SLAV
Other Indo-European	21	1%	M_OTHER_IE
Korean	7	0%	M_KOREAN
Chinese (including Mandarin, Cantonese)	0	0%	M_CHINESE
Vietnamese	0	0%	M_VIETNAMESE
Tagalog (including Filipino)	0	0%	M_TAGALOG
Other Asian and Pacific Island	0	0%	M_POLISH
Arabic	0	0%	M_ARABIC
Other and Unspecified	0	0%	M_OTHER
Total Non-English	244	6%	M_NON_ENGLISH

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2018 - 2022.
 *Population by Language Spoken at Home is available at the census tract summary level and up.

Location: Blockgroup: 240230003001
 Ring (buffer): 0-mile radius
 Description:

Summary of ACS Estimates		2018 - 2022
Population		1,281
Population Density (per sq. mile)		56
People of Color Population		8
% People of Color Population		1%
Households		488
Housing Units		514
Housing Units Built Before 1950		111
Per Capita Income		35,047
Land Area (sq. miles) (Source: SF1)		22.85
% Land Area		100%
Water Area (sq. miles) (Source: SF1)		0.05
% Water Area		0%

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	1,281	100%	369
Population Reporting One Race	1,281	100%	435
White	1,273	99%	370
Black	0	0%	13
American Indian	0	0%	13
Asian	8	1%	13
Pacific Islander	0	0%	13
Some Other Race	0	0%	13
Population Reporting Two or More Races	0	0%	13
Total Hispanic Population	0	0%	13
Total Non-Hispanic Population	1,281		
White Alone	1,273	99%	370
Black Alone	0	0%	13
American Indian Alone	0	0%	13
Non-Hispanic Asian Alone	8	1%	13
Pacific Islander Alone	0	0%	13
Other Race Alone	0	0%	13
Two or More Races Alone	0	0%	13
Population by Sex			
Male	735	57%	260
Female	546	43%	161
Population by Age			
Age 0-4	53	4%	45
Age 0-17	187	15%	79
Age 18+	1,094	85%	283
Age 65+	183	14%	79

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2018 - 2022

Location: Blockgroup: 240230003001
 Ring (buffer): 0-mile radius
 Description:

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	1,039	100%	322
Less than 9th Grade	5	0%	32
9th - 12th Grade, No Diploma	232	22%	207
High School Graduate	396	38%	107
Some College, No Degree	143	14%	75
Associate Degree	154	15%	102
Bachelor's Degree or more	109	10%	59
Population Age 5+ Years by Ability to Speak English			
Total	1,228	100%	348
Speak only English	1,211	99%	332
Non-English at Home ¹⁺²⁺³⁺⁴	17	1%	43
¹ Speak English "very well"	3	0%	44
² Speak English "well"	12	1%	44
³ Speak English "not well"	2	0%	43
⁴ Speak English "not at all"	0	0%	45
³⁺⁴ Speak English "less than well"	2	0%	62
²⁺³⁺⁴ Speak English "less than very well"	14	1%	77
Limited English Speaking Households*			
Total	0	0%	26
Speak Spanish	0	0%	13
Speak Other Indo-European Languages	0	0%	13
Speak Asian-Pacific Island Languages	0	0%	13
Speak Other Languages	0	0%	13
Households by Household Income			
Household Income Base	488	100%	108
< \$15,000	11	2%	17
\$15,000 - \$25,000	11	2%	21
\$25,000 - \$50,000	100	20%	55
\$50,000 - \$75,000	95	19%	69
\$75,000 +	271	56%	111
Occupied Housing Units by Tenure			
Total	488	100%	108
Owner Occupied	457	94%	108
Renter Occupied	31	6%	31
Employed Population Age 16+ Years			
Total	1,108	100%	335
In Labor Force	571	52%	153
Civilian Unemployed in Labor Force	0	0%	13
Not In Labor Force	537	48%	281

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.



Location: Blockgroup: 240230003001

Ring (buffer): 0-mile radius

Description:

	2018 - 2022 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	2,505	100%	415
English	2,475	99%	M_ENGLISH
Spanish	22	1%	M_SPANISH
French, Haitian, or Cajun	0	0%	M_FRENCH
German or other West Germanic	0	0%	M_GERMAN
Russian, Polish, or Other Slavic	0	0%	M_RUS_POL_SLAV
Other Indo-European	0	0%	M_OTHER_IE
Korean	0	0%	M_KOREAN
Chinese (including Mandarin, Cantonese)	8	0%	M_CHINESE
Vietnamese	0	0%	M_VIETNAMESE
Tagalog (including Filipino)	0	0%	M_TAGALOG
Other Asian and Pacific Island	0	0%	M_POLISH
Arabic	0	0%	M_ARABIC
Other and Unspecified	0	0%	M_OTHER
Total Non-English	30	1%	M_NON_ENGLISH

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2018 - 2022.
 *Population by Language Spoken at Home is available at the census tract summary level and up.

Attachment 2

Memo regarding Meeting with Bishop Paul S. Yoder



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ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

5001 Louise Drive, Suite 201 • Mechanicsburg, PA 17055 • Phone 717-691-1340 • Fax 717-691-3470

Meeting Memorandum
US 219 Meyersdale to Old Salisbury Road

Bishop Paul S. Yoder
349 Shoemaker Hill Road
Salisbury, PA 15558
814-662-4200

Visited Bishop Paul Yoder on Friday July 5, 2024
In attendance were Bishop Paul Yoder
Mike Stone – PennDOT District 9-0
Steve Moore – Stantec
Deb Hoover – KCI Technologies

Steve Moore presented the project to Bishop Yoder, explaining the four project alternatives and noting that Alternative E-Shift Modified is the preferred alternative. Steve also presented the changes at the northern end of the project with Mason Dixon Highway, the Fike Hollow Road extension, removal of Hunsrick Road Bridge and turning Clark Road into a cul de sac on either side. Deb Hoover asked Bishop Yoder if any of those changes would impact the travel patterns of the people in his community. Bishop Yoder responded that he did not have any concerns at this time. He felt the project should remove large trucks from the center of Salisbury, which he felt was a positive.

He said the main roads used by the two communities are Piney Run Road and Greenville Road. Steve explained there may be a short term (15-20-minute) closures on those roads from time to time during construction for safety reasons.

Bishop Yoder said members of the communities utilize these roads on a weekly basis.

Steve Moore left the plans for the project (Map of alternatives and the improvements at the northern end), noting they are preliminary at this point and subject to change as final design activities occur. Steve left his phone number for Bishop Yoder and said to call with any questions.

Deb Hoover offered to add Bishop Yoder to the project mailing list. Deb explained that the project is recommending Alternative E-Shift Modified as the Preferred Alternative but there will be a public hearing for the project in early December at which time the public will be able to provide testimony about the project and voice any concerns or issues they may have with the project.

Bishop Yoder asked about the project schedule. Steve noted that the earliest date for construction will be 2029.