

PENNSYLVANIA DEPARTMENT OF
TRANSPORTATION AND
MARYLAND STATE HIGHWAY ADMINISTRATION

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IN RE: KCI TECHNOLOGIES - DRAFT
ENVIRONMENTAL IMPACT STATEMENT FOR
US 219 IMPROVEMENT PROJECT

PUBLIC HEARING

* * * * *

BEFORE: LINDA PUFFENBARGER

Joseph Davia

Matthew Radcliffe

Steve Moore

HEARING: Thursday, December 12, 2024
5:02 p.m.

LOCATION: Grantsville Volunteer Fire
Company Social Hall
178 Springs Road
Grantsville, MD 21536

WITNESSES: David Moe, George Edwards

Reporter: Haylie Trapp

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A P P E A R A N C E S

ALSO PRESENT:

Mike McKay, Maryland State Senator

Scott Hans

Allen Edris

Alyssa Barkley

Nicole Nasteff

Emily Doban

Amanda Segalito

Daniel Spendek

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P R O C E E D I N G S

MS. PUFFENBARGER:

Thank you for being here tonight. My name is Linda Puffenbarger. I'm the District Engineer for Maryland State Highway Administration's District's 6, which includes Garrett, Allegany and Washington Counties. Several SHA staff are here tonight. In addition to staff from the Pennsylvania Department of Transportation at District 9. PennDOT is leading this project and Maryland is a partner to the effort.

There are several other partners here this evening, including the Federal Highway Administration, the United States Army Corps of Engineers, and the Maryland Department of the Environment. Before we begin the formal presentation, I would like to recognize the public officials that are here with us this evening. Maryland State Senator Mike McKay is here, and

1 Former Maryland State Senator and
2 current Town Council Member of the Town
3 of Greenville, George Edwards.

4 We're here tonight for
5 the Draft Environmental Impact
6 Statement Public Hearing for the US 219
7 project, which proposes to construct
8 eight miles of four-lane limited access
9 roadway on new alignment from the end
10 of the Meyersville Bypass in Somerset
11 County, Pennsylvania, to the newly-
12 constructed portion of US 219 in
13 Garrett County, Maryland. Six miles of
14 the project are in Pennsylvania and two
15 miles are in Maryland.

16 A little over a year ago
17 we had a public meeting for this
18 project where we introduced the four
19 alternatives being retained for
20 detailed study. Tonight is a little
21 bit more of a formal proceeding which
22 is required by Federal Highway
23 Administration Regulations.

24 So this hearing is about
25 the project team formally presenting

1 the Draft Environmental Impact
2 Statement, which details the evaluation
3 and comparison of four build
4 alternatives or alignments and the no-
5 build alternative and to solicit formal
6 testimony on those.

7 Depending on your comfort
8 level, you can provide testimony
9 verbally here. You can also choose to
10 provide formal verbal testimony in a
11 private setting, the back of the room
12 here. The formal public testimony will
13 be here with your fellow attendees.
14 You can also provide testimony by
15 writing your thoughts down and your
16 opinions and sending them to us either
17 via postal mail or email.

18 The goal of this process
19 is to ultimately achieve environmental
20 clearance. Doing so allows us to move
21 into final design where we really
22 refine project plans and we have the
23 opportunity then to start discussing
24 those impacts with individual property
25 owners.

1 A Draft Environmental
2 Impact Statement document, or DEIS, as
3 you'll hear it referred to throughout
4 the evening, has been prepared and made
5 publicly available for interested
6 citizens and groups to review. You can
7 find the DEIS online at the project
8 webpage. There's a QR code in the back
9 at the sign in table. That would take
10 you to the online version, as well as
11 the display boards that you see here at
12 the back of the room this evening.

13 If you prefer, hard
14 copies are available at several
15 locations within our study area. Those
16 locations include five public libraries
17 spread through Maryland and
18 Pennsylvania, at the PennDOT District
19 Office of Hollidaysburg and the SHA
20 District 6 Office in LaVale. You may
21 also view the document at the Federal
22 Highway Administration buildings in
23 either Harrisburg or Baltimore.

24 This project has been in
25 the works for a long time and we're

1 excited to be able to share with you
2 this evening all of the hard work that
3 has gone into creating the current
4 DEIS. We're also excited to get
5 through the next major step of
6 environmental clearance with the
7 project moving into the next phase of
8 design.

9 As I mentioned earlier,
10 there is some formality to this public
11 hearing. Tonight is about hearing your
12 testimony, what you think of the
13 project, whether that's positive or
14 negative, how you think we're doing,
15 what you think we should change. If
16 anyone had questions coming here
17 tonight, hopefully we were able to
18 answer them for you during the open
19 house portion of the meeting.

20 Because tonight's
21 testimony portion is public, we are not
22 able to answer questions. We will
23 begin with a spoken description of the
24 alternatives provided here by the staff
25 and then we will transition into

1 providing your testimony. Formal
2 responses to any questions that are
3 asked will be provided in a written
4 document that will be made available
5 publicly. So all answers to questions
6 will be part of a written document. I
7 appreciate everyone coming tonight and
8 taking time out of your schedule to
9 participate in this process.

10 And at this time, we'll
11 transition. We'll start with remarks
12 from partner agencies before turning it
13 over to Steve Moore, the Consultant
14 Project Manager from Stantec. Steve
15 will provide a detailed overview of the
16 development of the Draft Environmental
17 document and the alternatives.

18 Our first speaker before
19 Steve will be Joe DaVia from the United
20 States Army Corps of Engineers with
21 some opening remarks, and then Matt
22 Radcliffe with the Maryland Department
23 of the Environment. Thank you again
24 for being here and I'll pass it over to
25 Joe.

1 MR. DAVIA:

2 Thank you, Linda. Good
3 afternoon, everybody. My name is
4 Joseph DaVia and I am Chief of Maryland
5 Section Northern of the Regulatory
6 Branch, U.S. Army Corps of Engineers,
7 Baltimore District. On behalf of
8 Colonel Francis Para, the Baltimore
9 District Engineer, I will be serving as
10 the Hearing Officer for the Corps of
11 Engineers Section 404 permit evaluation
12 requirements of tonight's meeting.

13 With me here today from
14 The Corps is Mr. Scott Hans, Chief of
15 the Regulatory Division of the U.S.
16 Army Corps of Engineers, Pittsburgh
17 District. Allen Edris, who's in the
18 back of the room. He's also with
19 Pittsburgh District. He's the point of
20 contact for the permit application.
21 Alyssa Barkley, Chief of the South
22 Branch of the Pittsburgh District
23 Regulatory Division, and Nicole Nasteff
24 of the Corps of Baltimore District
25 sitting here in the front row.

1 We welcome you to this
2 welcome you to this hearing of the
3 Federal Highway Administration Corps,
4 Maryland, Department of the Environment
5 Public Hearing on the State Route 6219
6 Highway Improvement Project for US 219.

7 I would like to thank
8 Pennsylvania Department of
9 Transportation and the Maryland
10 Department for Transportation, State
11 Highway Administration for providing
12 the location and support services to
13 allow us to hold this public hearing in
14 conjunction with the overall National
15 Environmental Policy Act process. And
16 I want to thank you for participating
17 in our core regulatory review process.

18 It is the responsibility
19 of my office to evaluate applications
20 for Department of the Army permits for
21 any proposed work in waters of the
22 United States, including wetlands. The
23 core authority is found in Section 404
24 of the Clean Water Act.

25 Each application received

1 through the regulatory program has a
2 specific and unique issues and impacts
3 that must be considered in relationship
4 to weighing the potential benefits and
5 detriments of the project.

6 Please note that the
7 Corps is neither a proponent nor
8 opponent of any project. The purpose
9 of today's hearing is to inform the
10 public of this project and to allow you
11 the opportunity to provide comments to
12 be considered in the Corps regulatory
13 public interest review process of the
14 proposed work.

15 The Corps and MDE will
16 not be responding to comments at this
17 time. However, if you have specific
18 questions, please speak with a MDOT
19 representative when the formal
20 testimony portion of the hearing
21 concludes.

22 In compliance with the
23 National Environmental Policy Act, the
24 Federal Highway Administration is the
25 lead federal agency for the project in

1 cooperation with the Corps and other
2 cooperating agencies has issued a Draft
3 Environmental Impact Statement for the
4 proposed project.

5 Further, at the
6 conclusion of the process, the Corps
7 will be preparing a statement of
8 findings and render a decision for the
9 project, which your comments will be
10 considered and addressed. Your
11 comments are important in the
12 preparation of this document and in
13 evaluation of the permit application.

14 The decision on whether
15 or not to issue a permit will be based
16 on an evaluation of the probable
17 impacts, including cumulative impacts
18 of the proposed activity on the public
19 interest and compliance with the
20 404(b)(1) guidelines. That decision
21 will reflect a national concern for
22 both protection and utilization of
23 important resources.

24 The benefits which may
25 reasonably be expected to accrue from

1 the proposal will be balanced against
2 the reasonably foreseeable detriments.
3 All factors that may be relevant to the
4 proposal are considered. There's a
5 number of them here, so bear with me.

6 Among these are
7 conservation, economics, aesthetics,
8 general environmental concerns,
9 wetlands, historic properties, fish and
10 wildlife values, flood hazards,
11 floodplain values, land use,
12 navigation, shoreline erosion and
13 accretion, recreation, water supply,
14 conservation, water quality, energy
15 needs, safety, food and fiber
16 production, mineral needs, threatened
17 endangered species, environmental
18 justice, cumulative impacts,
19 consideration of property ownership
20 and, in general, the needs and welfare
21 of the people.

22 Under this action, and
23 based on the current level of design, a
24 placement of fill for the entire
25 project will result in approximately

1 23,195 linear feet of permanent impacts
2 to streams. That's about 18,315 in
3 Pennsylvania and 4,880 in Maryland.
4 And 9.9 acres of wetland impacts. 9.3
5 acres in Pennsylvania, 0.6 acres in
6 Maryland.

7 Compensatory mitigation
8 for these impacts occurring in
9 Pennsylvania will consist of PennDOT
10 purchasing stream and wetland credits
11 from an approved mitigation bank.

12 In Maryland, the State
13 Highway Administration plans to perform
14 permitting responsible mitigation by
15 enhancing and restoring streams and
16 wetlands at one site near Accident in
17 Garrett County, Maryland.

18 The comment period for
19 this project extends to January 13th,
20 2025. Comments received today at this
21 joint hearing on December 11th and
22 throughout the comment period will be
23 considered. The time required to reach
24 a Department of the Army permit
25 decision is dependent upon necessary

1 coordination and concerns with the
2 resource agencies and careful
3 evaluation of all substantive comments
4 and ensuring statutory requirements are
5 met.

6 Again, I thank you for
7 attending this hearing tonight and
8 participating in the regulatory review
9 process. I'll now pass it over to Matt
10 Radcliffe of MDE.

11 MR. RADCLIFFE:

12 Thank you, Joe. Hello,
13 my name is Matt Radcliffe. I'm the
14 Western Region Chief of the Non-Tidal
15 Wetlands Division at the Maryland
16 Department of Environment. I'm
17 representing the Department of Public
18 Informational Hearing, the Maryland
19 portion of the Appalachian Development
20 Highway System quarter end from north
21 of I-68 to Pennsylvania State line and
22 water quality certification request.

23 Attending the hearing
24 with me from the Department are Emily
25 Doban who is the Project Manager for

1 the Non-Tidal Wetlands Division. And
2 joining us first virtually and
3 listening in is Amanda Segalito, Chief
4 of the Non-Tidal Wetlands Division,
5 Bill Seeger, Chief of the Waterway
6 Construction Division and Daniel
7 Spendek (phonetic) Chief of Regulatory
8 and Customer Services. The Department
9 appreciates both your interest and
10 participation in the public comment
11 process.

12 It is the responsibility
13 of the Department to evaluate
14 applications that propose impacts to
15 non-tidal wetlands, the non-tidal
16 wetland buffer and waterways, including
17 the 100-year non-tidal flood plain.
18 The Department's authority is found in
19 subtitle 5 and 9 environmental work.

20 Each application received
21 through our regulatory program has
22 specific and unique issues and impacts
23 that must be considered in relationship
24 to weighing potential benefits and
25 detriments of the project. The

1 Department is neither a proponent or
2 opponent of any project.

3 We're here this evening
4 in the context of the Department to
5 review the Joint Permit Application
6 24 NT 3200/202461407 and Water Quality
7 Certification Request Number 24 WQC
8 0043 for the Appalachian Development
9 Highway System Order which proposes
10 impacts in Maryland to non-tidal
11 wetlands and non-tidal wetlands buffer.

12 The Department is seeking
13 hearing participants for perspectives,
14 views and concerns about the project
15 specifically as they relate to joint
16 permit application and water quality
17 certification request. Public input is
18 not only part of the administrative
19 process of permitting, it's also
20 essential to making well informed and
21 thoughtful decisions.

22 This public information
23 hearing is being conducted in pursuit
24 of Section 5204 of the Environmental
25 Article Code of Maryland Regulations

1 26230202 and 26170413, 2608210. The
2 purpose of this public information
3 hearing is to provide the applicant
4 with an opportunity to present an
5 analysis of impacts that may be
6 associated with the proposed activity.

7 The regulations provide
8 applicants with permits for the
9 Department and any interested persons
10 an opportunity to present facts and
11 update public informational hearing or
12 against granting a permit or
13 certification. It is not necessary to
14 read a statement to make it part of the
15 official record.

16 Written comments will
17 also be accepted and receive the same
18 considerations in the oral statement.
19 In fact, for accuracy, if you have a
20 letter to read into the record, I
21 suggest you also provide us with a copy
22 of the letter. Please note that the
23 formal hearing record will remain open
24 until January 13, 2025. The public
25 informational hearing is for the Non-

1 Tidal Wetlands and Waterways permit
2 Application Number 24 MD 3200202461007
3 and WQC request number 24 WQC 0043
4 submitted by the Maryland Department of
5 Transportation and State Highway
6 Administration.

7 Improvements to US 219 in
8 Maryland and north of I-68 -
9 Pennsylvania ---. The project will
10 permanently impact 19,700 square feet
11 of emergent non-tidal wetlands, 6,348
12 square feet of --- non-tidal wetlands.
13 74,901 square feet, 25 foot non-tidal
14 wetland buffer, 3,469 linear feet of
15 intermittent tributaries Meadow Run and
16 1,433 linear feet --- tributary to
17 Meadow Run.

18 The project is proposed
19 within the watershed of Meadow Run ---
20 Waterway. A portion of the project is
21 also located within the watershed with
22 the Casselman River, a use-three
23 waterway. However, no impacts to state
24 regulated research shortages will occur
25 within that watershed.

1 The project is located
2 east of US 219 and north of I-68 to the
3 Pennsylvania State line in Gary County.
4 Mitigation will be required for all
5 permanent non-tidal wetlands and
6 waterway impacts. The applicant has
7 proposed to satisfy mitigation through
8 an offsite permittee responsible
9 mitigation site. Mitigation may also
10 occur at an approved mitigation Band
11 one becomes available and as determined
12 by the agencies.

13 Please note that when the
14 Department issues its decision on the
15 permit application at the WQC, the
16 accompanying information will be sent
17 to the interested persons list as well
18 as to the Applicant. Additionally, the
19 WQC decision will also be published in
20 the Maryland Register.

21 The Department's decision
22 will be a final agency determination.
23 There will be no further opportunity
24 for administrative review. Any person
25 standing who is either the applicant or

1 participated in the public
2 participation process through the
3 submission of written or oral comments
4 on the Petition for Judicial Review in
5 Circuit Court.

6 Petition for Judicial
7 Review must be filed within 30 days of
8 the publication of the permit decision.
9 Any person who is aggrieved by the
10 Department's WQC decision may appeal to
11 the decision by a filing request with
12 30 days of publication. See decision
13 in accordance with --- 26080210F4.

14 At this time I will turn
15 the proceedings to Steve Moore.

16 MR. MOORE:

17 Thank you, Matt. I'm
18 Steve Moore, the Consultant Project
19 Manager for the project. I'm with
20 Stantec. The remarks I have will cover
21 north of 20 slides and they are very
22 detailed and quite lengthy, so I'll
23 apologize in advance for the level of
24 detail, but with that I'll jump right
25 into it and see how this goes.

1 The purpose of this
2 public hearing are to, one, formally
3 present the Draft Environmental Impact
4 Statement detailing the evaluation and
5 comparison of the four build
6 alternatives and the no-build
7 alternative.

8 Secondly, provide an
9 opportunity for interested individuals,
10 community associations, citizen groups
11 and government agencies to offer spoken
12 or written comments on the Draft
13 Environmental Impact Statement, or
14 DEIS. The Department of the Army
15 Permit Application and for the Maryland
16 Public Hearing tonight, the Maryland
17 Department of the Environment Non-Tidal
18 Wetlands and Waterway Permits
19 Application and Section 401 Water
20 Quality Certification Request.

21 The third purpose of this
22 hearing is to develop a record of
23 public participation in the
24 transportation decision-making process.
25 The Pennsylvania Department of

1 Transportation, PennDOT and the
2 Maryland State Highway Administration,
3 SHA, comply with Title 6 of the Civil
4 Rights Act of 1964 and other related
5 non-discrimination laws, including the
6 Americans with Disabilities Act.

7 PennDOT and SHA ensure that everyone
8 has equal access to all programs and
9 activities receiving federal financial
10 assistance without discrimination based
11 on race, color, national origin, sex,
12 age, religion, English proficiency,
13 disability, or income level.

14 PennDOT and SHA do not
15 discriminate on the basis of disability
16 in admission to, access to or operation
17 of their programs, services, or
18 activities and have established a
19 grievance procedure meeting the
20 requirements of the American with
21 Disabilities Act.

22 If you should require
23 language assistance for limited English
24 proficiency or if you believe PennDOT
25 or SHA are not meeting the expectations

1 of Title 6, you may direct questions,
2 concerns, or file a complaint with
3 either PennDOT's Bureau of Equal
4 Opportunity or SHA's Office of Equal
5 Opportunity.

6 The following slides will
7 provide you information on the results
8 of the DEIS. As previously mentioned,
9 the DEIS details the evaluation and
10 comparison of the four build
11 alternatives and the no-build
12 Alternative. A FHWA preferred
13 alternative is also identified in the
14 DEIS. After we go through these
15 slides, we'll then begin accepting
16 public testimony.

17 The Appalachian
18 Development Highway System and the
19 project location are depicted on the
20 map in this slide. Blue indicates
21 completed projects and red indicates
22 those projects that have not been
23 completed.

24 The purpose of our
25 project is to complete Corridor N of

1 the Appalachian Development Highway
2 System, improve system linkage in the
3 region, provide safe and efficient
4 access for motorists traveling on U.S.
5 219, and provide the transportation
6 infrastructure to support economic
7 opportunities within the Appalachian
8 region.

9 The three identified
10 needs for the project include, one; the
11 existing US 219 roadway network does
12 not provide efficient mobility for
13 trucks. Two; numerous roadway and
14 geometric deficiencies are present
15 along the existing roadway network,
16 which do not meet current design
17 criteria and attribute to slower travel
18 speeds through the corridor.

19 And three; existing US
20 219 does not provide the infrastructure
21 needed to access the surrounding
22 municipalities along with labor and
23 business markets and is a contributing
24 factor in limiting economic
25 opportunities to the Appalachian

1 region.

2 The public and the
3 natural resource agencies have all seen
4 the project purpose and needs before.
5 Both the project purpose and needs have
6 been approved by the Federal Highway
7 Administration.

8 For the DEIS, we
9 evaluated and compared four build
10 alternatives and a no-build
11 alternative. The four-billed
12 alternative extend from the end of
13 Meyersdale Bypass in Somerset County,
14 Pennsylvania shown on the right of this
15 slide in Pennsylvania, to the newly-
16 constructed portion of US 219 in
17 Garrett County, Maryland, on the left-
18 hand portion of the slide. All the
19 slides are oriented in the same
20 fashion.

21 Four build alternatives include DU-
22 Modified, DU-Shift Modified, P-Modified
23 and E-Shift Modified. Color has been
24 assigned to each build alternative in
25 order to identify them as they overlap

1 in many locations.

2 Alternative DU-Modified
3 is orange. DU-Shift Modified is
4 yellow. E-Modified is green and E-
5 Shift Modified is blue. This project
6 has an extensive history with the
7 project being started and stopped a few
8 times. However, each time the project
9 was started, the previous information
10 was reviewed to determine if it is
11 still appropriate for use.

12 Preliminary engineering
13 and work toward a DEIS for this section
14 originally began in 2001 by PennDOT and
15 SHA, but was put on hold in 2007 due to
16 funding constraints. As a result, the
17 DEIS for this section was not issued.

18 During this 2001 through
19 2007 period, 15 alternatives were
20 developed, excluding the no-build for
21 the US 219 Section 50 Project. The
22 2016 Planning and Environmental
23 Linkages Study or PEL, revisited and
24 evaluated the 15 alignments including
25 the no-build on all previous alignments

1 developed during the earlier 2007 NEPA
2 Study.

3 This chart outlines the
4 alternatives that have been developed,
5 analyzed, and eliminated since the
6 initial NEPA Study that started in
7 2001. At the end of this chart, you
8 will see the four-build alternatives
9 and the no-build alternatives that have
10 been retained for detailed study.

11 Although the no-build
12 alternative was eliminated during step
13 one of the PEL Study due to its not
14 meeting the project purpose and need,
15 it must be retained per NEPA Study
16 regulations to provide a baseline for
17 comparison to the build alternatives.
18 The reasons the alternatives were
19 dismissed are contained either in the
20 PEL document, which is an Appendix to
21 the DEIS or the DEIS itself.

22 The proposed US 219
23 roadway will vary between the two
24 illustrations on the slide. Each of
25 the roadway typical sections provide a

1 four lane divided limited access
2 highway with 12-foot travel lanes, 10-
3 foot wide outside shoulders and eight-
4 foot wide median shoulders and a 36-
5 foot median with a post --- I'm sorry,
6 with an eight-foot inside shoulder.

7 The primary differences
8 between the illustrations are a 60-foot
9 median and a 36-foot median with a
10 posted speed limit of 65 mph for this
11 60 foot median section and a 55 mile
12 per hour posted speed limit for the 36-
13 foot median section. Roadway layout
14 with a 60-foot median and a posted
15 speed limit of 65 mph will be utilized
16 in Pennsylvania, with a transition down
17 to a 36-foot median and a 55 mile per
18 hour posted speed limit utilized in
19 Maryland. The location of this
20 transition between these two roadway
21 layouts are displayed in the next
22 slide.

23 The slide depicts the
24 four build alternatives evaluated and
25 compared in the DEIS. Again, DU-

1 Modified is orange. DU-Shift Modified
2 is shown in yellow. E-Modified is
3 Green and E-Shift Modified is shown in
4 blue. As mentioned on the previous
5 slide, the roadway transition zone for
6 the build alternatives are located just
7 north of the Pennsylvania and Maryland
8 State line. You can also see on this
9 map, the location where the posted
10 speed limit changes from 65 miles per
11 hour to 55.

12 The limit of disturbance
13 shown on this map in the gray shading
14 was used for evaluating and comparing
15 the impacts in the DEIS. I would also
16 like to add that this limit of
17 disturbance has changed since our last
18 public meeting. PennDOT and SHA have
19 been working to avoid and/or minimize
20 human, cultural and environmental
21 impacts to the extent possible.

22 Conceptual mitigation
23 plans have been developed for
24 unavoidable impacts that will be
25 refined further for FHWA's selected

1 alternative in the next phase of the
2 project. Mitigation under NEPA is the
3 process of reducing the potential
4 negative environmental impacts from the
5 proposed action by avoiding and
6 minimizing impacts, rectifying impacts,
7 reducing or eliminating the impacts
8 over time, and compensating for the
9 impacts.

10 I also wanted to point
11 out two other features shown on the
12 mapping. The pink areas just north of
13 the state line are Proposed Maintenance
14 Facility location. The team worked
15 with PennDOT's Maintenance Unit to
16 determine the best location for a
17 maintenance facility.

18 Also on the mapping you
19 will see dark blue shapes on the sides
20 of the limited disturbance. These
21 areas are stormwater management basin
22 locations. We designed these basins so
23 that the rainwater is a place to go
24 before slowly infiltrating back into
25 the ground or being released in a

1 controlled fashion to existing
2 waterways.

3 On this slide are the
4 additional improvements being proposed
5 for all build alternatives.
6 Improvement 1 is a new Hunsrick Road
7 extension connecting roadway to be
8 placed on the eastern edge of the
9 existing US 219 embankment. This
10 roadway will connect Hunsrick Road with
11 Fike Hollow Road to give motorists
12 their direct connection to the US 219
13 Meyersdale Interchange area.

14 Improvement two has two
15 facets. One is bisecting and cul de
16 sac-ing (sic) of Clark Road where it
17 meets the new US 219 right-of-way. The
18 other is the elimination of the
19 Hunsrick Road Bridge and the
20 problematic intersection with Mason
21 Dixon Highway identified by the public
22 during previous public meetings.

23 Improvement three
24 resulted from conversations with Summit
25 Township elected officials. When we

1 presented the Hunricks Road extension
2 idea, they expressed concerns over a
3 steep section of Mountain Road. The
4 current plan is to vacate the steep
5 section of Mountain Road and cul de sac
6 each end. A less steep alternative
7 will be provided by the proposed
8 Hunsrick Road extension.

9 Improvements four and
10 five are related. Improvement five
11 shows the elimination of the connection
12 between Mason Dixon Highway and
13 existing US 219 as part of the new US
14 219 construction. As a result of this
15 change, traffic patterns will be
16 altered, increasing traffic volumes on
17 Mason Dixon Highway, between the
18 connection location and the Meyersdale
19 Interchange.

20 This section of Mason
21 Dixon Highway shown in tan will be
22 upgraded to current design standards
23 and ownership will revert to PennDOT.
24 Updating drainage, guiderail
25 improvements and shoulder widening are

1 anticipated. Additionally, a sharp
2 curve in the northern portion of the
3 area will be improved, as well as
4 intersection realignments.

5 The next few Slides we
6 will look at the results of the
7 Environmental Resources Impact Analysis
8 portion of the DEIS. You'll see on the
9 slides, the build alternatives in
10 relation to several different types of
11 resources that we have delineated,
12 mapped and analyzed.

13 There are a lot of
14 resources that are present within the
15 study area and many of them have laws
16 to protect them. Some of those laws
17 are stricter than others. The team has
18 considered all of these resources when
19 laying out the build alternatives and
20 work to avoid and will minimize them
21 where possible. As mentioned, there
22 are lots of laws and a lot of different
23 resources, and because of that, we
24 analyze an abundance of technical data.

25 This first slide shows

1 agricultural resources and tax parcel
2 protection information. There are both
3 federal and state. There are both
4 federal and state laws that regulate
5 farmland and soils. Pennsylvania has
6 pretty strict farmland laws that afford
7 protection to various types of
8 farmland.

9 This slide presents soil
10 information for soil types that are
11 protected and priorities that have some
12 type of tax protection. Alternatives
13 DU-Modified and DU-Shift modified
14 impact 32.92 acres of prime farmland
15 soils, while Alternative E-Modified and
16 E-shift modified impact 19.92 acres.

17 Alternatives DU modified
18 and DU-Shift Modified impact
19 approximately 103 acres of farmland
20 soils of statewide importance, while
21 Alternative E-Modified and E-Shift
22 Modified impact approximately 82 acres.

23 Federal Farmland
24 Protection Policy Act, or FPPA is
25 intended to protect the conversion of

1 farmlands to non Ag(sic) use. The FPPA
2 farmland includes prime farmland soils,
3 unique farmland soils, and additional
4 farmland soils of statewide or local
5 importance. We have some prime
6 farmland soils and soils of statewide
7 importance as presented on this map in
8 Green and Maroon. There's a total of
9 164 acres of FPPA soils in our limited
10 disturbance for all four alternatives.

11 Pennsylvania has two
12 specific farmland protection policies.
13 First one is productive agricultural
14 land and it's defined as any land being
15 used for production for commercial
16 purposes of crops, livestock, and
17 livestock products. The productive
18 agricultural lands within limits of
19 disturbance total approximately 44
20 acres in Pennsylvania.

21 The second is
22 Pennsylvania's prime agricultural land.
23 That is land currently devoted to
24 active agricultural use and has been
25 devoted for the preceding three years

1 and falls into the 15 prioritize
2 categories. Priority one, Preserve
3 Farmland. Priority two, Agricultural
4 Safety Areas or ASAs. Priority three,
5 Farmland Enrolled and Preferential Tax
6 Assessments. Priority four, Farmland
7 Plan for Agricultural use and subject
8 to effective agricultural zoning and
9 Priority 5, farmland classified as
10 unique farmland or capability classes
11 one, two, three or four land.

12 In the project area we
13 have prime ag lands that fall into
14 priorities of three and five. A light
15 brown hatching you see on this map is
16 the priority three lands and totals 42
17 acres. Alternatives DU-Modified and
18 DU-Shift Modified impact 40.28 acres of
19 priority three lands, while Alternative
20 E-Modified and E-Shift Modified impact
21 of 1.94 acres. Light orange hatching
22 is priority 5 lands, which consists of
23 two very small areas and totals
24 approximately two acres in
25 Pennsylvania.

1 All four build
2 alternatives impact 1.72 acres of
3 priority 5 lands. This map shows the
4 13 individual farm operators within the
5 project area. They are numbered 1
6 through 13, and the farm operator names
7 are identified in the top-right legend.
8 They include hay and horses, livestock,
9 sugar maple and crop production.

10 As you can see, the
11 alignments do a good job of threading
12 the needle through the different farm
13 operations, trying to minimize them to
14 the extent possible.

15 In Pennsylvania,
16 Alternatives E-Modified and E-Shift
17 Modified avoids most of the farm
18 property in Pennsylvania. There are
19 about 90 acres of active farmland
20 within the limit of disturbance for all
21 four-build alternatives. Alternatives
22 E-Modified and E-Shift Modified impact
23 six farm operators, while Alternatives
24 DU-Modified and DU-Shift Modified
25 impact nine.

1 Mitigation for farmland
2 impacts would include compliance with
3 the Federal Uniform Relocation
4 Assistance and Real Property
5 Acquisition Act policies and state
6 requirements based on this Act as
7 appropriate, farmland acquired by the
8 project.

9 This map shows the
10 various types of socioeconomic
11 resources and above-ground historic
12 resources. For historic resources, we
13 have mapped and listed Little Meadows
14 and Tomlinson Inn shown in the orange
15 hatching and seven eligible historic
16 resources, which include the Miller
17 Farm, Lowry Farm, Deal Farm, Jacob
18 Gladfelty Barn, Mason Dixon Line
19 Marker, S.J. Miller School at the
20 northern end and the National Road at
21 the southern end.

22 As you can see,
23 Alternatives E-Modified and E-Shift
24 Modified do a good job of avoiding the
25 Deal Farm and Lowry Farm compared to

1 Alternatives DU-Modified and DU-Shift
2 Modified. Alternative E-Modified and
3 E-Shift Modified would have an above-
4 ground historic property Section 106
5 finding of no adverse effect.

6 This means Alternatives
7 E-Modified and E-Shift Modified will
8 not alter the characteristics of
9 historic property and make it eligible
10 for the National Register of Historic
11 Places. This results in no additional
12 mitigation being necessary.

13 Alternatives DU-Modified
14 and DU-Shift Modified would have an
15 above-ground historic properties
16 Section 106 finding of adverse effect.
17 This means they could directly damage,
18 significantly alter or negatively
19 impact the character or setting of the
20 property in a way diminishes its
21 historic significance, such as through
22 demolition, major structural changes,
23 incompatible visual intrusions, or
24 alteration of its surrounding landscape
25 that contributes to its historic value.

1 In this case, the project
2 team needs to find ways to avoid or
3 further minimize potential project
4 effects or to mitigate and resolve the
5 project adverse effect. A programmatic
6 agreement has been drafted to ensure
7 compliance with the Section 106 process
8 for archaeological resources.
9 Additional archaeological studies will
10 be completed once a selected
11 alternative has been identified and the
12 project enters into final design.

13 There is also a de
14 minimis or negligible impact to a
15 Section 4F resource on this project.
16 Section 4F resource is any publicly-
17 owned land from a park, recreation
18 area, or wildlife and waterfowl refuge
19 or any land from a historic site of
20 national, state or local significance.
21 Section 4F considers an impact of use
22 when you need to use a portion of the
23 property for the project.

24 There are three potential
25 Section 4F properties associated with

1 the project. The Lowry Farm, the Deal
2 Farm would have required an individual
3 section 4F document. The project team
4 had to look at ways to try to avoid
5 these properties. This was by studying
6 Alternatives E-Modified and E-Shift
7 Modified; those two alternatives avoid
8 these properties.

9 However, there is one
10 property that would be impacted by all
11 four alternatives. It is the Miller
12 Farm and result in a de minimis use
13 because the project impacts a sliver of
14 the property. A de minimis use form
15 was completed and signed by all
16 necessary parties. The team will look
17 to further reduce this impact in final
18 design.

19 In regard to
20 socioeconomic resources, most of the
21 community resources are located outside
22 of the build alternatives in the town
23 of Salisbury and Boynton and are not
24 expected to be impacted by the project.

25 At the last public

1 meeting we mentioned, the Pennsylvania
2 State Game Land 231 in Pennsylvania was
3 impacted by all four alternatives.
4 During the detailed alternatives phase,
5 the project team modified to build
6 alternatives avoid the state game land
7 by constructing a 300-foot long
8 retaining wall approximately three and-
9 a-half feet in height along the east
10 side of northbound US 219. Further
11 refinements to the retaining wall and
12 limits of disturbance are possible
13 through final design.

14 The results of our
15 terrestrial land identification are
16 shown on the slide. The project area is
17 dominated by forest land and managed
18 agricultural fields. In Pennsylvania,
19 the most dominant land use types within
20 limited disturbance are deciduous and
21 mixed-use forest land. In Maryland,
22 the most dominant land types are
23 deciduous forest and managed
24 agricultural fields.

25 The Fike Method for

1 identifying terrestrial and palustrine
2 plant communities was used in
3 Pennsylvania. The project site is
4 located within the Western Allegheny
5 Mountains region. The most dominant
6 Fike habitat type is Red Maple
7 Terrestrial Forest, followed by Dry Oak
8 - Mixed Hardwood Forest and then Red
9 Oak - Mixed Hardwood Forest.

10 In Maryland, there are
11 specimen trees and champion trees. A
12 total of 31 trees of specimen size were
13 found within the study area during
14 field reconnaissance. None of these
15 trees are considered champion trees or
16 within 75 percent of the state champion
17 tree for a given species. A total of
18 six different species were identified
19 and the largest tree found was a sugar
20 maple with a 48-inch DPH measurement.

21 The largest land use
22 impact by the project is forest land.
23 All build alternatives would have
24 similar forest land impacts depending
25 on the final design, the alternative

1 DU-Modified Alternative would impact
2 431.4 total acres of forest land,
3 Alternative DU-Shift Modified would
4 impact 430 acres. Alternative E-
5 Modified would impact 389.7 acres and
6 Alternative E-Shift Modified would
7 impact 388.8 acres of forest land.

8 The second largest land
9 use across the project area is
10 farmland. The alternatives DU-Modified
11 and DU-Shift Modified would impact
12 approximately 54.5 acres, while
13 alternative E-Modified would impact
14 37.8 acres, and Alternative E-Shift
15 Modified would impact 38 acres.

16 Coordination of
17 mitigation is ongoing with PennDOT, SHA
18 and the respective agencies. These
19 mitigation efforts included include but
20 are not limited to, following approved
21 erosion, sedimentation, pollution and
22 control plans, which include native
23 seed mixes and plantings. In addition,
24 in Maryland, reinforced station plans
25 will be coordinated by SHA's Landscape

1 Operations Division and Maryland DNR
2 Reforestation site review form will be
3 prepared during final design.

4 This map shows the
5 results of the wetland stream location
6 work. Field investigations were
7 performed from Spring 2022 to spring
8 2023. I know these features are hard
9 to see due to the scale of the mapping,
10 but we wanted to keep the mapping
11 consistent with all the resources for
12 clarity between the different
13 resources.

14 The team located 102
15 wetland systems, 53 perennial streams,
16 and 29 intermittent streams. The study
17 area includes perennial and
18 intermittent waterways within the
19 larger Youghiogheny watershed.
20 Perennial streams typically have water
21 flowing in the year round, while
22 intermittent streams flow during
23 certain times of the year only. These
24 streams primarily drain forest and
25 agricultural land.

1 One stream within the
2 project area, Piney Creek, is
3 classified as a wild trout and stock
4 trout stream in Pennsylvania. Wild
5 fingerling trout were identified in
6 Meadow Run during a Pennsylvania Fish
7 and Boat Commission field survey in
8 2023. Therefore, Meadow Run is also
9 being considered a wild trout water for
10 the purposes of this project.

11 Streams within the
12 project corridor in Maryland do not
13 support trout. Alternatives E-Modified
14 and E-Shift Modified had the least
15 waterway impacts with a total of 23,192
16 linear feet. They also impact less
17 wild trout and trout-stocked streams
18 compared to alternatives DU-Modified
19 and DU-Shift Modified.

20 As the project progresses
21 into final design, the team will
22 endeavor to avoid and minimize stream
23 impacts to the maximum extent
24 practical. In addition, permanent
25 impacts totals would likely decrease as

1 the detailed design may enable
2 reclassification of some of the impacts
3 from permanent to temporary,

4 There is approximately 98
5 acres of existing wetlands in the
6 project area. Overall, Alternatives E-
7 Shift Modified has the fewest impacts
8 to wetlands with 9.94 acres being
9 impacted. Alternative E-Modified is
10 not far behind with 10.07 acres
11 impacted.

12 At this point in the
13 design process, the limit of
14 disturbance is conservative to allow
15 for flexibility as the project design
16 continues to progress. We expect that
17 the limit of disturbance will become
18 smaller and permanent impact totals
19 will likely decrease once final impact
20 numbers are determined, PennDOT would
21 complete a functional assessment of
22 impacted wetlands in Pennsylvania prior
23 to applying for Pennsylvania Department
24 of Environmental Protection Waterway
25 Obstruction and Encroachment Permit.

1 Compensatory mitigation
2 is required for unavoidable permanent
3 impacts to wetlands and would be state
4 specific. In Pennsylvania, PennDOT
5 intends to purchase credits from an
6 approved private wetland and stream
7 mitigation bank. Maryland does not
8 have a private wetland mitigation bank
9 that can service the impacts related to
10 the project. SHA will develop a
11 permittee responsible mitigation plan
12 to provide compensatory mitigation.
13 Specific mitigation will be detailed in
14 the FEIS.

15 This slide presents the
16 impact calculations for the four build
17 alternatives using the limit of
18 disturbance. Remember, this also takes
19 into account stormwater management
20 areas and the maintenance facilities
21 and side road improvements in the
22 northern portion of the study area.

23 The goal of the project
24 as it moves into final design is to
25 reduce the limit of disturbance which

1 would further reduce impacts. The
2 cells highlighted in green represent
3 the lowest impact per category by build
4 alternative. Based on the evaluation
5 and comparison of the build
6 alternatives, potential impacts, and
7 public and agency input, Alternative E-
8 Shift Modified has been identified as
9 the FHWA preferred alternative.

10 Alternative E-Shift
11 Modified is the environmentally
12 preferable alternative and most
13 publicly-desirable alternative.
14 Alternative E-Shift Modified offers
15 several advantages over the other field
16 alternatives and make it the preferred
17 alternative for the project. These
18 include the fewest number of property
19 impacts, fewest impacted noise
20 receptors, least wetland impacts, and
21 least forest land impacts.

22 Equivalent to Alternative
23 E-Modified, E-Shift Modified has the
24 least impact to prime farmland soils,
25 productive farms, historic structures,

1 maple sugar production, forest, one
2 percent annual chance floodplains,
3 hybrid streams, as well as indirect
4 accumulative effects.

5 Although Alternative E-Modified
6 has very similar impacts to Alternative
7 E-Shift Modified and only a difference
8 of 2.2 acres of preliminary disturbance
9 is closer to homes along Old Salisbury
10 Road in Maryland. Therefore is
11 anticipated to result in greater
12 residential noise impacts to the Old
13 Salisbury Road community, including
14 impacts to four additional noise
15 receptors compared to the E-Shift
16 Modified Alternatives.

17 Alternative DU-Modified
18 and DU-Shift Modified are also
19 preferred alternatives because they
20 have greater impacts on the following
21 resources. Socioeconomic, potential
22 hazardous waste, forest land, farm
23 land, FEMA 100-year flood zones,
24 proposed --- bat hibernacula wetlands
25 and streams.

1 These alternatives are
2 also longer in length; have a larger
3 limit of disturbance and cost over,
4 approximately, \$100,000,000 more in
5 construction.

6 Shown on this slide is
7 the project schedule. The project
8 schedule is summarized in four phases;
9 environmental clearance, preliminary
10 engineering, final design and
11 construction. All phases are fully
12 funded with the exception of
13 construction.

14 We are currently on the
15 fifth line of the environmental
16 clearance phase, holding a public
17 hearings for the project. We are
18 anticipating a third public meeting in
19 the Spring of 2025 where we hope to be
20 able to present the selected
21 alternative and environmental
22 mitigation.

23 We are anticipating
24 completing the final EIS and receiving
25 a Record of decision in the Summer of

1 2025, which is the next step in the
2 environmental documentation process.
3 Combined FEIS and record of decision,
4 which will include any refinements of
5 the data presented in the DEIS.

6 In addition, the FEIS ROD
7 will provide responses to all
8 substantive comments received during
9 the DEIS public comment period. And
10 finally, as you can see, if all goes as
11 planned, preliminary engineering is to
12 be completed in 2025.

13 Final design is
14 anticipated to take place from 2025 to
15 2028, with construction commencing in
16 2029 and ending in 2031. Any formal
17 discussions regarding property
18 acquisition can begin once the project
19 is in final design.

20 We do have a
21 representative from SHA Right-of-Way
22 unit here with us this evening to
23 answer any general right-of-way
24 questions. David, could you raise your
25 hand, please? Thank you.

1 If you did not get a
2 chance to speak with him during the
3 open house earlier this evening, he'll
4 be available for general questions
5 after the formal portion of the
6 hearing. Also, we will have
7 information at the Spring of 2025
8 meeting on the right-of-way plan
9 process and how that will take place.

10 As mentioned earlier, the
11 Notice this Public Hearing and
12 availability of the DEIS was sent to
13 federal, state, and local agencies, and
14 local municipalities, local community
15 facilities and state and local
16 representatives. The project website
17 was updated to include the Notice, the
18 DEIS document and instructions for
19 testimony, and a fillable comment form.
20 Flyers were sent to properties within
21 the project area during the week of
22 November 4th.

23 I will now review the
24 formal hearing rules and procedures.
25 There are several options for providing

1 testimony, which will be included in
2 the public record. They are one;
3 public in-person verbal testimony.
4 Two; public virtual verbal testimony.
5 Three; private in-person verbal
6 testimony, and four; written testimony.

7 Please note this is not a
8 question and answer session, so there
9 will be so there will not be any
10 responses if you have questions. You
11 get five minutes to give your public
12 testimony. If you wish to provide
13 testimony, it'll become part of the
14 public hearing record, and PennDOT,
15 SHA, FHWA, Army Corps of Engineers and
16 MDE will review and consider your
17 testimony.

18 You are encouraged to
19 provide comments on the alternative you
20 support or oppose and your reasons.
21 Testimony should be limited to the
22 public hearing aspects and statements
23 or opinions about the US 219 Project.

24 So with that, please note
25 that there's a stenographer taking

1 notes of tonight's hearing. Testimony
2 provided at this --- this evening, will
3 be formally documented in the hearing
4 transcript. This transcript, along
5 with other testimony received by
6 January 13, 2025, will become part of
7 the official record.

8 All this information will
9 be reviewed and considered by PennDOT
10 and SHA and provided to the Federal
11 Highway Administration for their review
12 and consideration for issuing the
13 decision document for this project.

14 After I explain the
15 procedures to be followed for the
16 public providing public testimony,
17 those who have registered to testify
18 will be called upon to provide their
19 comments on the DEIS. Speakers will be
20 called to the microphone in the order
21 you signed up. If you have not signed
22 up to provide public testimony, please
23 do so now at the registration table at
24 the entrance to the hall.

25 When you come to the

1 microphone, we ask that you please
2 state and spell your name, address,
3 and, if applicable, the group,
4 organization or business you are
5 representing at the beginning of your
6 testimony period.

7 Your testimony will be
8 limited, again, to five minutes to
9 allow everyone an opportunity to speak.
10 Written testimony may be submitted to
11 supplement your oral testimony. If you
12 feel your testimony could exceed five
13 minutes, please summarize your
14 testimony and provide a full written
15 version to the hearing official to be
16 included in the hearing record.

17 A timer will be started
18 at the beginning of each person's oral
19 testimony. When you reach the final
20 minute, you'll be notified by Leanne.
21 Leanne has a sign that will let you
22 know when you have one minute
23 remaining. At the conclusion of your
24 five minutes, you'll be notified
25 verbally that your testimony time has

1 expired.

2 Please note that there
3 will be no cross examination or
4 questioning of individuals testifying
5 at this hearing. Rather, the
6 procedures will allow individuals to
7 testify directly, setting forth for the
8 record their testimony on the DEIS.

9 Again, there will be no
10 responses to questions raised during
11 the oral testimony given at tonight's
12 hearing. Please be courteous and
13 refrain from commenting during the
14 testimony of others whether you agree
15 or disagree with a person's testimony.
16 We're asking for your testimony so that
17 you can address any issues that have
18 not been already addressed.

19 All testimony received
20 during the official public comment
21 period will be compiled in a public
22 hearing summary and will be provided to
23 the Federal Highway Administration for
24 inclusion and consideration in the
25 decision document for this project.

1 If you're giving verbal
2 testimony, please add your name and
3 phone number into the Q and A Section.
4 When it is your turn, you will receive
5 a phone call from a 443 number. Please
6 answer. You will be automatically
7 muted. Please press star six to speak.
8 Please state and spell your name.
9 Provide your organization or group and
10 mailing address as well.

11 Public verbal testimony
12 will continue until everyone interested
13 in providing testimony has had the
14 opportunity or the public hearing ends
15 at 8:00 p.m., whichever comes first.

16 Those of you who prefer
17 to provide testimony in a private
18 setting may do so in the private
19 testimony area, which is in a room to
20 the right, just as you walk in the
21 doors. Private in-person verbal
22 testimony will be available in seven-
23 minute time slots from 6:10 to 8:02
24 p.m. If you have not already, please
25 sign up for a private in-person

1 testimony time slot at the registration
2 table if you prefer to do that.

3 We have a stenographer
4 there as well, and please be sure to
5 provide this stenographer with your
6 name, address and if applicable, group,
7 organization or business you are
8 representing.

9 Finally, if you wish to
10 comment, but do not want to provide
11 public or private testimony, you may
12 submit written comments. There are
13 three ways to submit written comments.
14 First is to submit a comment form here
15 tonight by dropping in the comment form
16 box, located in comment tables to my
17 right. Make comment using the written
18 testimony form located at the comment
19 tables or use your own stationery.
20 Please be sure to include your name,
21 address and if applicable, the group
22 organization of business you're
23 representing.

24 The two other options are
25 mailing or emailing your comments. You

1 may prefer these options if you would
2 like additional time to organize your
3 thoughts to prepare your testimony.
4 Self-addressed postage-paid envelopes
5 are available at the registration table
6 for your convenience. A mailed written
7 statement must be postmarked by 5:00
8 p.m. on January 13, 2025 to be included
9 in the public hearing record, and all
10 emails must be received by 5:00 p.m. on
11 the same date.

12 There's also an online
13 comment form that you can use if you
14 would prefer to type your testimony
15 instead of in a written format. This
16 form can be found on the Project
17 website.

18 In summary, testimony can
19 be provided in several forms including
20 publicly or privately at this hearing,
21 transcribed by the by the stenographer,
22 and written and/or typed using a blank
23 testimony form located at the comments
24 table or on the project website. Web
25 address can be found on the handout you

1 receive when signing in. There is also
2 a QR code you can scan on your phone
3 that will take you to the same website.

4 Written testimony can be
5 mailed to KCI Technologies as noted in
6 the comment forms located at the
7 comment tables. To reiterate, the
8 public comment period for the project
9 is open until January 13, 2025.

10 Thank you for your time
11 and we'll now begin the public
12 testimony portion of the hearing and
13 I'll pass it off to Linda.

14 MS. PUFFENBARGER:

15 We'll begin with the
16 public testimony portion of the
17 hearing. We will call up --- testimony
18 from Mr. David Moe.

19 MR. MOE:

20 Hello, my name is David
21 Moe and I reside at [REDACTED]
22 [REDACTED] I rise in
23 support of this project and applaud the
24 agencies involved for their detailed
25 work with their consultants and

1 subcontractors. Thank you.

2 I support the E-shift
3 modified version as delineated in the
4 handout. I would like --- I'm not a
5 civil engineer. I have no objections.
6 I'd just like to point out to all the
7 agencies involved that this project was
8 part of the Appalachian Development
9 System that was developed in the early
10 1960s under President John F. Kennedy
11 and became law under Lyndon B. Johnson.

12 Though it's been more
13 than 50 years in time that we have
14 waited for this particular project to
15 be developed by both state agencies and
16 I thank both of them for that. And
17 it's also dependent on the chief
18 administrative officer of each
19 respective state to confirm the
20 recommendations of their respective
21 transportation agencies. I thank those
22 involved in that also.

23 We are --- I know that
24 there's still a slight deficiency in
25 funding for the construction of this

1 project and there have been people
2 within in this room working on that
3 with the federal --- congress, the
4 state agents. I want to thank them
5 also for that.

6 So I would implore the
7 agencies involved to please approve the
8 Draft EIS into the final so we can
9 finally get the construction on this
10 project after more than 50 years of
11 waiting. Thank you.

12 MS. PUFFENBARGER:

13 Thank you, Mr. Moe. Our
14 next speaker who signed up is George
15 Edwards.

16 MR. EDWARDS:

17 I'm George Edwards.

18 Address; [REDACTED]
19 here in Grantsville. Been a
20 Grantsville resident all my life,
21 former senator, and I'm sure the state
22 people might be glad I'm not there now
23 because I'll be on them all the time
24 about this particular project and a lot
25 of other things. Phone number [REDACTED]

1 [REDACTED]
2 I've been involved in
3 this for quite some time. Good to see
4 we're still making forward movement. I
5 want to thank both states and engineers
6 who talk to people who've listened to
7 their comments and made changes based
8 on their comments.

9 When people approached
10 me, I turned them over to the state,
11 talked to them, worked out the issues
12 as best they could, then you can only
13 do so much. This is very important to
14 this part of the state. We talked
15 about the importance of all these other
16 things. This is important to Garrett
17 County. Not just Garrett County, it
18 comes into Garrett county, but Allegany
19 County supports it also because it's
20 close to the border. Big benefit to
21 Somerset County.

22 You know, the Appalachian
23 Regional Road System was put in place
24 to help poor parts of the country out.
25 This road, particularly in Maryland, is

1 going to help two of the four poorest
2 counties out in this state, which are
3 Garrett and Allegany County. We have a
4 lot of good things being looked at. We
5 got to have transportation, got a good
6 network to improve your economic
7 development. We're working on that.
8 Things are going pretty good, hopefully
9 to be done better.

10 It's my understanding,
11 and I can stand here and be corrected
12 if I'm wrong, but I know you can't
13 answer any questions, but I understand
14 that two or three years ago we got 70-
15 some million dollars from the state or
16 from the Fed's, state for this. And
17 this is the only road in the state it
18 can be spent on.

19 So hopefully it's locked
20 in a box down there that someone can't
21 take it because they'd have to change
22 federal law as I understand it. Take
23 that money and put it somewhere else or
24 give it back to the feds. In Maryland,
25 we don't want to do that. So we're

1 basically ready to go in Maryland when
2 we get all this done. I know
3 Pennsylvania is working hard to get
4 construction funding. Once we get to
5 that point, I would say that 90 percent
6 of people here support this to be done.

7 I can tell you that the
8 Mayor and Council of Grantsville, I'm
9 on the Council there, we're in
10 unanimous support of this project.
11 County commissioners are unanimous for
12 the project, as is Allegany County
13 Commission and I know our local
14 delegation for the state is in support
15 of it. You got a lot of support from
16 local elected officials and the
17 community as a whole.

18 So we look forward to
19 keeping on this schedule and cutting
20 the ribbon even by 2030 or '31. I
21 forget the number that was up there.
22 Hopefully we're all still around to do
23 that, to be able to cut that ribbon.
24 So thank you for all your hard work.
25 Keep moving forward. Don't let this

1 get back on the back burner. Let's
2 keep it on the front burner. Thank
3 you.

4 MS. PUFFENBARGER:

5 Thank you, Mr. Edwards.
6 We appreciate your comments as well.

7 This is the end of our
8 list of participants who have signed up
9 to give public testimony. So at this
10 time we will open it up if anyone else
11 wants to give public testimony, you can
12 come up to do so. Otherwise, that will
13 conclude our public testimony.

14 We appreciate everyone
15 for participating in the public
16 hearings. Your comments will help
17 shape the selected alternative and the
18 Environmental Impact Statement. As a
19 reminder, please submit your comments
20 on the DEIS no later than 5:00 p.m. on
21 the January 13 deadline. You can
22 submit your comments tonight or via
23 email or postal mail.

24 A mailed written
25 statement must be postmarked --- I

1 apologize, that's a repeat. And thank
2 you again for participating. We look
3 forward to hearing from everyone who
4 has further interests in the project.

5 (APPLAUSE)

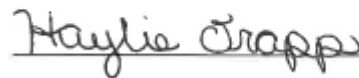
6 * * * * *

7 MEETING CONCLUDED AT 6:08 P.M.

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CERTIFICATE

I hereby certify, as the stenographic reporter, that the foregoing proceedings were taken stenographically by me, and thereafter reduced to typewriting by me or under my direction; and that this transcript is a true and accurate record to the best of my ability. Dated the 30th day of December, 2024.

A handwritten signature in cursive script, reading "Haylie Trapp", is written over a horizontal line.

Haylie Trapp,

Court Reporter