

PENNSYLVANIA DEPARTMENT OF  
TRANSPORTATION AND  
MARYLAND STATE HIGHWAY ADMINISTRATION

\* \* \* \* \*

IN RE: KCI TECHNOLOGIES - US 219  
IMPROVEMENT PROJECT -  
1531 MOUNTAIN ROAD

PUBLIC MEETING

\* \* \* \* \*

BEFORE: VINCE GREENLAND

Scott Hans

Steve Moore

HEARING: Wednesday, December 11,  
2024

5:00 p.m.

LOCATION: Salisbury Volunteer

Fire Company

385 Ord Street

Salisbury, PA 15558

SPEAKER: Commissioner Brian Fochtman,  
Martha Albright

Reporter: Corey Riner

Any reproduction of this transcript  
is prohibited without authorization  
by the certifying agency.

## A P P E A R A N C E S

ALSO PRESENT:

Irv H. Kimmel, Jr.

Pamela A. Tokar-Ickes

Deb Hoover

Leanne Doran

Tom Chernisky

Herb Hilliard

## I N D E X

## OPENING REMARKS

By Mr. Greenland 5 - 11

## COMMENTS

By Mr. Hans 11 - 17

By Mr. Moore 17 - 61

## PUBLIC COMMENT

By Mr. Fochtman 61 - 66

By Ms. Albright 67

## CLOSING REMARKS

By Mr. Moore 68

CERTIFICATE 69

## E X H I B I T S

<u>Number</u>	<u>Description</u>	<u>Page</u> <u>Offered</u>
--	Brian Fochtman	
	Written Testimony	--

## P R O C E E D I N G S

-----

MR. GREENLAND:

US 219 Transportation  
Improvement Project Public Hearing My  
name is Vince Greenland. I'm the  
District Executive for PennDOT District  
9, which oversees transportation  
services in our region, including  
Somerset County.

Although PennDOT is  
considered the lead agency on this  
important transportation project, it is  
a collaborative effort that includes  
numerous federal and state agencies,  
including the Federal Highway  
Administration, United States Army  
Corps of Engineers, the Pennsylvania  
Department of Environmental Protection,  
and the Maryland Department of the  
Environment. Our partner on this  
project, the Maryland State Highway  
Administration, will be conducting a  
similar hearing tomorrow night in  
Grantsville, Maryland.

1                   Before we begin the  
2                   formal presentation, I would like to  
3                   recognize several public officials that  
4                   are with us this evening. First,  
5                   Somerset County Commissioners Mr.  
6                   Brian Fochtman, Mr. Irv Kimmel, Jr.,  
7                   Ms. Pamela Tokar-Ickes, and also from  
8                   Cambria County, Cambria County  
9                   Commissioner Tom Chernisky, and from  
10                  Elk Lick, Elk Lick Township Supervisor,  
11                  Herb Hilliard.

12                   Did I miss any township  
13                  or public officials?

14                   We're here tonight for  
15                  the Draft Environmental Impact  
16                  Statement Public Hearing for the US 219  
17                  Project which includes the proposed  
18                  construction of an eight mile, four  
19                  lane limited access facility on new  
20                  alignment from the end of the  
21                  Meyersdale Bypass in Somerset County,  
22                  Pennsylvania to the existing four-lane  
23                  portion of the US 219 that was recently  
24                  completed in Garrett County, Maryland.

25                   Six miles of this project

1 is in Pennsylvania and two miles is in  
2 Maryland. We conducted a public  
3 meeting for this project last year  
4 where we introduced the four  
5 alternatives being retained for  
6 detailed study. This hearing is a more  
7 formal proceeding which is required  
8 based on regulations from the Federal  
9 Highway Administration.

10 Tonight, our project team  
11 will formally present the Draft  
12 Environmental Impact Statement  
13 detailing the evaluation and comparison  
14 of the four build alternatives and the  
15 no-build alternative, as well as  
16 solicit formal testimony from the  
17 public.

18 Depending on your comfort  
19 level, you will be afforded the  
20 opportunity to provide testimony in  
21 front of the audience tonight or  
22 privately with a stenographer. You  
23 also may provide written testimony  
24 regarding your thoughts and opinions  
25 and share them with the project team

1 via postal mail or email.

2 The goal of this hearing  
3 is to present the project to the public  
4 and gather input to assess its impact  
5 on the environment. The process  
6 requires the project to receive an  
7 environmental clearance, which will  
8 allow the project to advance to final  
9 design where the design will be refined  
10 to secure final permitting and begin  
11 discussions with impacted property  
12 owners.

13 A Draft Environmental  
14 Impact Statement Document, or DEIS, has  
15 been prepared and is publicly available  
16 for interested citizens and groups to  
17 review. You can find the DEIS online  
18 at the Project webpage. The QR code  
19 available at the sign-in desk provides  
20 a direct link to the online version of  
21 both the Report and the display boards  
22 of the project that you saw earlier  
23 during the open house session.

24 If you prefer, hard  
25 copies of the DEIS are also available



1 at several locations within our study  
2 area. These locations include five  
3 libraries in both Pennsylvania and  
4 Maryland, PennDOT's District 9 office  
5 in Hollidaysburg, and Maryland's SHA's  
6 District 6 Office in LaVale, Maryland.

7 You also can view it at the Federal  
8 Highway Administration buildings in  
9 both Harrisburg and Baltimore.

10 This project has been  
11 ongoing for several years and we are  
12 extremely excited to reach a major  
13 milestone tonight with the presentation  
14 of the DEIS. This should be considered  
15 a significant step and is essential for  
16 the project to advance the final  
17 design.

18 Tonight really is about  
19 hearing from you what you think of the  
20 project, either positive or negative,  
21 how you think we are doing and what you  
22 think we should change. If anybody has  
23 had questions coming into tonight's  
24 meeting, hopefully we were able to  
25 answer them during the open house

1       portion of the meeting.

2               However, as I mentioned  
3       earlier, tonight's hearing is a more  
4       formal setting. Therefore, we will not  
5       be able to answer questions during the  
6       testimony portion of the hearing. We  
7       will begin with a spoken description of  
8       the alternatives and analysis and then  
9       transition into you providing  
10      testimony. Formal responses will be  
11      provided by the project team and a  
12      written document will be made available  
13      to everyone.

14              I appreciate everyone  
15      coming and taking time out of your  
16      schedule to participate in this  
17      important step of the process. At this  
18      time, I will now introduce Scott Hans  
19      from the United States Army Corps of  
20      Engineers, who will be providing some  
21      opening remarks. After his opening  
22      remarks, Steve Moore, the Consultant  
23      Project Manager from Stantec, will  
24      provide a detailed overview of the  
25      environmental document and

1       alternatives.

2                       Thank you.    And I'll now  
3       pass it over to Scott.

4                       MR. HANS:

5                       Okay.

6                       Good evening, ladies and  
7       gentlemen.   My name is Scott Hans.   I'm  
8       the Chief of the Regulatory Division of  
9       the U.S. Army Corps of Engineers,  
10      Pittsburgh District.   On behalf of  
11      Colonel Nicholas Malign, the District  
12      Engineer for Pittsburgh District, I  
13      will be serving as a hearing officer  
14      for the Corps of Engineers Section 404,  
15      Permit Evaluation requirement of  
16      tonight's hearing.

17                      With me today from the  
18      Corps of Engineers is Joseph DeVilla  
19      (phonetic), Chief of the Maryland North  
20      Section in the Regulatory Branch of the  
21      U.S. Army Corps of Engineers, Baltimore  
22      District.   Our lead Project Manager is  
23      Alan Idris, and he is reviewing it as a  
24      lead project manager.   And I also have  
25      Alyssa Barkley, our Branch Chief, along

1 with Olivia Este and Renee Massa, who  
2 are also District staff.

3 We welcome you to this  
4 Federal Highways and Corps and Maryland  
5 Department of Environmental ---  
6 Department of Environment Public  
7 Hearing on the 219 Highway Improvement  
8 project. I would like to thank the  
9 Pennsylvania Department of  
10 Transportation Maryland State Highway  
11 Administration for providing location  
12 and support services to allow us to  
13 hold this public hearing in conjunction  
14 with the overall National Environmental  
15 Policy act process. And also, I want  
16 to thank all of you for participating  
17 tonight and giving us your feedback and  
18 input, as that is critical for us  
19 reviewing this action.

20 It is the responsibility  
21 of my office to review and evaluate  
22 applications for Department of the Army  
23 permits for any proposed work in waters  
24 of the United States, including  
25 wetlands. The core authority is found

1 in Section 404 of the Clean Water Act.  
2 Each application received through the  
3 regulatory program has a specific and  
4 unique issues and impacts that must be  
5 considered in relationship to weighing  
6 the potential benefits and detriments  
7 of the project.

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

17 The Corps will not be  
18 responding to comments at this time.  
19 However, if you have specific  
20 questions, you can socialize those with  
21 some of the staff that are here that  
22 were supporting the display boards and,  
23 again, thanks to that level of staff  
24 also for the extreme amount of leg work  
25 it takes to set up and conduct an

1 organized event such as this.

2 In compliance with the  
3 National Environmental Policy Act, the  
4 Federal Highway Administration is the  
5 lead federal agency for the project in  
6 cooperation with the Corps and other  
7 cooperating agencies, there has been an  
8 Draft Environmental Impact Statement  
9 issued for the proposed project.

10 Further, at the  
11 conclusion of the process, the Corps  
12 will review --- the Corps will be  
13 preparing a statement of findings and  
14 render a decision on our permit action.  
15 Your comments are important in the  
16 preparation of this document and in  
17 evaluation of the permit application.

18 The decision on whether  
19 or not to issue a state permit --- to  
20 issue a permit will be based on an  
21 evaluation of the probable impacts,  
22 including cumulative impacts of the  
23 proposed activity on the public  
24 interest and in compliance with the  
25 Clean Water Act, Section 404(b)(1)

1 guidelines.

2 That decision will  
3 reflect the national concern for both  
4 protection and utilization of important  
5 resources. The benefits which may  
6 reasonably expected to occur from the  
7 proposal will be balanced against the  
8 reasonably foreseeable detriments. All  
9 factors that may be relevant to the  
10 proposal are considered. Among these,  
11 there's a long list. I think it's 21.

12 Are conservation,  
13 economics, aesthetics, general  
14 environmental concerns, wetlands,  
15 historic properties, fish and wildlife  
16 values, flood hazards, floodplain  
17 values, land use, navigation, shoreline  
18 erosion and accretion, recreation,  
19 water supply, conservation, water  
20 quality, energy needs, safety, food and  
21 fiber production, mineral needs,  
22 threatened endangered species,  
23 environmental justice, cumulative  
24 impacts, consideration of property  
25 ownership and, in general, the needs

1 and welfare of the people.

2 Under this action, and  
3 based on the current level of design, a  
4 placement of fill for the entire  
5 project will result in approximately  
6 23,195 linear feet of permanent stream  
7 impacts. That's about 18,315 in PA and  
8 4,880 in Maryland.

9 Also, there will be 9.9  
10 acres of wetland impacts with about 9.3  
11 acres occurring in PA and .6 in  
12 Maryland. Compensatory mitigation for  
13 these impacts occurring in Pennsylvania  
14 will consist of PennDOT purchasing  
15 stream and wetland credits from an  
16 approved mitigation bank.

17 In Maryland, the State  
18 Highway Administration plans to perform  
19 permitting responsible mitigation by  
20 enhancing and restoring streams and  
21 wetlands at one site near to an  
22 accident, Garrett County, Maryland.

23 The comment period for  
24 this project extends to January 13th,  
25 2025. Comments received today at this



1 joint hearing on December 11th and  
2 throughout the comment period will be  
3 considered. The time required to reach  
4 a Department of the army permit  
5 decision is dependent upon necessary  
6 coordination and concerns with the  
7 resource agencies and careful  
8 evaluation of all substantive comments  
9 and ensuring statutory requirements are  
10 met. Again, I thank you for attending  
11 this hearing tonight and participating  
12 in the regulatory review process. I'll  
13 now pass the mic to Steve.

14 MR. MOORE:

15 Thank you, Scott. My  
16 name is Steve Moore. I am the  
17 Consultant Project Manager for the  
18 project. I'm with Stantec.

19 This public hearing is  
20 part of the National Environmental  
21 Policy Act process for involving the  
22 public in transportation decision  
23 making. As such, my comments will be  
24 quite lengthy this evening. I ask for  
25 your patience. There's several things

1       that I need to say here. That's why I  
2       have a script.

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

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

22              Please note, Maryland  
23      Public Hearing will be held tomorrow at  
24      the Grantsville Volunteer Fire  
25      Department Social Hall with the open

1 house starting at 4:00 p.m., and the  
2 presentation and testimony starting at  
3 5:00 p.m. The third purpose of this  
4 public hearing is to develop a record  
5 of public participation in the  
6 transportation decision-making process.

7 Pennsylvania Department  
8 of Transportation, PennDOT, and the  
9 Maryland State Highway Administration  
10 SHA, comply with Title 6 of the Civil  
11 Rights Act of 1964 and other related  
12 non-discrimination laws, including the  
13 American with Disabilities Act.

14 PennDOT and SHA ensure that everyone  
15 has equal access to all programs and  
16 activities receiving Federal financial  
17 assistance without discrimination based  
18 on race, color, national origin, sex,  
19 age, religion, English proficiency,  
20 disability, or income level.

21 PennDOT and SHA do not  
22 discriminate on the basis of disability  
23 in admission to, access to or operation  
24 of their programs, services, or  
25 activities and have established a

1 grievance procedure meeting the  
2 requirements of the American with  
3 Disabilities Act.

4 If you should require  
5 language assistance for limited English  
6 proficiency or if you believe PennDOT  
7 or SHA are not meeting the expectations  
8 of Title 6, you may direct questions,  
9 concerns, or file a complaint with  
10 either PennDOT's Bureau of Equal  
11 Opportunity or SHA's Office of Equal  
12 Opportunity.

13 The following slides will  
14 provide you information on the results  
15 of the DEIS As previously mentioned,  
16 the DEIS details the evaluation and  
17 comparison of the four build  
18 alternatives and the no-build  
19 Alternative. A FHWA preferred  
20 alternative is also identified in the  
21 DEIS. After we go through these  
22 slides, we'll then begin accepting  
23 public testimony.

24 The Appalachian  
25 Development Highway System and the

1 project location are depicted on the  
2 map in this slide. Blue indicates  
3 completed projects and red indicates  
4 those projects that have not been  
5 completed.

6 The purpose of our  
7 project is to complete Corridor N of  
8 the Appalachian Development Highway  
9 System, improve system linkage in the  
10 region, provide safe and efficient  
11 access for motorists traveling on U.S.  
12 219, and provide the transportation  
13 infrastructure to support economic  
14 opportunities within the Appalachian  
15 region.

16 The three identified  
17 needs for the project include, one; the  
18 existing US 219 roadway network does  
19 not provide efficient mobility for  
20 trucks. Two; numerous roadway and  
21 geometric deficiencies are present  
22 along the existing roadway network,  
23 which do not meet current design  
24 criteria and attribute to slower travel  
25 speeds through the corridor.

1                   Three; existing US 219  
2       does not provide the infrastructure  
3       needed to access the surrounding  
4       municipalities along with labor and  
5       business markets and is a contributing  
6       factor in limiting economic  
7       opportunities to the Appalachian  
8       region. The public and the natural  
9       resource agencies have all seen the  
10      project purpose and needs before. Both  
11      the project purpose and needs have been  
12      approved by the Federal Highway  
13      Administration.

14                   For the DEIS, we  
15      evaluated and compared four build  
16      alternatives and a no-build  
17      alternative. Four billed alternative  
18      extend from the end of Meyersdale  
19      Bypass in Somerset County, Pennsylvania  
20      shown on the right of this slide; north  
21      is to the right, and to the newly-  
22      constructed portion of US 219 in  
23      Garrett County, Maryland, on the left  
24      hand portion of the slide. All the  
25      slides are oriented in the same

1 fashion.

2 Six miles of the project  
3 are in Pennsylvania and two miles are  
4 in Maryland. Four build alternatives  
5 include DU-Modified, DU-Shift Modified,  
6 P-Modified and E-Shift Modified. Color  
7 has been assigned to each build  
8 alternative in order to identify them  
9 as they overlap in many locations.

10 Alternative DU-Modified  
11 is orange. DU-Shift Modified is  
12 yellow. E-Modified is green and E-  
13 Shift Modified is blue. This project  
14 has an extensive history with the  
15 project being started and stopped a few  
16 times. However, each time the project  
17 was started, the previous information  
18 was reviewed to determine if it is  
19 still appropriate for use.

20 Preliminary engineering  
21 and work toward a DEIS for this section  
22 originally began in 2001 by PennDOT and  
23 SHA, but was put on hold in 2007 due to  
24 funding constraints. As a result, the  
25 DEIS for this section was not issued.

1                   During this 2001 through  
2                   2007 period, 15 alternatives were  
3                   developed excluding the no-build for  
4                   the US 219 Section 50 Project. The  
5                   2016 Planning and Environmental  
6                   Linkages Study or PEL, revisited and  
7                   evaluated the 15 alignments including  
8                   the no-build on all previous alignments  
9                   developed during the earlier 2007 NEPA  
10                  Study.

11                  This chart outlines the  
12                  alternatives that have been developed,  
13                  analyzed, and eliminated since the  
14                  initial NEPA Study that started in  
15                  2001. At the end of this chart, you  
16                  will see the four build alternatives  
17                  and the no-build alternatives that have  
18                  been retained for detailed study.

19                  Although the no-build  
20                  alternative was eliminated during step  
21                  one of the PEL Study due to its not  
22                  meeting the project purpose and need,  
23                  it must be retained per NEPA Study  
24                  regulations to provide a baseline for  
25                  comparison to the build alternatives.



1 The reasons the alternatives were  
2 dismissed are contained either in the  
3 PEL document, which is an Appendix to  
4 the DEIS or the DEIS itself.

5 The proposed US 219  
6 roadway will vary between the two  
7 illustrations on the slide. Each of  
8 the roadway typical sections provide a  
9 four lane divided limited access  
10 highway with 12-foot travel lanes, 10-  
11 foot wide outside shoulders and eight-  
12 foot wide median shoulders and a 36-  
13 foot median with a post --- I'm sorry,  
14 with an eight-foot inside shoulder.

15 The primary differences  
16 between the illustrations are a 60-foot  
17 median and a 36-foot median with a  
18 posted speed limit of 65 mph for this  
19 60 foot median section and a 55 mile  
20 per hour posted speed limit for the 36-  
21 foot median section. Roadway layout  
22 with a 60-foot median and a posted  
23 speed limit of 65 mph will be utilized  
24 in Pennsylvania, with a transition down  
25 to a 36-foot median and a 55 mile per

1 hour posted speed limit utilized in  
2 Maryland. The location of this  
3 transition between these two roadway  
4 layouts are displayed in the next  
5 slide.

6 The slide depicts the  
7 four build alternatives evaluated and  
8 compared in the DEIS. Again, DU-  
9 Modified is orange. DU-Shift Modified  
10 is shown in yellow. E-Modified is  
11 Green and E-Shift Modified is shown in  
12 blue. As mentioned on the previous  
13 slide, the roadway transition zone for  
14 the build alternatives are located just  
15 north of the Pennsylvania and Maryland  
16 State line. You can also see on this  
17 map, the location where the posted  
18 speed limit changes from 65 miles per  
19 hour to 55 miles per hour.

20 The limit of disturbance  
21 shown on this map in the gray shading  
22 was used for evaluating and comparing  
23 the impacts in the DEIS. I would also  
24 like to add that this limit of  
25 disturbance has changed since our last

1 public meeting. PennDOT and SHA have  
2 been working to avoid and/or minimize  
3 human, cultural and environmental  
4 impacts to the extent possible.

5 Conceptual mitigation  
6 plans have been developed for  
7 unavoidable impacts that will be  
8 refined further for FHWA's selected  
9 alternative in the next phase of the  
10 project. Mitigation under NEPA is the  
11 process of reducing the potential  
12 negative environmental impacts from the  
13 proposed action by avoiding and  
14 minimizing impacts, rectifying impacts,  
15 reducing or eliminating the impacts  
16 over time, and compensating for the  
17 impacts.

18 I also wanted to point  
19 out two other features shown on the  
20 mapping. The pink areas just north of  
21 the state line are Proposed Maintenance  
22 Facility location. The team worked  
23 with PennDOT's Maintenance Unit to  
24 determine the best location for a  
25 maintenance facility.

1                   Also on the mapping you  
2 will see dark blue shapes on the sides  
3 of the limited disturbance. These  
4 areas are stormwater management basin  
5 locations. We designed these basins so  
6 that the rainwater is a place to go  
7 before slowly infiltrating back into  
8 the ground or being released in a  
9 controlled fashion to existing  
10 waterways.

11                   On this slide are the  
12 additional improvements being proposed  
13 for all build alternatives.  
14 Improvement 1 is a new Hunsrick Road  
15 extension connecting roadway to be  
16 placed on the eastern edge of the  
17 existing US 219 embankment. This  
18 roadway will connect Hunsrick Road with  
19 Fike Hollow Road to give motorists  
20 their direct connection to the US 219  
21 Meyersdale Interchange area.

22                   Improvement two has two  
23 facets. One is bisecting and cul de  
24 sac-ing (sic) of Clark Road where it  
25 meets the new US 219 right-of-way. The

1       other is the elimination of the  
2       Hunsrick Road Bridge and the  
3       problematic intersection with Mason  
4       Dixon Highway identified by the public  
5       during previous public meetings.

6               Improvement three  
7       resulted from conversations with Summit  
8       Township elected officials. When we  
9       presented the Hunricks Road extension  
10      idea, they expressed concerns over a  
11      steep section of Mountain Road. The  
12      current plan is to vacate the steep  
13      section of Mountain Road and cul de sac  
14      each end. A less steep alternative  
15      will be provided by the proposed  
16      Hunsrick Road extension.

17              Improvements four and  
18      five are related. Improvement five  
19      shows the elimination of the connection  
20      between Mason Dixon Highway and  
21      existing US 219 as part of the new US  
22      219 construction. As a result of this  
23      change, traffic patterns will be  
24      altered, increasing traffic volumes on  
25      Mason Dixon Highway, between the

1 connection location and the Meyersdale  
2 Interchange.

3 This section of Mason  
4 Dixon Highway shown in tan will be  
5 upgraded to current design standards  
6 and ownership will revert to PennDOT.  
7 Updating drainage, guiderail  
8 improvements and shoulder widening are  
9 anticipated. Additionally, a sharp  
10 curve in the northern portion of the  
11 area will be improved, as well as  
12 intersection realignments.

13 The next few Slides we  
14 will look at the results of the  
15 Environmental Resources Impact Analysis  
16 portion of the DEIS. You'll see on the  
17 slides, the build alternatives in  
18 relation to several different types of  
19 resources that we have delineated,  
20 mapped and analyzed.

21 There are a lot of  
22 resources that are present within the  
23 study area and many of them have laws  
24 to protect them. Some of those laws  
25 are stricter than others. The team has

1       considered all of these resources when  
2       laying out the build alternatives and  
3       work to avoid and will minimize them  
4       where possible. As mentioned, there  
5       are lots of laws and a lot of different  
6       resources, and because of that, we  
7       analyze an abundance of technical data.

8               This first slide shows  
9       agricultural resources and tax parcel  
10      protection information. Both they are  
11      both federal and state. There are both  
12      federal and state laws that regulate  
13      farmland and soils. Pennsylvania has  
14      pretty strict farmland laws that afford  
15      protection to various types of  
16      farmland.

17             This slide presents soil  
18      information for soil types that are  
19      protected and priorities that have some  
20      type of tax protection. Alternatives  
21      DU-Modified and DU-Shift modified  
22      impact 32.92 acres of prime farmland  
23      soils, while Alternative E-Modified and  
24      E-shift modified impact 19.92 acres.

25             Alternatives DU modified

1 and DU-Shift Modified impact  
2 approximately 103 acres of farmland  
3 soils of statewide importance, while  
4 Alternative E-Modified and E-Shift  
5 Modified impact approximately 82 acres.

6 Federal Farmland  
7 Protection Policy Act, or FPPA is  
8 intended to protect the conversion of  
9 farmlands to non Ag(sic) use. The FPPA  
10 farmland includes prime farmland soils,  
11 unique farmland soils, and additional  
12 farmland soils of statewide or local  
13 importance. We have some prime  
14 farmland soils and soils of statewide  
15 importance as presented on this map in  
16 Green and Maroon. There's a total of  
17 164 acres of FPPA soils in our limited  
18 disturbance for all four alternatives.

19 Pennsylvania has two  
20 specific farmland protection policies.  
21 First one is productive agricultural  
22 land and it's defined as any land being  
23 used for production for commercial  
24 purposes of crops, livestock, and  
25 livestock products. The productive



1 agricultural lands within limits of  
2 disturbance total approximately 44  
3 acres in Pennsylvania.

4 The second is  
5 Pennsylvania's prime agricultural land.  
6 That is land currently devoted to  
7 active agricultural use and has been  
8 devoted for the preceding three years  
9 and falls into the 15 prioritize  
10 categories. Priority one, Preserve  
11 Farmland. Priority two, Agricultural  
12 Safety Areas or ASAs. Priority three,  
13 Farmland Enrolled and Preferential Tax  
14 Assessments. Priority four, Farmland  
15 Plan for Agricultural use and subject  
16 to effective agricultural zoning and  
17 Priority 5, farmland classified as  
18 unique farmland or capability classes  
19 one, two, three or four land.

20 In the project area we  
21 have prime ag lands that fall into  
22 priorities of three and five. A light  
23 brown hatching you see on this map is  
24 the priority three lands and totals 42  
25 acres. Alternatives DU-Modified and

1 DU-Shift Modified impact 40.28 acres of  
2 priority three lands, while Alternative  
3 E-Modified and E-Shift Modified impact  
4 of 1.94 acres. Light orange hatching  
5 is priority 5 lands, which consists of  
6 two very small areas and totals  
7 approximately 2 acres.

8 In Pennsylvania, all four  
9 build alternatives impact 1.72 acres of  
10 priority 5 lands. This map shows the  
11 13 individual farm operators within the  
12 project area. They are numbered 1  
13 through 13, and the farm operator names  
14 are identified in the top right legend.  
15 They include hay and horses, livestock,  
16 sugar maple and crop production. As  
17 you can see, the alignments do a good  
18 job of threading the needle through the  
19 different farm operations, trying to  
20 minimize them to the extent possible.

21 In Pennsylvania,  
22 Alternatives E-Modified and E-Shift  
23 Modified avoids most of the farm  
24 property in Pennsylvania. There are  
25 about 90 acres of active farmland

1        within the limit of disturbance for all  
2        four build alternatives. Alternatives  
3        E-Modified and E-Shift Modified impact  
4        six farm operators, while Alternatives  
5        DU-Modified and DU-Shift Modified  
6        impact 9.

7                    Mitigation for farmland  
8        impacts would include compliance with  
9        the federal Uniform Relocation  
10       Assistance and Real Property  
11       Acquisition Act policies and state  
12       requirements based on this Act as  
13       appropriate, farmland acquired by the  
14       project.

15                   This map shows the  
16       various types of socioeconomic  
17       resources and above-ground historic  
18       resources. For historic resources, we  
19       have mapped the listed Little Meadows  
20       and Tomlinson Inn shown in the orange  
21       hatching and seven eligible historic  
22       resources, which include the Miller  
23       Farm, Lowry Farm, Deal Farm, Jacob  
24       Gladfelty Barn, Mason Dixon Line  
25       Marker, S.J. Miller School at the

1 northern end and the National Road at  
2 the southern end.

3 As you can see,  
4 Alternatives E-Modified and E-Shift  
5 Modified do a good job of avoiding the  
6 Deal Farm and Lowry Farm compared to  
7 Alternatives DU-Modified and DU-Shift  
8 Modified. Alternative E-Modified and  
9 E-Shift Modified would have an above-  
10 ground historic property section 106  
11 finding of no adverse effect. This  
12 means Alternatives E-Modified and E-  
13 Shift Modified will not alter the  
14 characteristics of historic property  
15 and make it eligible for the National  
16 Register of Historic Places. This  
17 results in no additional mitigation  
18 being necessary.

19 Alternatives DU-Modified  
20 and DU-Shift Modified would have an  
21 above-ground historic properties  
22 Section 106 finding of adverse effect.  
23 This means they could directly damage,  
24 significantly alter or negatively  
25 impact the character or setting of the

1 property in a way diminishes its  
2 historic significance, such as through  
3 demolition, major structural changes,  
4 incompatible visual intrusions, or  
5 alteration of its surrounding landscape  
6 that contributes to its historic value.

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

19 There is also a de  
20 minimis or negligible impact to a  
21 Section 4F resource on this project.  
22 Section 4F resource is any publicly  
23 owned land from a park, recreation  
24 area, or wildlife and waterfowl refuge  
25 or any land from a historic site of

1 national, state or local significance.  
2 Section 4F considers an impact of use  
3 when you need to use a portion of the  
4 property for the project.

5 There are three potential  
6 Section 4F properties associated with  
7 the project. The Lowry Farm, the Deal  
8 Farm would have required an individual  
9 section 4F document. The project team  
10 had to look at ways to try to avoid  
11 these properties. This was by studying  
12 Alternatives E-Modified and E-Shift  
13 Modified; those two alternatives avoid  
14 these properties.

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

25 In regard to

1        socioeconomic resources, most of the  
2        community resources are located outside  
3        of the build alternatives in the town  
4        of Salisbury and Boynton and are not  
5        expected to be impacted by the project.

6                At the last public  
7        meeting we mentioned, the Pennsylvania  
8        State Game Land 231 in Pennsylvania was  
9        impacted by all four alternatives.

10       During the detailed alternatives phase,  
11       the project team modified to build  
12       alternatives avoid the state game land  
13       by constructing a 300-foot long  
14       retaining wall approximately three and-  
15       a-half feet in height along the east  
16       side of northbound US 219. Further  
17       refinements to the retaining wall and  
18       limits of disturbance are possible  
19       through final design.

20               This is the results of  
21       our terrestrial land identification.  
22       The project area is dominated by forest  
23       land and managed agricultural fields.  
24       In Pennsylvania, the most dominant land  
25       use types within limited disturbance

1 are deciduous and mixed-use forest  
2 land. In Maryland, the most dominant  
3 land types are deciduous forest and  
4 managed agricultural fields.

5 The Fike Method for  
6 identifying terrestrial and palustrine  
7 plant communities was used in  
8 Pennsylvania. The project site is  
9 located within the Western Allegheny  
10 Mountains region. The most dominant  
11 Fike habitat type is Red Maple  
12 Terrestrial Forest followed by Dry Oak  
13 - Mixed Hardwood Forest and then Red  
14 Oak - Mixed Hardwood Forest.

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



1                   The largest land use  
2     impact by the project is forest land.  
3     All build alternatives would have  
4     similar forest land impacts depending  
5     on the final design, the alternative  
6     DU-Modified Alternative would impact  
7     431.4 total acres of forest land,  
8     Alternative DU-Shift Modified would  
9     impact 430 acres. Alternative E-  
10    Modified would impact 389.7 acres and  
11    Alternative E-Shift Modified would  
12    impact 388.8 acres of forest land.

13                  The second largest land  
14    use across the project area is  
15    farmland. The alternatives DU-Modified  
16    and DU-Shift Modified would impact  
17    approximately 54.5 acres, while  
18    alternative E-Modified would impact  
19    37.8 acres, and Alternative E-Shift  
20    Modified would impact 38 acres.

21                  Coordination of  
22    mitigation is ongoing with PennDOT, SHA  
23    and the respective agencies. These  
24    mitigation efforts included include but  
25    are not limited to, following approved

1 erosion, sedimentation, pollution and  
2 control plans, which include native  
3 seed mixes and plantings. In addition,  
4 in Maryland, reinforced station plans  
5 will be coordinated by SHA's Landscape  
6 Operations Division and Maryland DNR  
7 Reforestation site review form will be  
8 prepared during final design.

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

19 The team located 102  
20 wetland systems, 53 perennial streams,  
21 and 29 intermittent streams. The study  
22 area includes perennial and  
23 intermittent waterways within the  
24 larger Youghiogheny watershed.  
25 Perennial streams typically have water

1       flowing in the year round, while  
2       intermittent streams flow during  
3       certain times of the year only. These  
4       streams primarily drain forest and  
5       agricultural land.

6                       One stream within the  
7       project area, Piney Creek, is  
8       classified as a wild trout and stock  
9       trout stream in Pennsylvania. Wild  
10      fingerling trout were identified in  
11      Meadow Run during a Pennsylvania Fish  
12      and Boat Commission field survey in  
13      2023. Therefore, Meadow Run is also  
14      being considered a wild trout water for  
15      the purposes of this project.

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

25                   As the project progresses

1       into final design, the T1 endeavor to  
2       avoid and minimize stream impacts to  
3       the maximum extent practical. In  
4       addition, permanent impacts totals  
5       would likely decrease as the detailed  
6       design may enable reclassification of  
7       some of the impacts from permanent to  
8       temporary stream impacts.

9               There is approximately 98  
10       acres of existing wetlands in the  
11       project area. Overall, Alternatives E-  
12       Shift Modified has the fewest impacts  
13       to wetlands with 9.94 acres being  
14       impacted. Alternative E-Modified is  
15       not far behind with 10.07 acres  
16       impacted.

17              At this point in the  
18       design process, the limit of  
19       disturbance is conservative to allow  
20       for flexibility as the project design  
21       continues to progress. We expect that  
22       the limit of disturbance will become  
23       smaller and permanent impact totals  
24       will likely decrease once final impact  
25       numbers are determined, PennDOT would

1 complete a functional assessment of  
2 impacted wetlands in Pennsylvania prior  
3 to applying for Pennsylvania Department  
4 of Environmental Protection Waterway  
5 Obstruction and Encroachment Permit.

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

20 This slide presents the  
21 impact calculations for the four build  
22 alternatives using the limit of  
23 disturbance. Remember, this also takes  
24 into account stormwater management  
25 areas and the maintenance facilities

1 and side road improvements in the  
2 northern portion of the study area.

3 The goal of the project  
4 as it moves into final design is to  
5 reduce the limit of disturbance which  
6 would further reduce impacts. The  
7 cells highlighted in green represent  
8 the lowest impact per category by build  
9 alternative. Based on the evaluation  
10 and comparison of the build  
11 alternatives, potential impacts, and  
12 public and agency input, Alternative E-  
13 Shift Modified has been identified as  
14 the FHWA preferred alternative.

15 Alternative E-Shift  
16 Modified is the environmentally  
17 preferable alternative and most  
18 publicly desirable alternative.  
19 Alternative E-Shift Modified offers  
20 several advantages over the other field  
21 alternatives and make it the preferred  
22 alternative for this project. These  
23 include the fewest number of property  
24 impacts, fewest impacted noise  
25 receptors, least wetland impacts, and

1       least forest land impacts.

2                       Equivalent to Alternative  
3       E-Modified, Alternative E-Shift  
4       Modified has the least impact to prime  
5       farmland soils, productive farms,  
6       historic structures, maple sugar  
7       production, forest, one percent annual  
8       chance floodplains, hybrid streams, as  
9       well as indirect accumulative effects.

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

22                    Alternative DU-Modified  
23       and DU-Shift Modified ---

24                    MS. HOOVER:

25                    I'm sorry, can you hang

1       one second?   We lost connection.

2                       ---

3       (WHEREUPON, THERE WAS A PAUSE IN THE  
4       PROCEEDINGS.)

5                       ---

6               MS. HOOVER:

7               Okay.

8               All right.

9               MR. HANS:

10              Sorry for the glitch,  
11      folks.   This slide presents the impact  
12      calculations for the four build  
13      alternatives using the limit of  
14      disturbance.   Remember, this also takes  
15      into account stormwater management  
16      areas and the maintenance facilities  
17      and side road improvements in the  
18      northern portion of the study area.

19              The goal of the project  
20      as it moves into final design is to  
21      reduce the limits of disturbance, which  
22      would further reduce impacts.   Cells  
23      highlighted in green represent the  
24      lowest impact per category by build  
25      alternative.



1                   Based on the evaluation  
2                   and comparison of the build  
3                   alternatives, potential impacts and  
4                   public and agency input, Alternative E-  
5                   Shift Modified has been identified as  
6                   the FHWA preferred alternative.  
7                   Alternative E-Shift Modified is the  
8                   environmentally-preferable alternative  
9                   and most publicly-desired alternative.

10                  E-Shift Modified offers  
11                  several advantages over the other build  
12                  alternatives that make it the preferred  
13                  alternative for this project. These  
14                  include the fewest number of property  
15                  impacts, fewest impacted noise  
16                  receptors, least wetland impacts, and  
17                  least forest land impacts.

18                  Equivalent to Alternative  
19                  E-Modified, Alternative E-Shift  
20                  Modified, has the least impacts to  
21                  prime farmland, soils, productive  
22                  farms, historic structures, maple sugar  
23                  production, forest, one percent annual  
24                  chance floodplains at hibernacula  
25                  streams, as well as indirect

1        accumulative effects.

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

14                      Alternatives DU-Modified and DU-  
15        Shift Modified are also not the  
16        preferred alternative because they have  
17        greater impacts to the following  
18        resources; historic, socioeconomic,  
19        mining and potential hazardous waste,  
20        forest land, farmland, FEMA 100-year  
21        flood zones. The proposed bridge would  
22        overtop three bat hibernacula wetlands  
23        and streams.

24                      DU-Modified and DU-Shift  
25        Modified are also longer in length and

1 have a larger limit of disturbance and  
2 cost over approximately \$100 million  
3 more to construct.

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

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

21 We are anticipating  
22 completing the final EIS and receiving  
23 a Record of Decision in the Summer of  
24 2025, which is the next step in the  
25 environmental documentation process.

1 Combined FEIS and Record of Decision,  
2 which will include any refinements of  
3 the data presented in the DEIS.

4 In addition, the FEIS  
5 Record of Decision will provide  
6 responses to all substantive comments  
7 received during the DEIS Public Comment  
8 period.

9 And finally, as you can  
10 see, if all goes as planned,  
11 preliminary engineering is to be  
12 completed in 2025. Final design is  
13 anticipated to take place from 2025 to  
14 2028, with construction commencing in  
15 2029 and ending in 2031. Any formal  
16 discussions regarding property  
17 acquisition can begin once the project  
18 is in final design. We will have  
19 information at the spring of 2025  
20 meeting on the right-of-way plan  
21 process and how that will take place.

22 As mentioned earlier, the  
23 Notice this public hearing and  
24 availability of the DEIS was sent to  
25 federal, state, local agencies, local

1 municipalities, local communities,  
2 community facilities and state and  
3 local representatives. The project  
4 website was updated to include the  
5 Notice, the DEIS document and  
6 instructions for testimony, and a  
7 fillable comment form. Flyers were  
8 sent to properties within the project  
9 area during the week of November 4th.

10 I will now review the  
11 formal hearing rules and procedures.  
12 There are several options for providing  
13 testimony, which will be included in  
14 the public record. They are one;  
15 public in-person verbal testimony.  
16 Two; public virtual verbal testimony.  
17 Three; private in-person verbal  
18 testimony, and four; written testimony.

19 As stated earlier, please  
20 note this is not a question and answer  
21 session, so there will be so there will  
22 not be any responses if you have  
23 questions. You will get five minutes  
24 to give your public testimony. If you  
25 wish to provide testimony, you'll

1       become part of the public hearing  
2       record, and PennDOT, SHA, FHWA, Army  
3       Corps of Engineers and MDE will review  
4       and consider your testimony.

5               You are encouraged to  
6       provide comments on the alternative you  
7       support or oppose and your reasons.  
8       Testimony should be limited to the  
9       public hearing aspects and statements  
10      or opinions about the US 219 Project.

11              So with that, please note  
12      that there's a stenographer taking  
13      notes of tonight's hearing. Testimony  
14      provided at this --- this evening, will  
15      be formally documented in the hearing  
16      transcript. This transcript, along  
17      with other testimony received by  
18      January 13, 2025, will become part of  
19      the official record.

20              All this information will  
21      be reviewed and considered by PennDOT  
22      and SHA and provided to the Federal  
23      Highway Administration for the review  
24      and consideration for issuing the  
25      decision document for this project.

1                   After I explain the  
2                   procedures to be followed for the  
3                   public providing public testimony,  
4                   those who have registered to testify  
5                   will be called upon to provide their  
6                   comments on the DEIS. Speakers will be  
7                   called to the microphone in the order  
8                   you signed up. If you have not signed  
9                   up to provide public testimony, please  
10                  do so now at the registration table.

11                  When you come to the  
12                  microphone, we ask that you please  
13                  state and spell your name, address,  
14                  and, if applicable, the group,  
15                  organization or business you are  
16                  representing at the beginning of your  
17                  testimony period.

18                  Your testimony will be  
19                  limited to five minutes to allow  
20                  everyone an opportunity to speak.  
21                  Written testimony may be submitted to  
22                  supplement your oral testimony. If you  
23                  feel your testimony could exceed five  
24                  minutes, please summarize your  
25                  testimony and provide a full written

1 version to the hearing official to be  
2 included in the hearing record.

3 A timer will be started  
4 at the beginning of each person's oral  
5 testimony. When you reach the final  
6 minute, you'll be notified by Leanne.  
7 Leanne has a sign that will let you  
8 know when you have one minute. At the  
9 conclusion of your five minutes, you'll  
10 be notified verbally that your  
11 testimony time has expired.

12 Please note that there  
13 will be no cross examination or  
14 questioning of individuals testifying  
15 at this hearing. Rather, the  
16 procedures will allow individuals to  
17 testify directly, setting forth for the  
18 record their testimony on the DEIS.

19 Again, there will be no  
20 responses to questions raised during  
21 the oral testimony given at tonight's  
22 hearing. Please be courteous and  
23 refrain from commenting during the  
24 testimony of others whether you agree  
25 or disagree with a person's testimony.



1 We're asking for your testimony so that  
2 you can address any issues that have  
3 not been already addressed.

4 All testimony received  
5 during the official public comment  
6 period will be compiled in a public  
7 hearing summary and will be provided to  
8 the Federal Highway Administration for  
9 inclusion and consideration in the  
10 decision document for this project.

11 If you're giving verbal  
12 testimony, please add your name and  
13 phone number into the question and  
14 answer. When it is your turn, you will  
15 receive a phone call from a 443 number.  
16 Please answer. You will be  
17 automatically muted. Please press star  
18 six to speak. Please state and spell  
19 your name. Provide your organization  
20 or group and mailing address as well.

21 Public verbal testimony  
22 will continue until everyone interested  
23 in providing testimony has had the  
24 opportunity or the public hearing ends  
25 at 8:00 p.m., whichever comes first.

1                   Those of you who prefer  
2           to provide testimony in a private  
3           setting may do so in the private  
4           testimony area, which is located in the  
5           kitchen area behind me. Private in-  
6           person verbal testimony will be  
7           available in seven-minute time slots  
8           from 6:10 to 8:02 p.m. If you have not  
9           already, please sign up for a private  
10          in-person testimony time slot at the  
11          registration table if you prefer to do  
12          that.

13                   We have a stenographer  
14          over there as well. Please be sure to  
15          provide this stenographer with your  
16          name, address and if applicable, group,  
17          organization or business you are  
18          representing. Last page.

19                   Finally, if you wish to  
20          comment but do not want to provide  
21          public or private testimony, you may  
22          submit written comments. There are  
23          three ways to submit written comments.  
24          First is to submit a comment form here  
25          tonight by dropping in the comment form

1        box, located in comment tables to my  
2        right.

3                    Make comment using the  
4        written testimony form located at the  
5        comment tables or use your own  
6        stationery. Please be sure to include  
7        your name, address and if applicable,  
8        the group organization of business  
9        you're representing.

10                   The two other options are  
11        mailing or emailing your comments. You  
12        may prefer these options if you would  
13        like additional time to organize your  
14        thoughts to prepare your testimony.  
15        Self-addressed postage-paid envelopes  
16        are available at the registration table  
17        for your convenience. A mailed written  
18        statement must be postmarked by 5:00  
19        p.m. on January 13, 2025 to be included  
20        in the public hearing record and all  
21        emails must be received by 5:00 p.m. on  
22        the 13th of January.

23                   There's also an online  
24        comment form that you can use if you  
25        would prefer to type your testimony

1       instead of writing it. The form can be  
2       found on the project website.

3               In summary, testimony can  
4       be provided in several forms including  
5       publicly or privately at this hearing,  
6       transcribed by the by the stenographer,  
7       and written and/or typed using a blank  
8       testimony form located at the comments  
9       table or on the project website. Web  
10      address can be found on the handout you  
11      receive when signing in here this  
12      evening. There is also a QR code you  
13      can scan on your phone that will take  
14      you to the website.

15             Written testimony can be  
16      mailed to KCI Technologies as noted in  
17      the comment forms located at the  
18      comment tables. As previously  
19      mentioned, the public hearing comment  
20      period for the project is open until  
21      January 13, 2025.

22             We thank you for your  
23      time and we'll now begin the public  
24      testimony portion of the hearing.  
25      We'll now call up our first testimony

1 from?

2 MS. DORAN:

3 Commissioner Fochtman  
4 from Somerset County. You might need  
5 to say that into the microphone so the  
6 online participants can hear.

7 MR. MOORE:

8 Commissioner?

9 MS. DORAN:

10 Somerset County  
11 Commissioner Fochtman.

12 MR. MOORE:

13 Somerset County  
14 Commissioner Fochtman.

15 MR. FOCHTMAN:

16 Good evening. My name is  
17 Brian Fochtman. I'm the Chairman of  
18 the Somerset County Board of  
19 Commissioners. First Name Brian,  
20 spelled B-R-I-A-N, last name Fochtman,  
21 F-O-C-H-T-M-A-N. [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] Telephone number;  
24 [REDACTED]

25 On behalf of my fellow

1 Commissioners Irv Kimmel and Pamela  
2 Tokar-Ickes and the residents of  
3 Somerset County, allow me to indicate  
4 our strong support for the completion  
5 of the final miles of US Route 219 to  
6 Maryland, to the Maryland line and the  
7 proposed realigned --- recommended  
8 realignment.

9 For Somerset County, this  
10 has been a long way. From the outset  
11 of the project in the mid-1960s, the  
12 importance of this four-lane highway  
13 has been clear. And while we  
14 understand that it would take a number  
15 of years to come, I don't think any of  
16 us believe that it would still be  
17 taking --- talking about finishing this  
18 road nearly 60 years later.

19 Every board of county  
20 commissioners since the initial  
21 groundbreaking have known the potential  
22 presented by this highway. To be a  
23 county intersected by the Pennsylvania  
24 Turnpike and a north-south corridor  
25 makes you attractive to business and

1 your existing businesses more  
2 competitive.

3 It presents opportunity  
4 to strengthen your local economy,  
5 provide access to markets, expand your  
6 labor force, broaden your market,  
7 remove barriers to education and enable  
8 the county to strengthen its future.  
9 We know we have encountered setbacks in  
10 the goal of completing this road. But  
11 we never gave up and we never give in  
12 and that's why this project has been  
13 funded up to construction.

14 We have moved forward one  
15 bypass, one section at a time. But now  
16 it's time to get it done. The Somerset  
17 county commissioners stand in support  
18 of the recommended preferred Alternate  
19 E-Shift Modified. We believe that the  
20 design team respected permitting  
21 agencies have closely examined the  
22 impacts of all the other potential  
23 alignments.

24 This is not to say that  
25 there will be no impact. We

1        acknowledge that there will be property  
2        owners deeply affected by this route.  
3        Some residential, some commercial, some  
4        will lose farmland and forest land, and  
5        there will be some impact to our  
6        historic resources and environment.  
7        Please know that sacrifice will not be  
8        taken for granted, and should be kept  
9        in top of our minds as we move forward  
10       in our collective goal.

11                We encourage our impacted  
12       residents to keep the lines of  
13       communication open with the county as  
14       the process moves forward and to work  
15       with the agencies charged with its  
16       oversight. You understand that there  
17       is a price of progress. The benefits  
18       of this project cannot outweigh what  
19       you have to give for its completion.

20                We hope you will take  
21       some comfort in knowing that this  
22       highway will benefit Somerset County in  
23       ways we can only imagine. A study  
24       conducted for the county on the impact  
25       of the completion of the highway five



1 years ago found, and I quote, the  
2 completion of Route 219 will provide  
3 the safest, most robust and highest  
4 capacity route for central north-south  
5 connectivity to Pennsylvania and  
6 Maryland's overall transportation  
7 system in the South Central  
8 Pennsylvania region. No such route  
9 currently exists in the Southern  
10 Allegheny's region, and none is likely  
11 to exist without the completion of 219.

12 In addition to saving  
13 lives and preventing costly loss to  
14 property, the route will sustain the  
15 viability of the Southern Alleghenies  
16 region. The study goes on to say that  
17 completion of Route 219 will mean more  
18 jobs, competition for employees at  
19 higher wages, new and expanded markets  
20 and facilities, lower transportation  
21 costs, faster transportation times and  
22 improved safety.

23 These are all  
24 opportunities to make Somerset County  
25 stronger and build its future. We are

1 far from done, but we are crossing an  
2 important threshold today in the nearly  
3 six decade fight for this highway.

4 On behalf of the Somerset  
5 County Board of Commissioners and our  
6 constituents, we support the preferred  
7 aligned alternative and look forward to  
8 the completion of this crucial highway.  
9 Thank you.

10 MR. MOORE:

11 Thank you, Commissioner.  
12 We appreciate your comments and your  
13 strong support for the project.  
14 Although we had other people sign up  
15 for private testimony, Commissioner  
16 Fochtman was the only one that signed  
17 up for public testimony. So at this  
18 time, we will pause the hearing to  
19 allow anyone a final opportunity to  
20 provide public testimony and ask you  
21 please step forward and sign up and let  
22 us know who you are and then approach  
23 the microphone.

24 Seeing nobody volunteer,  
25 that will conclude our public

1 testimony. Oh, sorry.

2 MS. DORAN:

3 Would you like to sign  
4 up? Go ahead. We can get you on the  
5 paper after if you want to just read  
6 your name.

7 MS. ALBRIGHT:

8 Martha Albright,  
9 M-A-R-T-H-A, A-L-B-R-I-G-H-T. Address  
10 is [REDACTED]. And  
11 I just feel that I want to reiterate  
12 what Commissioner Fochtman and other  
13 ones. I've lived in this Meyersdale.  
14 Never moved more than a mile from home  
15 and we need this road. I watched it 60  
16 years happen, over six decades. It's  
17 ridiculous. I just don't understand.  
18 We need this road for safety and for  
19 business, and I just wanted to  
20 reiterate.

21 It could take part of my  
22 property and I'm willing to do that  
23 because we need progress and we need it  
24 done. Thank you.

25 MR. MOORE:

1                   Thank you, Ms. Albright.

2           One final call?

3                   Okay.

4                   That concludes our public  
5           testimony for this evening. We  
6           appreciate everyone participating in  
7           the public hearings. Your comments  
8           will help shape the selected  
9           alternative and environmental impact  
10          statement. Please submit your comments  
11          on the DEIS no later than 5:00 p.m. on  
12          January 13, 2025.

13                   You can either submit  
14          your comments tonight via mail or also  
15          email. A mailed written statement must  
16          be postmarked no later than January 13,  
17          2025 deadline to be included as part of  
18          the public record.

19                   Once again, thank you for  
20          participating in the tonight's hearing,  
21          and we look forward to hearing from you  
22          in the future.

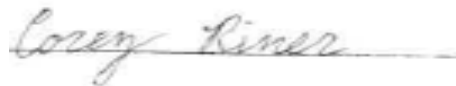
23                           \* \* \* \* \*

24                           MEETING CONCLUDED AT 6:02 P.M.

25                           \* \* \* \* \*

## 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 26th day of December, 2024.



Corey Riner,

Court Reporter