



**SR 6219, SECTION 050  
COORDINATION PLAN FOR AGENCY AND  
PUBLIC INVOLVEMENT**



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

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# 1. INTRODUCTION

## 1.1 Purpose of Coordination Plan

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

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

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

## 1.2 Project Description

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

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

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

## 1.3 Purpose & Need

### Project Purpose:

The purpose of the SR 6219 Section 050 Meyersdale to Old Salisbury Road project is to complete Corridor N of the Appalachian Development Highway System (ADHS), to improve the system linkage in

the region, provide safe and efficient access for motorists, and provide a transportation infrastructure to support economic development within the Appalachian region.

### **Project Needs:**

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

## **1.4 Project History**

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

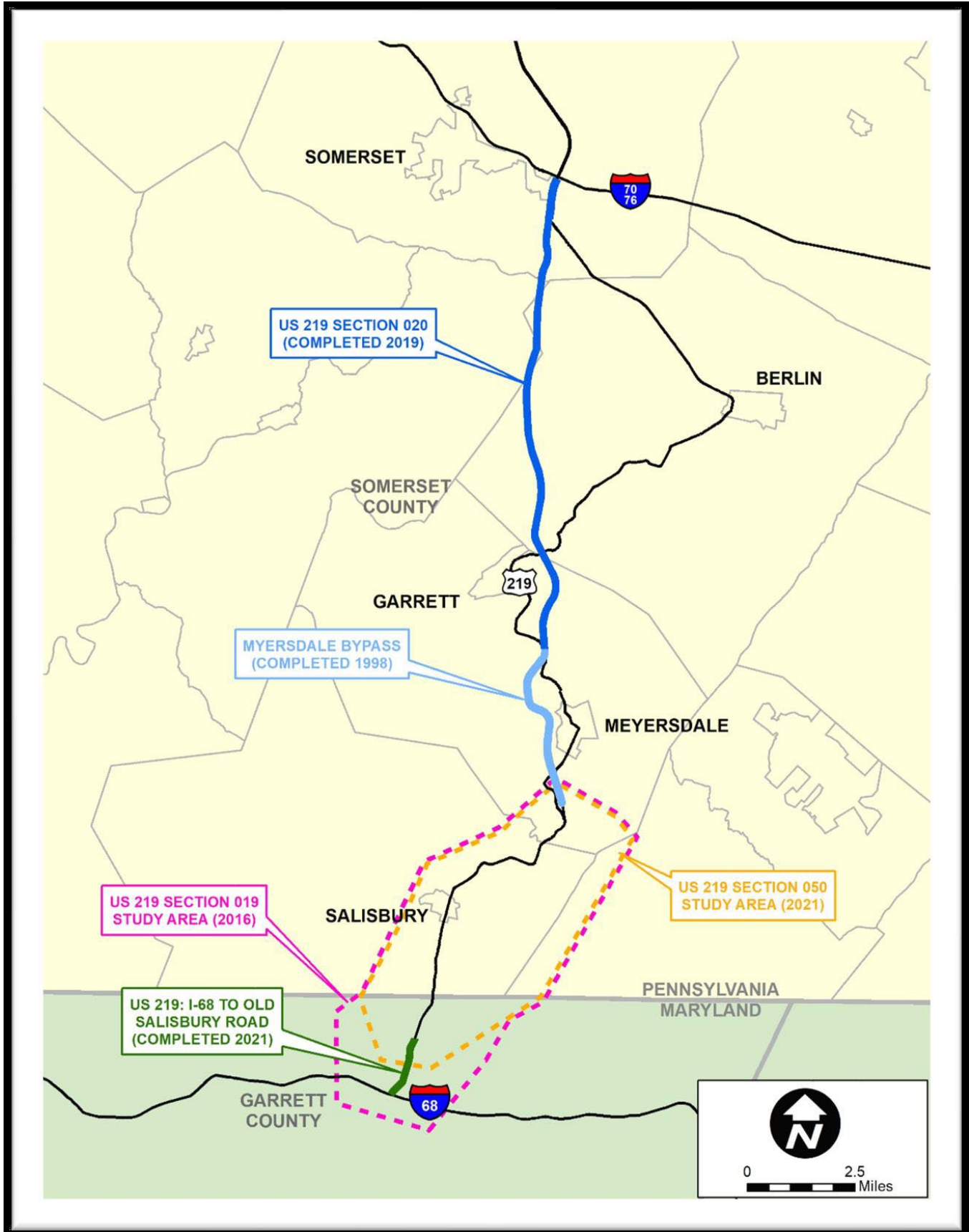
During the 1990s, PennDOT pursued improvements to US 219 south of Somerset, Pennsylvania. Studies at that time identified the five-mile section of US 219 through Meyersdale, Pennsylvania, as the most immediate transportation problem in the area. The Meyersdale Bypass project was constructed in 1998 as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

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

These projects were:

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

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



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

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

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

In light of the different funding levels, the PEL study also reviewed the possibility of identifying stand-alone projects within the overall limits. This review, including the localized economic benefits discussed, identified a potential stand-alone project between I-68 and a priority funding area (PFA) in Maryland. The stand-alone project consisted of a new alignment for US 219 along an area of common alignment for Alignment E or Alignment E-Shift. This concept extended from I-68 to the north of Old Salisbury Road intersection with existing US 219. The northern intersection is near the northern limit of the Chestnut Ridge Development Center (CRDC), planned by Garrett County to capitalize on the transportation network and utilize existing land use patterns to encourage economic development.

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

## 1.5 Project Outreach History

### AGENCY COORDINATION

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

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

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

#### **Additional agency meetings held during the EIS phase included:**

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

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

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

#### **Agency meetings held during the PEL study:**

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



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

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

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

- April 28, 2021 – ACM
- June 16, 2021 – IRM
- September 9, 2021 – Joint ACM and IRM
- November 16, 2021 – Joint scoping meeting

**PUBLIC OUTREACH**

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

A community advisory committee (CAC) was formed early in 2003 and consisted of approximately 25 members. Meetings occurred on the following dates throughout the EIS phase:

- January 16, 2003
- June 19, 2003
- October 30, 2003
- June 2, 20024
- May 15, 2005

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

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

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

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

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

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

- September 23, 2014

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

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

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

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

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

## **2. LEAD, COOPERATING & PARTICIPATING AGENCIES**

### **2.1 Agency Roles & Responsibilities**

#### **2.1.1 Lead Agency**

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

#### **2.1.2 Cooperating Agencies**

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

Cooperating agencies for the US 219 project are responsible for:

1. Participating in the NEPA process at the earliest practicable time.
2. Participating in the scoping process (described in § 1501.9).
3. On request of the lead agency, assuming responsibility for developing information and preparing environmental analyses, including portions of the environmental impact statement for which the cooperating agency has special expertise.

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

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

**Table 1: Agencies Invited to be Cooperating Agencies**

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

### 2.1.3 Participating Agencies

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

Participating agencies on the US 219 project are expected to:

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

4. Adhere to timeframes for reviewing and commenting on administrative copies of environmental documentation, including the draft and final EIS.

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

**Table 2: Agencies & Tribes Invited to be Participating Agencies**

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

## 2.2 Agency Contact Information

### 2.2.1 US 219 Cooperating Agency Contacts

**Table 3: US 219 Cooperating Agency Contacts**

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

### 2.2.2 US 219 Participating Agency Contacts

**Table 4: US 219 Participating Agency Contacts**

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

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

Name	Title	Agency	Address	Phone Number	Email address
			1100 Ohio Dr., SW Washington DC 20242		
Julie A. Slacum	Division Chief	US Fish and Wildlife Service, Strategic Resource Conservation	177 Admiral Cochrane Drive Annapolis, MD 21401	410-573-4595	<a href="mailto:Julie_thompson-slacum@fws.gov">Julie_thompson-slacum@fws.gov</a>
Jonathan Watson	Marine Habitat Resource Specialist	National Marine Fisheries Service	177 Admiral Cochrane Drive Annapolis, MD 21401	410-295-3152	<a href="mailto:jonathan.watson@noaa.gov">jonathan.watson@noaa.gov</a>
E. Keith Colston	Director	Ethnic Commission Governor's Office of Community Initiatives Governor's Coordinating Offices	100 Community Place Crownsville, MD 21032	410-697-9264	<a href="mailto:Keith.colston@maryland.gov">Keith.colston@maryland.gov</a>
TRIBAL NATIONS					
Edwina Butler-Wolfe	Governor	Absentee-Shawnee Tribe of Indians of Oklahoma	2025 S. Gordon Cooper Drive Shawnee, OK 74801	405-275-4030 ext. 6308	<a href="mailto:edwinab@astribe.com">edwinab@astribe.com</a>
Brad KillsCrow	Chief	Delaware Tribe of Nations	5100 Tuxedo Blvd. Bartlesville, OK 74006	918- 337-6590	<a href="mailto:bkillscrow@delawaretribe.org">bkillscrow@delawaretribe.org</a>
William L. Fisher	Chief	Seneca-Cayuga Nation	P.O. Box 453220 23701 S. 655 RD Grove, OK 74344	918-787-5452 Ext. 6012	<a href="mailto:wfisher@sctribe.com">wfisher@sctribe.com</a>
Deborah Dotson	Tribal President	Delaware Nation, Oklahoma	31064 State Highway 281, Bldg 100 Anadarko, OK 73005	405-247-2448	<a href="mailto:ec@delawarenation.com">ec@delawarenation.com</a>
Glenna Wallace	Chief	Eastern Shawnee Tribe of Oklahoma	P. O. Box 350 Seneca, MO 64865	918-666-2435	<a href="mailto:gjwallace@estoo.net">gjwallace@estoo.net</a>
Cassie Harper	Tribal Administrator	Shawnee Tribe	P.O. Box 189 29 South Highway 69a Miami OK 74355	918-542-2441	<a href="mailto:cassie@shawnee-tribe.com">cassie@shawnee-tribe.com</a>

### 3. AGENCY COORDINATION POINTS

**Table 5: Agency Coordination Points**

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



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

## 4. AGENCY COORDINATION

### 4.1 Agency Coordination

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

Throughout the project's history, previous stages have been presented at ACMs and IRMs, as applicable. The specific meeting dates of the ACM meetings are mentioned above in Section 1.5 Project Outreach History. When the US 219 Section 050 project started, the project was presented at the ACM on April 28, 2021, and at the MDOT SHA IRM on June 16, 2021. A joint ACM/IRM was held virtually on September 22, 2021. Additionally, a virtual agency scoping meeting was held on November 16, 2021. Further agency coordination will take place both in-person and virtually.

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

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

### 4.2 Section 106 Coordination

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

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

PennDOT utilizes the Pennsylvania Transportation and Heritage (PATH) website to post all documents produced pursuant to Section 106 and State History Code. All relevant documents will be posted and made available to the Pennsylvania Historical and Museum Commission (PHMC) and the Maryland

Historical Trust (MHT) and any additional organization that signed up as a result of receiving the project early notification email.

### 4.3 Agricultural Lands Condemnation Approval Board

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

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

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

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

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

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

### 4.4 Section 4(f) Resources

US Department of Transportation Act of 1966 Section 4(f) (codified in 23 CFR 774) stipulates that the US Secretary of Transportation may approve a transportation project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land from a historic site of national,

state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, recreation area, refuge, or site) only if:

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

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

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

Officials with jurisdiction should be contacted to:

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

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

## 4.5 Threatened and Endangered Species

For purposes of this document, any "species of special concern" are those granted protection under federal, Pennsylvania, and Maryland laws. These species include any plant, mammal, fish, reptile, amphibian, or bird that has received a federal, Pennsylvania, or Maryland threatened, endangered, proposed, and candidate status or a Maryland "in need of conservation" status. Correspondence with Maryland Department of Natural Resources (MD DNR) also indicated that a few species currently listed as "rare" are either known to occur or have been historically known to occur within or adjacent to the study area; however, these species are not granted protection under Maryland state law.

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

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

## Section 7 Endangered Species Act United State Fish and Wildlife Service

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

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

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

## 4.6 Section 404 of the Clean Water Act

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

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

## 5. PUBLIC INVOLVEMENT COORDINATION PLAN

The *SR 6219 Section 050 Coordination Plan for Public and Agency Involvement* (the plan) is prepared in cooperation with FHWA, PennDOT, MDOT SHA, and all regulatory and resource agencies listed in chapter two of this document. The plan follows PennDOT's Publication 295, Project Level Public Involvement Handbook and takes into consideration MDOT SHA's Public Involvement Manual (PIM).

The information in this chapter will be shared with the public and addresses the methods of public involvement. The plan provides for public input during the project development process, including developing the purpose and needs and the alternatives analysis. The plan will be posted on the project website.

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

### Key Objectives:

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

### 5.1 Previous Public Involvement Efforts

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

### 5.2 Inclusion of Project in Regional, State & Local Plans

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

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

### 5.3 Public Meetings

PennDOT and MDOT SHA will host three in-person public meetings with a companion virtual meeting option and a formal public hearing. The three meetings are anticipated to address the 1) refinement to alignments since PEL 2) detailed alternatives 3) preferred alternative/public hearing and 4) selected alternative/conceptual mitigation.

## 5.4 Public Hearing

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

## 5.5 Elected Official & Community Leader Briefings

PennDOT and MDOT SHA will coordinate meetings with elected officials to provide program and project information and answer questions. The elected officials may review project information to understand how it potentially affects their constituents. The project team intends to meet with elected officials before each public meeting and public hearing. These meetings will allow the public officials to learn about the project and, in turn, answer questions their constituents may have.

## 5.6 Stakeholder Identification and Outreach Tools & Strategies

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

### 5.6.1 Tribal Outreach

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

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

- Absentee-Shawnee Tribes of Indians of Oklahoma
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Nation
- Shawnee Tribe

This initial consultation has been completed by PennDOT District 9-0's Cultural Resource Professionals through Project Path.

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

Additional tribal coordination includes inviting the following tribes to be a consulting party, consistent with those agencies invited in Section 2.1.3 Participating Agencies. These letters are addressed to those that handled the NEPA aspect of the transportation project. Those letters will be sent out by FHWA Pennsylvania's Division Administrator and will include:

- Absentee-Shawnee Tribes of Indians of Oklahoma
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Nation

As of August 2022, no responses have been received.

### 5.6.2 Environmental Justice (EJ) populations

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

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

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

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

### 5.6.3 Meetings with Stakeholders

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



Meeting	Location	Date
Public Officials Meeting	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	6/23/2022
Public Plans Display	Salisbury Volunteer Fire Department: 385 Ord Street, Salisbury, PA.	6/23/2022
Virtual Public Meeting	Zoom Platform (Online)	06/27/2022

5.6.4 Community Advisory Committee (CAC)

The project team has reconvened the CAC established shortly after the US 219 Section 020 project started in 2001. The specific meeting dates of the CAC meetings are mentioned above in Section 1.5, Public Outreach History. When the US 219, Section 050 project started and the team had time to review the information from the previous PEL and discuss how to move forward, the CAC members were contacted to see if they were still interested in serving on the CAC. The majority of CAC members responded favorably. Due to various reasons, a few members were not able to continue to serve. PennDOT and MDOT SHA provided replacements for those members. The first CAC meeting was held on November 3, 2021, to re-introduce the project to the members and solicit input on any changes that may have occurred in the area since the completion of the PEL. A second CAC meeting took place on June 2, 2022. An additional four CAC meetings are slated to be held before the record of decision. The CAC meetings are held before each public meeting, including the public hearing. An additional meeting is anticipated to be held to review the comments from the public hearing and next steps following the public hearing related to mitigation with the CAC. The meetings will be held both in-person and virtually.

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

5.6.5 Project Website

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

- Study fact sheets, updates, and public information materials, including public meeting dates
- Study photos or videos
- Meeting announcements
- Media releases
- Visualization (e.g., renderings, drawings, maps, photos, videos) to provide visual examples of projects or concepts)

- Study reports, as appropriate
- Study milestones and schedule
- Contact information (email address, PennDOT Engineering District 2-0 office address)
- Online form(s) to gather contact information and feedback
- Important website links

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

#### 5.6.6 Scoping Meetings

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

A virtual interagency scoping meeting was held on November 16, 2021, for Pennsylvania, Maryland, and federal resource agencies. The first public meeting (to be scheduled) will represent the scoping meeting for the public.

#### 5.6.7 Interactive Surveys and Comment Forms

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

#### 5.6.8 Public Meeting Notifications

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

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

#### 5.6.9 Stakeholder Database

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

#### 5.6.10 Media

PennDOT and MDOT SHA will promote the widespread dissemination of information by engaging reporters and soliciting media coverage, distributing news releases, and coordinating special events.

### 5.6.11 Social Media

The US 219 project team will use the DOT's existing Facebook and Twitter accounts to provide up-to-date program and project information. The project team will partner with local municipalities to post information to their partner's social media accounts.

### 5.6.12 Demographic Data

PennDOT and MDOT SHA will ask meeting participants and survey-takers to voluntarily provide demographic data, including age, race/ethnicity, zip code, etc. This information will assess public involvement compared with overall demographics for the city and county to ensure a broad cross-section of people are participating.

### 5.6.13 Project Document Repositories

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

## 5.7 Noise Workshops

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

## 5.8 Section 404 Permit Public Comment

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

# 6. NOTICE OF INTENT

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