APPENDIX J
SPECIAL AGENCY MEETINGS

USACE PROJECT REVIEW

MEETING MINUTES – January 13, 2010

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: January 13, 2010
Time: 12:00 PM
Location: PA Turnpike Commission Administration Building, Harrisburg, PA

Subject: Review of project with USACOE

Attendees:
Mike Danko (USACOE)
Jeff Davis (PTC)
Greg Bednar (PTC)
Dave Willis (PTC)
Gary Graham (PTC)
Ed Jones (Kimball)
Tammy Sherwin (Kimball)

Discussion Items:

Mike Danko (USACOE) started the meeting by providing letters the USACOE prepared and submitted to the PTC during the project from 1997 to 2000 for reference.

He stated the Colonel was last briefed in 2001 and there is now a new Colonel who has been brought up to speed on the project.

Dave Willis (PTC) informed Mr. Danko that he invited Bill Glover from DEP's Southwest Regional Office to attend, but received no response. Mr. Danko wanted to ensure that DEP had the opportunity to attend.

Gary Graham (PTC) gave an overview of the PTC's position regarding the project and stated that they ultimately wanted to go to the public to determine the current sentiment for the project. The PTC recognizes that the need to address the capacity and traffic issues, previously identified, still exists, and that resolving these matters is imperative.

Mr. Danko asked if the PTC planned to move forward using the NEPA/404 process as previously discussed. The PTC stated that is their intent.

Mr. Danko proceeded to provide an overview of the project from the USACOE standpoint. He indicated that the USACOE gave concurrence on the project need and preliminary alternatives, but could not concur with the PTC recommended alternative at that time (September, 2000). The USACOE is the federal lead and need to make it apparent that the project belongs to the applicant (the PTC) not the USACOE. Prior to making a permit decision, the USACOE must evaluate public comments and hold a hearing if necessary. The USACOE has to go through the 404 (b)(1) process before concurring on a selected alternative.

At this point Mr. Danko reviewed a list of organizations and local representatives that opposed the PTC recommended alternative (brown cut) during the time of the original study (1997-2000). He then read a short list of organizations that supported the brown cut alternative.

In 1999 the USACOE provided a letter outlining a modified yellow tunnel alternative and requested the PTC further analyze it. The PTC did not provide a formal response back concerning this issue. The January 27, 2000 ACM as outlined in the chronological summary provided for this meeting, indicates that this alternative (along with the bifurcated tunnel and modified brown cut alternatives) was investigated and dismissed. The information for the dismissal was presented at the January 27, 2000 ACM.

Mr. Danko stated that COE permits the least environmentally damaging practicable alternative.

Mr. Danko asked if excavation similar to the elimination of the bifurcation east of the tunnel could be utilized to flatten the curve immediately east of the tunnel. This will be incorporated into the no-build option.

Ed Jones (Kimball) proceeded to review the concurred upon needs from 1997 for the tunnel project and identified the relevance of them today. It was noted that several agencies did not concur with all five needs, but agreed there was a need for an improvement project.

Transportation Demand – Current numbers indicate traffic will not reach capacity in the year identified in the 1997 study, but will reach capacity in 2015 according to the latest study prepared for the PTC by McMahon in 2009. This recent data indicates the solution will require 3 lanes east and 4 lanes west.

Geometric Constraints – The substandard curve still exists east of the tunnel and the truck climbing lane westbound approaching the tunnel is also still considered substandard. The bifurcation has been eliminated further east of the tunnel.

Accident Rates – Accident rates have decreased, but are still greater than the statewide averages (approximately two times higher). This is based on accident data provided by PennDOT and the PTC for years 2004-2008. Previously, Don Jacobs conducted a safety analysis in 2000 and Wilber Smith conducted a weather analysis in 1998.

Tunnel Conditions – The condition of the tunnels are still deteriorated and minor repairs have been completed as needed. The issue of capacity remains to be addressed.

System Continuity and Linkage – Several agencies concurred with this need and others did not, in 1997. The PTC still feels this is a valid need. A new O&D study for hazmat carriers will be conducted.

Jeff Davis (PTC) indicated that they need to address homeland security issues with a tunnel. Mr. Danko stated that he would bring this issue to the chain of command for their consideration and comment. Mr. Jones indicated that it needs to be evaluated.

Mr. Jones then reviewed the history of agency and public coordination and the number of meetings held. He also reviewed the individual studies completed.

Mr. Danko asked if the PTC wanted to follow NEPA/404 process. Mr. Willis indicated that they did.

Mr. Danko stated that he would like the PTC to have an open mind for any type of alternative if it meets the purpose and need for the project. He stated that in order for a permit to be denied it must both fail the 404 (b)(1) analysis and be determined to be contrary to the public interest.

He also stated that he is highly doubtful that a cut will have less impact than a tunnel option. He is very concerned over the Allegheny Front and that it is a main wildlife crossing area. Mr. Willis indicated that the PTC would be looking at wildlife crossings to mitigate any impact. Mr. Davis indicated that proposed wildlife crossing designs would be state of the art and include the most recent technology.

Mr. Jones discussed the issue of operation and maintenance costs associated with tunnels. He stated that tunnels require operation and maintenance costs for the life of the facility and a cut does not. Operation and maintenance costs will continually increase during the life cycle of a new tunnel.

Mr. Davis indicated that the PTC would be interested in seeing the brown and yellow corridors which include a tunnel and cut option each move forward for updating and further study since these were the preferred corridors from the initial studies. The PTC will investigate flattening out the curve immediately east of the tunnel.

Mr. Danko indicated that this would be possible if concurrence was received from each agency involved. It should include new ideas/technology that could be used today to minimize/mitigate impacts.

Tammy Sherwin (Kimball) and Mr. Jones discussed the disadvantages of the orange cut and red tunnel alternatives to identify why these should not move forward for updating. Ms. Sherwin indicated that detailed studies were conducted from 1998 to 2000 on these alternatives and that the information, while dated, is still valid. She also indicated that neither the agencies nor the public had a preference for either alternative.

Mr. Danko stated that he could not make this decision definitively, but agreed it seemed logical.

Mr. Jones and Ms. Sherwin explained that the following studies would require updating and asked for Mr. Danko's input as to any others he may be thinking of.

- Proposed wetland updates would include a new delineation with an approved JD, using an interagency field view (no preliminary JD). It also would include a functional assessment using the New England Method.

- Indiana bat survey – Mr. Willis indicated that the PTC is working with the Game Commission to install electronic detection for bat emergence at the South Penn Railroad Tunnel.
- PFBC list of wild trout streams and class
- Chapter 93 designations
- New information on wildlife movement and habitat fragmentation
- Waste area investigation – include cost analysis of hauling and disposal- these areas should be rolled into the permit
- Cost update
- Weather
- Hazardous materials carriers
- Cultural resources

It was identified that the best approach would be to present a strategy for moving forward at an ACM meeting. ACMs are currently held on an as needed basis. The identified timeslot for these meetings is the last Wednesday of each month. The update of the needs analysis would also be presented.

The PTC would try to schedule this for the end of March. To request a meeting and reserve a space on the agenda the PTC should contact Camille Otto.

Mr. Danko is going to discuss the approach of updating only the brown and yellow corridors with his superiors.

He indicated that TRB has very good information on state of the art technology for wildlife crossings. FHWA also has good information on this issue.

Mr. Davis stated that letters were sent to elected officials within the project area indicating that the PTC was starting the project back up. They have received no responses or comments from any of those officials to date.

Mr. Danko indicated that the USACOE would hold a public hearing with the Colonel presiding over it when appropriate.

Further discussion on mitigation potential ensued and Mr. Danko stated that PTC probably could not use a mitigation bank. New regulation is out that all banks need to be approved by USACOE and EPA. Existing banks need to be added into a formal agreement.

Mr. Danko stated that the Baltimore District is the lead for the entire state of Pennsylvania when multiple USACOE Districts are involved.

Ms. Sherwin asked Mr. Danko to confirm that the USACOE would be the lead for Section 106. He stated that they were as well as for the Endangered Species Act. He asked if he could be provided a list of tribes having interest in the area of the project.

Follow-up Items:

1. PTC to inquire about being added to ACM agenda in March
2. Kimball to provide list of tribes to PTC and USACOE.
3. USACOE to internally discuss approach of updating Yellow and Brown Corridors
4. PTC to investigate flattening out of the curve immediately east of the tunnel.
5. PTC to address homeland security issues associated with a tunnel.
6. A new O&D study for hazmat carriers will be conducted for the project by Kimball.

Allegheny Tunnel Transportation Improvement Project
Comment Responses to USACOE for January 13, 2010 Meeting Minutes

1. In the handout materials, in particular the impact comparison chart, the wetland impacts listed for the PTC's preferred brown cut alternative are 4.68 acres. This figure is grossly inaccurate. In 2000 the PTC notified the Baltimore District that the hydrogeological study performed by Casselberry & Associates (commissioned by the PTC in response to the Corps request to study indirect and cumulative impacts of alternatives) documented that the 220 foot cut would adversely impact the hydrology supporting the large wetland "C" system resulting in wetland impacts of 10+ acres. This would occur as indirect impacts by the roadway cutting off shallow groundwater hydrology and surface water and not through groundwater drainage from the cut. We had requested a copy of the Casselberry Report from the PTC on several occasions, but the report was never provided.

The wetlands identified within the Allegheny Tunnel study area were delineated in 1998. The wetland in question, Wetland C was then located within an area recently clear cut. Approximately 12 years have passed and the area of this wetland as well as the others cannot be confirmed today. The PTC will be conducting a re-delineation of the project area as well as re-evaluation of the hydrology study and others.

2. The concurrence point on project purpose and need in the NEPA/404 process was achieved, but not all agencies concurred on all of the 5 purpose and need statements. Information provided by the PTC in 2000 (accident study) concluded that "a tunnel section is no more dangerous, and no more safe, than an open cut section."

On page 2 of 5, the meeting minutes reflect that the concurrence point on purpose and need was achieved and notes that "Several agencies concurred with this need and others did not, in 1997" under the specific need of System Continuity and Linkage. A statement at the beginning of the needs discussion could be added to indicate that several agencies did not concur with all five needs, but agreed there was a need for an improvement project.

The 2000 accident analysis data was not discussed at the January 13, 2010 meeting. A revised study conducted in 2010 by L.R. Kimball for the PTC was discussed. This data indicated a slight increase in accidents associated with tunnels.

3. In a Corps letter dated November 8, 1999, a recommendation was made to study a new combination Yellow/Existing Tunnel alternative. A sketch was included in this letter. The meeting minutes from our January 13, 2010, meeting stated that the PTC did not provide a formal written response on this alternative, and you indicated that this alternative was investigated by the PTC and discussed at the September 27, 2000, ACM #7 meeting and then dismissed. According to our files, we do not have any meeting minutes from the ACM #7 or any record of this meeting, so I cannot confirm or agree with your statement. However, Baltimore District issued a subsequent letter dated November 29, 2000, requesting further analysis to a modification of the Yellow Tunnel alternative that had not been previously considered. A sketch was also provided with this letter. No formal response was provided by the PTC for this alternative which should be included in the list of alternatives carried forward for detailed study.

The alternative identified in the USACOE letter dated November 8, 1999 was discussed during the ACM held on January 27, 2000. This ACM did not receive an identification number and was titled Agency Coordination Meeting only. The subsequent ACM held on September 27, 2000 was labeled as ACM #6. During the summarization of the previous meetings each was given a number, thus mistakenly labeling the January 27, 2000 ACM as #6 and the September 27, 2000 meeting as ACM #7. The meeting minutes will be revised to indicate the November 8, 1999 USACOE alternative was discussed during the January 27, 2000 ACM. The discussion is located on page 4 of the meeting minutes half way down the page.

A copy of the September 27, 2000 Agency Coordination Meeting minutes can be provided, if requested.

The alternative referenced in the USACOE November 29, 2000 letter (referred to as the bifurcated tunnel alternative by L.R. Kimball) was further evaluated and discussed at a December 14, 2000 project team status

meeting with the PTC. There were no further agency or public meetings held after this date. This information was intended to be discussed in the comments section of the Detailed Alternatives Analysis Report. The Detailed Alternatives Analysis Report was never distributed and the project was put on hold.

The following information was compiled from the investigation of the bifurcated tunnel option:
The bifurcated tunnel alignment was designed with a 3% grade in the westbound tunnel and a 5% grade in the eastbound tunnel. The USACOE eastbound vertical alignment contained substandard vertical curves. The proposed alignment limited the amount of vertical curve within the tunnel to 800 feet, which is the same as the original Yellow Tunnel Option. Based on the Corps' letter there would be an anticipated cost savings of $10 million for construction of the shorter eastbound tunnel, however, after an initial review, the associated roadway cost would increase by over $5 million. The cost increase would be a result of the additional length need to tie to the existing grade, the longer structure needed over the unnamed tributary to the Stony Creek, the construction of a new structure over SR 160, and the addition of a truck climbing lane. An impact to Wetland A, approximately 10.5 acres, would also occur. Operation and maintenance of the bifurcated alignments would be more difficult because the crossovers would occur approximately one mile from the western tunnel portals. This would also increase the operation and maintenance cost as both of the western portals would need to be manned. This design also has an independent horizontal alignment; otherwise, a cost prohibitive retaining wall, over 80 feet high, would be required.

4. Regarding the homeland security issues, I stated that I would bring this issue to the chain of command for their consideration and comment, and did not summarily dismiss the issue as a speculative concern.

The minutes will be changed to reflect this.

5. For a Corps Individual Permit (Standard Department of the Army Permit) to be denied, it must both fail the EPA's 404(b)(1) Guideline analysis and be determined to be contrary to the public interest (minutes indicated "great public opposition").

The minutes will be changed to reflect this.

6. The list of all alternatives to be carried forward for detailed study, as concurred upon by the agencies in the NEPA/404 process, should be brought to the table when the review process resumes. The red tunnel in particular, or a modified red tunnel with a curve flattening cut at the eastbound exit should be further investigated, taking into consideration the presumed practicability of a large cut similar in nature to the recent completed cuts and realignment on the 7 mile incline/decline to the east of the tunnels. This was one of the alternatives, the other being the orange cut, that was requested to be dropped at our January meeting. Whether to drop or retain any alternatives for purposes of the revised detailed environmental document and Corps public notice should be the decision of the entire NEPA/404 review team.

The meeting minutes indicate that the project team will further investigate the possibility of "flattening the curve east of the tunnel" as was done to eliminate the bifurcation east of the tunnel.

A very preliminary investigation of this option revealed the modified Red Tunnel alternative would result in an excavation approximately 180 feet deep and present issues associated with maintenance of traffic during the construction. The long term maintenance of traffic could not occur safely and it would create extensive long term backlogs. To maintain traffic on the existing section of turnpike a tunnel could be constructed to the north however this would place the new tunnel in closer proximity to the South Penn Railroad Tunnel (known Indiana bat hibernacula). Blasting may also be an issue for the Indiana bat, potentially causing disturbance during hibernation.

The project team intends to discuss the history of the project and include discussion on each alternative that was evaluated in the detailed alternatives analysis at the agency meeting. Concurrence on the plan to move forward will be requested from the agencies.

USACE PROJECT REVIEW

MEETING MINUTES – June 2, 2010

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: June 2, 2010
Time: 1:00 PM
Location: Pennsylvania Turnpike Commission Western Regional Office

Subject: Review of project with USACOE

Attendees:
Kevin Gabig (USACOE)
Greg Bednar (PTC)
Dave Willis (PTC)
Ed Jones (L.R. Kimball)
Tammy Sherwin (L.R. Kimball)
Gary Graham (PTC) – via video conference
Jeff Davis (PTC) – via video conference
Tim Scanlon (PTC) – via video conference

Discussion Items:

Project Overview

Mr. Ed Jones (L.R. Kimball) provided an overview of the project history following the handout prepared for the meeting. Mr. Jones indicated that the meeting was informal and questions could be asked at any time.

Mr. Kevin Gabig (USACOE) asked if the blue alternative could be re-considered. Mr. Jones responded that the blue alternative was not carried forward from the Preliminary Alternatives Analysis. The likely reasons included overall length, cost and environmental impacts. **This information will be researched and provided to Mr. Gabig.**

Mr. Jeff Davis (PTC) stated that the bifurcated lanes located east of the tunnel have since been corrected. The blue alternative was developed at a length long enough to correct the bifurcated lanes east of the tunnel and with this area already corrected there may not be a need for an alternative that long.

Mr. Jones then explained that six alternatives plus the no build were carried forward for detailed study. This included the brown, yellow, red and orange corridors. Ms. Tammy Sherwin (L.R. Kimball) indicated that the brown and yellow corridors had a tunnel and cut option each.

Mr. Greg Bednar (PTC) stated that the red and orange alternatives tie in further east of the bifurcation that has since been corrected.

Mr. Jones indicated that Indiana bats were identified within the South Penn Railroad Tunnel (that is located adjacent to the Allegheny Tunnel). Mr. Dave Willis (PTC) explained that the PTC has been working with the PA Game Commission to monitor the bats at the South Penn Railroad tunnel as well as additional locations along the turnpike.

Mr. Jones stated the fly-over alternative suggested by the USACOE in a letter dated November 8, 1999, was evaluated. He provided an explanation of the design and that it was dismissed due to operation and maintenance issues, environmental impacts and cost.

Mr. Jones indicated that the study was put on hold in 2000 and the main focus had been on the yellow tunnel and brown cut alternatives.

The USACOE had also suggested a modified Yellow Tunnel Alternative (referred to as the bifurcated tunnel alternative) in a letter dated November 29, 2000. Mr. Jones reviewed the design of the alternative and indicated that the information was not conveyed to the Corps as the study had been placed on hold and no further agency coordination took place after this request. He explained that this alternative had operation and maintenance issues, more wetland impacts (10 acres of Wetland A), and would require an 80 foot high retaining wall if the alignments for each tunnel were not separated.

Project Needs

Mr. Jones reviewed the five project needs that were identified in 1997 and provided reasons why they remain valid today.

The transportation demand need remains valid as the requirement for an additional lane still exist just at a later date (2015) than what was originally identified in the 1997 study.

The geometric constraints need remains valid as the curve immediately east of the tunnel is substandard. The bifurcation east of the tunnel has since been corrected.

Accident rates were reevaluated by L.R. Kimball in early 2010. The accident rates are higher than statewide averages. Accident rates were compared to 4-lane limited access highways statewide.

The tunnel remains in need of major rehabilitation. Mr. Gary Graham (PTC) indicated that minor rehabilitation will occur this summer and will act as a “band-aid” to keep the tunnels operational. Mr. Gabig asked if the tubes are the same age. Mr. Davis indicated that one was constructed in the 1940’s and the second tube was constructed in the 1960’s. Mr. Gabig asked if the maintenance required for each would be the same as one tube is newer than the other. Mr. Graham replied that maintenance is the same.

Mr. Jones explained that the need of system continuity and linkage was not agreed to by all agencies. He stated that the PTC feels this remains valid as not all hazmat carriers can access the tunnel and have to divert to state and local roads. An update of an origin and destination study conducted in 1997 will take place once the project moves forward again.

Plan to Move Forward

Mr. Bednar stated that the PTC would like to move forward re-evaluating the yellow and brown corridors.

Mr. Gabig asked about the brown cut wetland impacts. Ms. Sherwin indicated that the impact identified on the table produced in 2000 was reflective of direct impacts only. Wetland C was delineated in 1998 in an area that had recently been clear cut. Wetlands will require re-delineation as the area has since changed over the past 10 to 12 years. The extent of the wetland is unknown. A re-evaluation of the hydrology will also be undertaken to gain a better understanding of indirect impacts. Mr. Bednar indicated that the old hydrogeological study conducted by Casselberry could be provided to the USACOE, if requested, but it did not seem to make sense since the information in it will be updated to reflect current conditions. Mr. Gabig agreed.

It was also discussed that the red and orange alternatives were not favored by anyone. The red alternative resulted in wetland, agricultural, and potential historical impacts as well as displacements. The orange alternative had roughly the same impacts as the brown cut, but had an overall longer length with increased forest impacts and agricultural impacts.

Mr. Willis indicated that weather had been a previous issue raised in relation to the construction of a cut alternative. He stated that data had been collected and evaluated. Mr. Gabig asked if there were weather stations located within the vicinity of the tunnel. Mr. Tim Scanlon (PTC) stated that a weather station is located at Milepost 122.3 west of the tunnel and on Laurel Mountain in the proximity of Milepost 100. He also stated that weather reports are provided by the PTC employees that man the tunnel.

Mr. Jones stated that most studies including, but not limited to, wetlands, threatened and endangered species, wildlife movement and crossings, habitat fragmentation, wetland and stream mitigation, cultural resources, excess excavation, and hazardous material carrier routes will require updating and that the PTC would be seeking concurrence from the agencies before moving forward.

Mr. Jones indicated that the PTC would like to set up an ACM to re-introduce the project and get input on the plan to move forward.

Ms. Sherwin stated that agency contacts need identified. Mr. Willis stated that the PTC would like to be added to the PennDOT ACM agenda if possible. If that does not work out, a separate meeting for the tunnel project would have to be held. **Mr. Willis will inquire about being added to the July ACM agenda.**

<u>USACOE Role</u>

The Pittsburg District of the USACOE will act as lead federal agency.

Mr. Willis inquired about the type of documentation required for the USACOE to formulate a finding under NEPA. Would it entail a DEIS, public hearing, FEIS and ROD? **Mr. Gabig will look into this and get back to the PTC.**

The USACOE will be responsible to circulate documents. They will also be responsible for Section 106 in particular tribal contacts.

Mr. Willis asked if Mr. Gabig could **provide the USACOE NEPA implementing guidance to ensure all requirements are met. Mr. Gabig will provide this document.**

Review of January 13, 2010 USACOE Meeting Minute Comment Responses

The responses to Mike Danko's comments on the meeting minutes from the January 13, 2010 meeting were reviewed with Mr. Gabig.

No further comments were received.

Action Items:

1. L.R. Kimball to provide USACOE additional information on the blue alternatives from the Preliminary Alternatives Analysis.

2. PTC to inquire about being added to July ACM.

3. USACOE to provide decision on type of documentation required for the project and their NEPA finding.

4. USACOE to provide NEPA implementation guidance.

USFWS & PGC COORDINATION

MEETING MINUTES – September 8, 2011

Meeting topic: PA Turnpike Commission – Allegheny Tunnel Improvement Project

Date / time: 9/8/11 1:30 PM **Location:** U.S. Fish and Wildlife Service Field Office, State College, PA

NAME	AFFILIATION	PHONE NUMBER	EMAIL
Carole Copeyon	US Fish and Wildlife Service	814-234-4090, ext 232	Carole_Copeyon@fws.gov
Greg Turner	PA Game Comm	814-237-1432	gaturner@pa.gov
STEPHEN G. TOKI, JR	L.R. KIMBALL	814-472-7700	STOKI@LRKIMBALL.COM
ED JONES	L.R. KIMBALL	814-472-7700	ED.JONES@LRKIMALL.com
Tammy Sherwin	L.R. Kimball	412-262-5400	Tammy.Sherwin@lrkimball.com
GREG BEDNAR	PTC	724-755-5182	gbednar@paturnpike.com
DAVE WILLIS	PTC	717-939-9551	dwillis@paturnpike.com

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: September 8, 2011
Time: 1:30 PM
Location: U.S. Fish and Wildlife Service Office, State College, PA

Subject: Indiana Bat Consultation

Attendees:
Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Dave Willis (PTC) started the meeting with an overview of the Allegheny Tunnel Transportation Improvement Project, identifying that the project was placed on hold in 2000. At that time the Brown and Yellow corridors were moving forward for additional investigation. The project was re-initiated late in 2009 and two presentations were made to the ACM in 2010. As a result of the ACM a southern alternative (identified as the gray alternative) was added to the study. Mr. Willis stated that the South Penn Railroad Tunnel is a known location for the Indiana bat and the goal of the meeting was to identify the necessary consultation required to move the project forward. He then turned the meeting over to Tammy Sherwin (L.R. Kimball) to summarize the bat surveys completed at the South Penn Railroad Tunnel.

Ms. Sherwin reported the results of bat surveys conducted from 1999, 2000, 2007, 2008, and 2010. The PA Game Commission (PGC) conducted interior surveys in 1999, 2007, 2008 and 2010. Bat Conservation Management (BCM) conducted The Allegheny Tunnel Transportation Improvement Project South Penn Tunnel *Myotis sodalis* Study in 2000 and the South Penn Tunnel Indiana Bat Migration and Telemetry Study in 2007. The PGC interior survey counts indicated that Indiana bat population within the South Penn Railroad Tunnel increased from 23 (in 1999) to 132 (in 2010). The trapping and telemetry studies performed by BCM indicated that the bats tend to travel northeast along the Raystown Branch of the Juniata River corridor upon release.

Greg Turner (PGC) stated that no survey would occur this year due to the presence of White Nose Syndrome (WNS). He explained that the WNS had arrived at the hibernacula sometime last winter and that a high mortality rate is expected within the following year of its arrival (this winter). There could be a 2 to 3 year span until the next interior survey is conducted in order to lessen the stress of the surviving bats.

Ms. Sherwin then asked Ed Jones (L.R. Kimball) to discuss the project alternatives. Mr. Jones provided an engineering overview of the brown, yellow and gray corridors. He explained that each corridor has one cut option and one tunnel option, resulting in six alternatives.

Mr. Jones also stated that an "Indian Cave" located east-southeast of the Allegheny Tunnel eastern portal was investigated by Skelly and Loy in 1999. A letter summarizing this investigation was provided to the PTC by Skelly and Loy. L.R. Kimball and Heberling Associates have not been able to locate the cave as of yet. Steve Toki (L.R. Kimball) asked Greg Turner if he was able to identify this cave in the PGC database. Mr. Turner stated that it was not present in the database and that the PGC would like to survey it in the winter for bat presence once it is located. He also suggested that locating the cave in the winter may be easier since the cave would have snow melt around it due to the air exchange and it would be easier to see. **Carole Copeyon (USFWS) asked if she could have a copy of the letter. Mr. Toki stated that he could send it to her by e-mail.**

Ms. Copeyon asked where the tunnel would start and stop for each alternative. Greg Bednar (PTC) stated that the new tunnels would be designed at half the length of the existing. Mr. Jones pointed out the tunnel limits for each alternative on the mapping provided to USFWS.

Ms. Copeyon asked about the potential for using the existing tunnel (rehab) and constructing a new tunnel within close proximity to the existing turnpike. Mr. Jones replied that Gannett Fleming is part of the project team and investigated the rehabilitation of the existing tunnel (for westbound traffic) along with constructing a new tunnel south of the existing (for eastbound traffic). The cost of rehabilitation was greater than the cost of constructing a new tunnel alternative on new location. Mr. Bednar stated that the method necessary for widening the existing tunnel was not conducive to a boring machine and the existing tunnel's length (approximately 6,000 feet) is substantially longer than the proposed new tunnels which are approximately 3,000 to 4,000 feet long. Mr. Jones also stated that the existing tunnel has water infiltration issues that would need addressed and that widening the existing tunnel could directly impact the South Penn Railroad Tunnel.

Ms. Copeyon asked if the new tunnel would include one or two tubes. Mr. Bednar replied that two tubes (one - 4 lane tube westbound and one - 3 lane tube eastbound) would be required.

Mr. Willis stated that the environmental studies conducted in 1998-2000 would be updated and the same information would be gathered for the new gray corridor. He also stated that the PTC has a current contract to renovate the existing tunnel starting September 12, 2011. Systems within the existing tunnel are becoming outdated.

Ms. Copeyon asked when the PTC expects to go to construction with the Allegheny Tunnel Transportation Improvement Project. Mr. Willis stated that the project is in the alternatives analysis phase currently and expects to go through the Section 404 permit process before Final Design. This could be 5 to 7 years. He explained that the Pittsburgh District of the USACE is now the lead District for the project. They have taken this responsibility over from the Baltimore District USACE. Kevin Gabig was the Corps contact but has since moved out of the regulatory section. **Ms. Copeyon asked who was replacing Kevin. Mr. Willis has not received that information from the Corps as of yet, but will follow up with them and let her know.**

Ms. Copeyon indicated that the project would require formal consultation with the USFWS regarding the Indiana bat. The preparation of a Biological Assessment (BA) would be required

from the PTC and the USFWS would render a Biological Opinion (BO). The BA should be written for the preferred alternative. Given previously noted reports the USFWS considers the southern alternatives to have less likely adverse impacts than the northern alternatives due to bat migration paths and foraging and roosting areas in relation to the hibernacula. **Mr. Willis asked if the USFWS could provide the PTC with an example of a BA. Ms. Copeyon replied that she would send the BA for the Shaffer Mountain Wind Project.** She stated that the Shaffer Mountain BA addresses habitat impact as well as additive mortality.

Mr. Toki explained that he understands USFWS concerns regarding the Indiana bats and that all alternatives will need to be looked at equally due to Section 404 permitting requirements. Ms. Copeyon stated that she understood that.

Mr. Jones asked if bat / vehicle collision is a high probability. Mr. Turner stated that a study was conducted by the PGC in the Canoe Creek area and they noted hundreds of bats dead along the road over a several year period. Ms. Copeyon indicated that it is too much of an increased danger to the bats by placing a highway between habitat types.

Mr. Toki inquired if the existing studies would be considered valid. Ms. Copeyon stated that they would and the South Penn Railroad telemetry studies are some of the best data they have for Indiana bats. She also indicated that it should be hands-off this bat population until the results of the WNS is known. The USFWS and PGC do not see a need for additional tracking studies.

Mr. Willis stated that the PTC Allegheny Tunnel maintenance staff has been informed to notify headquarters in Harrisburg if they locate deceased bats this winter.

Mr. Turner indicated that it would be best to leave the bats alone if any are found or call the USFWS.

Ms. Copeyon would like to see the WNS incorporated into the BA. She suggested that when the time is appropriate, she would like to sit down with the project team and identify the BA components. Conservation measures (such as seasonal timbering) should be identified in the project description and the effects analysis should be built off of the conservation measures. She stated to have someone very familiar with Indiana bats assist with writing the BA.

Mr. Bednar asked if the existing tunnel could be converted to hibernacula once abandoned. Mr. Turner felt that this idea had merit. The success of constructing a hibernacula would be unknown, but overall it would be viewed as a positive in providing additional bat habitat (hibernacula or roosting).

Ms. Copeyon indicated that there is a variety of conservation measures to compensate impacts. Habitat restoration along abandoned portions of the turnpike would be an example. USFWS usually requires a replacement ratio of 1.5 to 1 for forest lost. If reforestation of abandoned areas and potential hibernacula creation could occur the ratio may be lowered.

Mr. Willis stated that the PTC recently abandoned an area east of the tunnel (bifurcated portion). This area was revegetated with a grass mix, but may provide an opportunity for reforestation.

Ms. Copeyon stated that all these ideas are very good and more discussion could be had during formulation of the BA.

The meeting adjourned at 3:30 PM.

Action Items:

1. L.R. Kimball to provide USFWS a copy of Skelly and Loy letter referencing the cave.

2. PTC to follow up with USACE to determine Kevin Gabig's replacement and provide this information to USFWS.

3. USFWS to provide Shafer Mountain BA example to PTC.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pennsylvania Field Office

MEETING NOTES

Mtg Date: September 8, 2011

Location: PAFO

Attendees: see list

Project #: USFWS #2010-1279

Project: Allegheny Tunnel Improvement Project

Specific topic(s): Indiana bat

Meeting notes prepared by: Carole Copeyon

The PA Turnpike Commission is proceeding with environmental analysis of 3 corridors, each with a tunnel and open cut alignment – for a total of 6 alternatives. USFWS and PGC emphasized that the 2 corridors (4 alternatives) to the north of the existing turnpike will have unacceptable adverse effects on Indiana bats – including adult males, adult females and juveniles during spring, summer and fall. Alternatives north of the existing road would affect not only movement corridors (spring), but also summer territories for males, and bats (males and females) as they would have to repeatedly move across the road for swarming (as they move between roosting/foraging areas and the hibernaculum). This would introduce a persistent source of additive mortality, affecting not only a P3 hibernating population in excess of 100 bats, but also the nearby maternity colony, many members of which are likely to originate from this hibernating population.

According to USFWS, the best alternative for Ibats would be the tunnel alternative south of the existing turnpike tunnels, followed by an open cut south of the tunnels. PTC has discounted the red alternative which was recommended by USFWS, as this would cost more than constructing new tunnels. The red alternative (or a variation thereof) would have involved retrofitting/expanding the width of the two existing tunnels and reusing them, OR reusing/expanding one tunnel and constructing a new tunnel. Therefore, a tunnel alternative south of the turnpike would now involve the construction of two new bore holes for two new sets of travel lanes. These tunnels would be about 3000' long versus the existing 6000' tunnels, with the eastern end of the tunnels beginning in the vicinity of (but south of) the existing tunnels.

The Corps has not provided guidance as to whether or not an EIS will be needed, but PTC is proceeding with an alternatives analysis of all 6 alternatives. Due to the greater length of the

southern open cut alternative (and greater environmental effects), USFWS indicated the southern tunnel would reduce effects on migratory birds, forest and overall habitat fragmentation as compared to the southern open cut.

The lead Corps biologist (Kevin Gabig) is no longer working on this project. PTC will find out who the new Corps lead is and let USFWS know. Formal consultation will be required regardless of the alternative due to the anticipated effects. However, alternatives north of the turnpike would have such detrimental effects that they could compromise the survival of the hibernating population and associated maternity colony, especially in light of white nose syndrome (WNS). The Indiana bat is already at risk of extinction due to WNS, so projects that compromise important species population units could result in jeopardy. Consequently, the southern alignments are really the only ones that should be contemplated. There would also be adverse effects from the southern alignments (forest loss, loss of known summer habitat for males, forest fragmentation), but much less so than the northern alignments.

PGC explained Ibat movements in response to open areas. They move low over the landscape, which would put them at substantial risk of vehicle collisions. This would be a significant source of additive mortality for the northern alternatives, especially due to the wide area that would be cleared to accommodate 7 travel lanes.

USFWS offered to meet with Corps, PTC, and consultants working on BA to discuss BA content. USFWS recommended that the BA be a separate document from the NEPA document, and that a person knowledgeable about Ibats write it. PTC requested an example BA. USFWS will send a BA to PTC. The formal consultation (including the BA and BO) would only be on a single alterative. PTC was advised to include project conservation measures in the BA, as binding aspects of the project. These conservation measures would then be considered in the effects analysis for the BA and BO. A few conservation measures were discussed, including a seasonal restriction on tree cutting, reforestation of recently cleared areas along curves, permanent forest conservation (1.5:1 ratio for P3 swarming habitat), reforestation of the abandoned road surface and currently cleared areas east of the turnpike tunnels, and alteration of the existing turnpike tunnels to convert them into potentially suitable bat hibernacula. The latter would involve closing off one end of the tunnel (west), gating the eastern end and making the air flow conducive to hibernating conditions. This may or may not result in a suitable hibernaculum – it has never been tried.

PTC asked about white-nose syndrome implications with respect to the project. PGC and USFWS emphasized that this increases the importance of keeping surviving bats alive – making sure they stay alive and are able to breed.

Consultants and PTC asked if any additional studies were needed. USFWS indicated the available data were sufficient. Also, USFWS and PGC are reluctant to have any disturbance of these Ibat populations while WNS is moving through, as disturbance may increase risk to the bats.

USACE PROJECT UPDATE

MEETING MINUTES – January 19, 2012

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
January 19, 2012

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
ED JONES	L.R. KIMBALL	814-472-7700	ed.jones@lrkimball.com
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Don Bole	USACE	412-395-7576	donald.r.bole@usace.army.mil
Karen Kochenbach	"	412-395-7361	karen.a.kochenbach@usace.army.mil
Scott Hans	"	412-395-7154	Scott.A.Hans@usace.army.mil
Dave Willis	PTC	717-939-9551	dwillis@paturnpike.com

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: January 19, 2012
Time: 1:00 PM
Location: U.S. Army Corps of Engineers Office, Pittsburgh, PA

Subject: Allegheny Tunnel Transportation Improvement Project

Attendees:
Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Dave Willis (PTC) started the meeting with an overview of the Allegheny Tunnel Transportation Improvement Project, identifying that the project was placed on hold in 2000. At that time the agencies and public were requesting more information on one cut and one tunnel option. The project was re-initiated late in 2009 and a meeting was held with the U.S. Army Corps of Engineers (USACOE) Baltimore District in early 2010. After meeting with the USACOE Baltimore District it was decided that the project should be lead by the USACOE Pittsburgh District (due to the location of most waterway and wetland impacts). The project was re-introduced to the agencies through the PennDOT Agency Coordination Meeting process. Two presentations were made to the ACM in 2010. As a result of the ACM a southern alternative (identified as the gray alternative) was added to the study. He then turned the meeting over to Ed Jones (L.R. Kimball) to provide a summary of the project timeline.

Mr. Jones distributed a handout and started the discussion with identification of the project area. He referenced an aerial photograph on page 5 of the handout. The Allegheny Tunnel is located between Interchange 110 (Somerset) and Interchange 146 (Bedford) of the Pennsylvania Turnpike. He also indicated that the two bifurcated areas east of the tunnel have been eliminated.

Mr. Jones stated that Allegheny Tunnel Transportation Improvement project started in 1996 and a needs analysis for the project was conducted in 1997. He briefly described the five needs: Transportation Demand, Existing Geometric Constraints, Accident Rates, Tunnel Conditions, and System Linkage and Continuity. He explained that the last need of system linkage and continuity did not have the concurrence of every agency as some of the agencies felt this would limit the alternatives to open cuts.

He stated that the project then proceeded to a preliminary alternatives analysis. Thirteen alternatives were evaluated using secondary source data, conceptual engineering plans, and agency and public input. This evaluation recommended six alternatives be advanced to detailed analysis. The six alternatives included the brown cut, brown tunnel, yellow cut, yellow tunnel, orange cut and red tunnel.

The detailed studies included wetland delineation, Indiana bat surveys, woodrat surveys, timber rattlesnake surveys, a PAM HEP, wetland functions and values assessment, stream surveys, traffic analysis, geotechnical studies, and groundwater studies. These studies may require re-investigation as the project was placed on hold for approximately 11 years. Mr. Jones also explained the detailed alternatives analysis phase involved extensive agency and public coordination.

Mr. Jones stated that the PTC had the traffic data reevaluated in 2009 by McMahon. The study indicated that failing levels of service would occur in 2015 for this area of the turnpike. The traffic data also indicated that three lanes traveling eastbound and four lanes traveling westbound would be required to address future traffic conditions.

The meeting was then turned over to Tammy Sherwin (L.R. Kimball) to discuss the re-initiation of the project and current status of the project. The PTC re-initiated the Allegheny Tunnel Transportation Improvement Project in early 2010. She explained that a meeting was held with the USACOE Baltimore District in January of 2010 to re-introduce the project and it was decided shortly after that meeting that the lead USACOE District would be Pittsburgh. A meeting was then held with the USACOE Pittsburgh District in June 2010. Two ACM's were also held in 2010 to provide project information to the participating agencies. As a result of the agency coordination meetings a gray corridor was identified to the south of the existing Allegheny Tunnel. Ms. Sherwin indicated that this was driven by a concern over the presence of the Indiana bat and its travel patterns and habitat usage north of the existing tunnel.

A meeting was held with the U.S. Fish and Wildlife Service (USFWS) and PA Game Commission (PGC) on September 8, 2011 to discuss the Indiana bat. Ms. Sherwin stated that it was decided at this meeting the PTC would likely have to enter into formal consultation with the USFWS once a preferred alternative was identified. The USFWS did not require additional bat surveys as part of the upcoming field work, because white nose syndrome was identified within the South Penn Railroad Tunnel hibernacula. This however did not preclude surveys for State concern bat species under the PGC's jurisdiction. The PGC is requesting surveys for the eastern small-footed myotis and northern long-eared myotis. Scott Hans (USACOE) indicated that the biological opinion for the Shaffer Mountain Wind Project, which considered the Indiana bat, has since been retracted. He stated that it would more than likely take 2 years or more to go through the formal consultation process with the USFWS.

Ms. Sherwin explained that coordination with the PA DEP has been on-going concerning the wetland function and value assessment methodology. She stated that Alyssa Barkley (PA DEP) had provided clearance for use the New England Highway Methodology. Mr. Hans asked if she had mentioned that DEP was in the process of introducing its own function and value assessment methodology. Ms. Sherwin indicated that she did not. He suggested that we contact Dave Gorman at PA DEP to discuss this further. Ms. Karen Kochenbach (USACOE) indicated that the Allegheny Tunnel project may be a good test for this new methodology. **Ms. Sherwin stated that she would follow up with Mr. Gorman to identify which methodology should be used.**

Ms. Sherwin indicated that a resource inventory was conducted during the summer and fall of 2011 to identify stream locations, potential wetland areas, critical habitat and potential cultural sites. She stated that the PA Historical and Museum Commission (PHMC) indicated in a letter dated November 9, 2011 that determinations of eligibility should be submitted by the USACOE. Ms. Sherwin explained that Heberling Associates, Inc. is on board to assist with cultural resource clearance and that they have prepared a draft evaluation for historic resources. This evaluation includes recommendations on eligibility. **Ms. Sherwin will work with Don Bole (USACOE) to determine the best way to submit information to the PHMC.**

Ms. Sherwin then stated that initial PNDI coordination with the PGC, USFWS, PA Department of Conservation and Natural Resources (DNCR), and PA Fish and Boat Commission was also complete. The following species were identified for follow up surveys: northern long-eared myotis, eastern small-footed myotis, Allegheny woodrat, Appalachian blue violet, mountain bugbane, mountain goldenrod, and the timber rattlesnake. Additional studies to be conducted as part of the project include: assessment of risk to migratory birds, wildlife movement analysis, habitat fragmentation evaluation, and identification of sites for waste areas.

Ms. Sherwin then inquired as to what type of environmental documentation the USACOE would require. Mr. Hans and Mr. Willis discussed the various types of NEPA documents, as well as the draft document that was previously prepared for the Allegheny Tunnel Transportation Improvement Project. Ms. Sherwin indicated that the draft Detailed Alternatives Analysis Report contained the information required within an EA or EIS (i.e. purpose and need, alternatives analysis, existing conditions, environmental impacts, cost analysis, recommendation of preferred alternative, etc…). Mr. Hans and Ms. Kochenbach indicated that a report covering those areas as well as mitigation and waste/borrow areas would be acceptable.

Mr. Willis asked if the USACOE would like to take the lead with agency coordination from this point or have the PTC continue as previously. Mr. Hans stated that the PTC could continue with their agency coordination efforts and keep Mr. Bole informed as the project progresses. The USACOE will become involved as needed and can organize a permit pre-application meeting with the agencies when the time is right.

Mr. Willis asked if another status meeting with the USACOE in late summer or early fall would be appropriate. Mr. Hans stated that it would.

Mr. Hans asked what the approximate cost for construction of a tunnel and cut would be. Greg Bednar (PTC) replied that it would be approximately two and a half times more to construct a tunnel option.

Mr. Bole asked if the presentation material could be provided electronically to the USACOE. Mr. Jones stated that it would be sent via e-mail.

The meeting adjourned at 3:00 PM.

Action Items:

1. L.R. Kimball will follow up with Dave Gorman (PA DEP) to identify which wetland function and value assessment methodology should be used.

2. L.R. Kimball will coordinate with the USACOE to determine the best way to submit information to the PHMC.

3. L.R. Kimball to provide an electronic copy of the meeting handout to the USACOE.

PGC BAT SURVEY

MEETING MINUTES – May 4, 2012

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: Friday, May 4, 2012
Time: 11:00 AM
Location: Conference Call

Subject: Pennsylvania Game Commission Meeting

Attendees:
Dave Willis (PTC)
Greg Bednar (PTC)
Greg Turner (PGC)
Tracey Librandi Mumma (PGC)
John Chenger (BCMI)
Ed Jones (L.R. Kimball)
Tammy Sherwin (L.R. Kimball)
Steve Crescenzo (L.R. Kimball)

Bold items noted as action items.

Introductions

Tammy Sherwin (L.R. Kimball) started the meeting with introductions of all attendees. Ms. Sherwin then presented an overview of the proposed project.

Project Overview

Ed Jones (L.R. Kimball) provided an overview of the three alternates that are currently under consideration, which include the yellow and brown alternatives to the north of the existing tunnel and the gray alternative located south of the existing tunnel. All three alternatives have cut and tunnel options associated with the proposed corridors. Mr. Jones indicated that the brown and yellow alternatives are not preferred by the United States Fish & Wildlife Service (USFWS) due to their proximity to the existing, federally-listed Indiana bat (*Myotis sodalis*) hibernacula. The hibernacula is located immediately north of the existing Allegheny Tunnel eastern portal.

Tracey Librandi Mumma (PGC) inquired on how the proposed gray alternative was developed?

Mr. Jones indicated that the gray alternative is primarily a corridor at this point, which will be modified based upon the identification of resources that are within the study corridor. Mr. Jones further stated that the gray alternative is located immediately south of the existing tunnel due to the location of the Berlin Borough wellhead protection area to the south. The Borough of Berlin had previously expressed concerns about investigating an alternative any further south because of the wellhead protection zone for the borough's water supply.

Ms. Sherwin stated that the total study area is comprised of approximately two (2) square miles, which provides enough coverage for all three alternatives in the event of alignment shifts.

Bat Surveys

Ms. Sherwin stated that previous coordination with Carole Copeyon of the USFWS identified that no further mist netting for the Indiana bat is necessary since there have been sufficient studies conducted within the project area that have confirmed the presence of the species, in addition to concerns with the spread/stress of "white-nose syndrome". Based upon the USFWS' guidance, Ms. Sherwin inquired if mist netting would be required by the PGC?

Ms. Librandi Mumma stated that mist netting will still be required under the PGC's regulation.

Ms. Sherwin asked if Indiana bats are still required to be tracked via radio telemetry.

Ms. Librandi Mumma stated that she would defer to Greg Turner (PGC) regarding tracking, to which Mr. Turner indicated that tracking would be required per the PGC.

Mr. John Chenger (BMC) inquired if Indiana bat juveniles were required to be radio tracked.

Mr. Turner responded that Indiana bat adult males and females, and juveniles meeting the weight requirement will all need to be tracked.

Mr. Chenger stated that he was inquiring for clarification since the USFWS stated previously that tracking was not necessary. **Mr. Turner stated that he will clarify the issue with the USFWS and copy all attendees on the inquiry, as well as, the response.**

Ms. Sherwin stated that the PTC is proposing 11 mist net sites for the two square mile study area, with telemetry proposed for the suitable specimens of small-footed myotis (*Myotis leibii*) and Indiana bats. Ms. Sherwin inquired as to what the PGC would request for review regarding the mist net locations.

Ms. Librandi Mumma stated that the PGC would like to see mapping for those locations, which should be situated based upon locations of surface rock that may be utilized as roosting habitat for the small-footed myotis.

Ms. Sherwin asked Mr. Chenger if those locations were identified, to which Mr. Chenger indicated that he could supply them to L.R. Kimball via email by the afternoon of Friday, May 4, 2012.

Ms. Sherwin inquired if there is a certain number of bats that are required for tracking, to which Ms. Librandi Mumma stated a maximum of six (6) is required, which is stated within the revised telemetry protocol. This protocol combined all species into one operating protocol for the purpose of environmental review.

Mr. Chenger stated that he did not think he received a copy of the revised protocol with his PGC permit, but he would get it via email from either Mr. Turner or Ms. Librandi Mumma.

Ms. Sherwin proposed to conduct a minimum of one (1) roost emergence survey, to which Ms. Librandi Mumma referred to the revised protocol, which she recalled being a minimum of one per day per roost. This was confirmed by Mr. Turner. As a follow-up, Ms. Librandi Mumma emailed the revised protocol to the attendees during the meeting.

Ms. Sherwin indicated that the project team would like to assume the presence of the northern long-eared bat (*Myotis septentrionalis*), a state species of concern and adopt winter clearing as a mitigation measure for this species. Ms. Librandi Mumma agreed that this approach would be an acceptable mitigation measure.

Referencing the small-footed myotis habitat survey, Ms. Sherwin stated that previous field work identified an abundance of surface rock within the study area. Due to the high proportion of the study area exhibiting surface rock, the presence of the small-footed myotis habitat would be assumed and further survey, if required, could take place once a preferred alternative is identified.

Ms. Librandi Mumma asked if the PGC may have a copy of this mapping, and if Mr. Chenger took into account this information when planning the 11 mist netting sites.

Ms. Sherwin stated that not all of the identified rock may qualify as habitat.

Ms. Librandi Mumma stated that this information could be used to plan the netting locations, to which Mr. Turner stated the habitat, should be targeted for an increased chance of captures of small-footed myotis.

Mr. Chenger stated that most of his netting sites were focused on the Raystown Branch of the Juniata and the South Penn Tunnel.

Ms. Librandi Mumma inquired if the mist net location mapping could include the surface rock information layer, to which Mr. Chenger asked if L.R. Kimball could assist with putting his netting location information onto mapping with the surface rock information. **Ms. Sherwin indicated that L.R. Kimball could assist with that task and provide the mapping to the PGC.**

Ms. Sherwin asked if there are any other discussion items related to bat surveys.

Mr. Chenger inquired if radio telemetry is required for the northern long-eared bat, a state species of concern. Ms. Mumma stated that if the timbering time of year restrictions are utilized, no telemetry will be required for this species.

Mr. Chenger asked if telemetry is to only be conducted on small-footed myotis and Indiana bats, to which Mr. Turner and Ms. Mumma indicated that was correct.

Ms. Sherwin inquired if Dave Willis (PTC) had any other questions or concerns. Mr. Willis inquired if Mr. Turner could provide a write-up of the Indian Cave visit that summarizes his findings from the February 2012 site visit. **Mr. Turner stated that he will draft a memo stating his findings and email it to Mr. Willis.**

<u>Wildlife Movements and Habitat Fragmentation</u>

Ms. Sherwin stated that L.R. Kimball can provide forested habitat composition and characteristics, along with any wildlife movement observations noted during the field studies. This information will be included within the proposed alternatives to determine the amount of

disturbance and fragmentation by alternative. Ms. Sherwin inquired if this approach would be acceptable to the PGC. Ms. Librandi Mumma indicated that this approach would be appropriate.

Ms. Librandi Mumma asked if any blasting is proposed, and if so, how much? Ed Jones stated that no specific information is available at this point; however, the PTC is planning on collecting limited geotechnical information on the each alternative.

Questions

Ms. Sherwin inquired if there are any further questions.

Ms. Librandi Mumma asked when mist netting is proposed. Mr. Chenger stated that netting could be conducted as early as May 15, with some additional work possible sometime in June. Ms. Librandi Mumma requested that the proposed netting locations be submitted with enough lead time for review and approval.

Mr. Turner inquired how close the gray alternative is to the Indian Cave. Ms. Sherwin stated that it is located outside of the study area. Mr. Willis stated that the location of the cave is shown on the map that was sent out for this meeting.

Ms. Sherwin asked if there were any closing comments/questions, and stated that Steve Crescenzo of L.R. Kimball will be assisting with the Allegheny woodrat (*Neotoma magister*) habitat assessment.

Mr. Turner stated that there was historic woodrat activity noted within the Allegheny Tunnel.

This meeting concluded at 11:35 AM.

Action Items:

1. PGC to coordinate with USFWS concerning the need to track Indiana bats and provide a response to the group of meeting attendees.
2. L.R. Kimball/BCMI to provide mapping of mist net locations to PGC, including surface rock locations.
3. PGC to provide memo on Indian Cave findings.


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Stonycreek
VALLEY
GLADES
Lookout Tower
TURNPIKE
TOLL ROAD
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TUNNEL
Radio Tower
Water Tank
Spring Hollow Road
Wambaugh Hollow Road
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PADEP & USACE REVIEW OF DEP LEVEL 2
RAPID ASSESSMENT PROTOCOL
MEETING MINUTES – May 11, 2012

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: Friday, May 11, 2012
Time: 1:00 PM
Location: Conference Call

Subject: Pennsylvania Department of Environmental Protection Level 2 Rapid Assessment Protocols for Wetlands and Streams

Attendees:
Dave Willis (PTC)
Greg Bednar (PTC)
David Goerman (PADEP Central Office)
Mike Englehardt (PADEP SWRO)
Don Bole (USACE – Pittsburgh District)
Tammy Sherwin (L.R. Kimball)
Steve Crescenzo (L.R. Kimball)

Bold items noted as action items.

Introductions

This meeting was organized as a result of past coordination efforts, early in the year, between the Pennsylvania Turnpike Commission (PTC) and U.S. Army Corps of Engineers (USACE). The USACE suggested the PTC coordinate with the Pennsylvania Department of Environmental Protection (PADEP) to discuss the new assessment methodology PADEP was developing for wetland and stream assessments and the applicability of the assessments to the Allegheny Transportation Improvement Project. Tammy Sherwin of L.R. Kimball (Kimball) started the meeting with an introduction of all attendees. Ms. Sherwin then turned the meeting over to David Goerman of the Pennsylvania Department of Environmental Protection (PADEP).

Discussion: Draft PADEP PA Wetland Condition Level 2 Rapid Assessment Protocol (12/6/11 version) and Draft PADEP PA Riverine Condition Level 2 Rapid Assessment Protocol (12/13/11 version)

Mr. Goerman stated that the PADEP plans to publish both the PADEP Wetland Condition and Riverine Condition Level 2 Rapid Assessment Protocols this year for public review and comment. Most likely within one (1) year from the date of publication, the protocols will become part of the environmental assessment process under PADEP Chapter 105. Due to the above-referenced timing and the proposed schedule for the Pennsylvania Turnpike Commission's (PTC) Allegheny Tunnel Project, Mr. Goerman suggested utilizing these forms for the assessment of the identified resources within the proposed project study area.

Ms. Sherwin agreed that taking this approach with the project would eliminate the potential for duplicating efforts concerning the wetland and stream assessments. Ms. Sherwin stated that the proposed project study area consists of approximately two (2) square miles and contains several larger wetland systems. Given the preliminary phase of the project, there are concerns that the

draft protocols may change significantly during the time the project is being developed, which would require additional field data collection late in the project schedule.

Mr. Goerman inquired what the timeframe/schedule would be for submission of the project to the PADEP and United States Army Corps of Engineers (USACE).

Dave Willis (PTC) indicated that submission of a permit is approximately 1 to 2 years out.

Mr. Goerman responded that these protocols will be finalized within that timeframe and that the PADEP is comfortable with the methodology provided therein; therefore, major changes are not anticipated.

Ms. Sherwin inquired if these protocols should be utilized on the entire project, or if it would be more appropriate to utilize them on the preferred alternative. Additionally, she asked if the result of the assessment would lend itself to providing a means for alternatives analysis.

Mr. Goerman stated that the protocols will allow for the comparison of resource impacts between alternatives, and will aid in determining the overall quality of the wetland loss per alternative; thereby, providing a comparison tool for project planning purposes. Results from the assessments will be utilized in the determination of mitigation requirements (the score that is generated from the assessment will drive the project mitigation needs). PADEP is working on the development of the "Function Base Aquatic Compensation Protocol". Additionally, these protocols can help determine the impact of additional stresses on the overall condition of the wetland, which can assist in developing the avoidance and mitigation plan for the project and/or demonstrate secondary impacts.

Mr. Willis inquired about the protocols seeming dependence on an area of impact for larger wetlands. He explained that proposed impact areas have not been identified as the project is currently in the planning phase that will lead to an alternatives analysis. Additionally, Mr. Willis inquired if the assessment rationale explained within the protocol for the area of impact within a wetland would be applicable to the entire resource within the study area, or just to the proposed impact area.

Mr. Goerman stated that the PADEP may need to add clarification to the assessment area, which was designed for approximately 99 percent of their current project load – most of which are not large projects like the PTC's Allegheny Tunnel project. The assessment protocol can be utilized for the entire wetland; however, multiple assessment units should be used for large, complex resources. Additional documentation and rationale on how the assessment area was selected is recommended for inclusion into the permit application. For the purpose of this project, it may be beneficial to hold off on assessing large wetland systems until the preferred alternative is identified.

Mr. Willis stated that typically a corridor (study area) is identified to include an area large enough to accommodate various design modification, and larger wetland systems sometimes have to be open-ended when they extend outside of the study area boundary. For these situations, he asked if aerial photos should be used to assess the portion of the wetland that is outside of the study area.

Mr. Goerman stated that the assessment area for large systems that extend beyond the study area boundaries can be confined to the project study area boundary, and an explanation as to why the assessment area is truncated should be provided.

Ms. Sherwin inquired, in light of this process, if the PTC should proceed with the Level 2 assessment on the entire project, or should the Level 2 assessment be conducted on the preferred alternative when identified.

Don Bole (USACE Pittsburgh District) inquired if there was an abbreviated form of the rapid assessment that could be utilized during this phase of the project.
Mr. Goerman stated that there will be a Level 1 assessment in draft form soon. The Level 1 assessment can be conducted utilizing geographical information systems (GIS), which assigns a preliminary value to the resource for the purpose of project planning. Since there would be a great effort to assess all of the resources within the project study area under Level 2, the Level 1 desktop GIS assessment may be more appropriate at this stage. **Mr. Goerman stated that he would be able to prepare a draft Level 1 Assessment that assigns a value to wetland and stream resources; however, the Level 1 values may indicate higher resource value than what a Level 2 or 3 assessment may assign given they will be based solely on aerial and GIS information.**

Ms. Sherwin inquired if the process would then be to complete the Level 2 assessment on the resources identified as being impacted by the preferred alternative.

Mr. Goerman responded in the affirmative, and that some resources may be required to be assessed under a Level 3 assessment at that time, as well.

Ms. Sherwin inquired if there would be a potential for misinterpretation by the other agencies since the Level 1 assessment typically generates a higher quality number for resources than what is determined through Levels 2 or 3.

Mr. Bole stated that Level 1 will not be compared to Levels 2 or 3, since the higher level assessments are focused on the preferred alternative. Mitigation requirements will be based upon the numbers generated within the Level 2 assessments and final scores.

Ms. Sherwin asked if Mr. Willis had any questions or thoughts on this proposed process.

Mr. Willis inquired if the Level 1 assessment is available for use now.

Mr. Goerman stated that it is not since the PADEP's focus has been on the development of the Level 2 protocol for smaller projects. He stated that the PADEP could develop a Level 1 assessment in short time for use on this project.

Mr. Bole inquired if the Level 1 assessment information could be utilized when preparing the Level 2 assessment. Mr. Goerman stated that the information collected during the Level 1assessment could be built upon to develop the Level 2 assessment score.

Mr. Willis stated that this approach sounded reasonable.

Mr. Goerman stated that the PADEP has 10 years of data that may be utilized to generally define the conditions for wetlands. **Mr. Goerman stated that the PADEP could generate a Level 1 for use on this Project within a 1 to 2 week timeframe.**

Mr. Bole inquired if it would be necessary to conduct a field visit at this time, as was originally proposed. Mr. Willis stated that there may not be any value to conducting a field view of the Level 1 assessment since it will be based upon desktop review information. Mr. Goerman agreed that a field view of the methodology should wait until the Level 2 assessment is conducted for the resources on the preferred alternative.

Mr. Willis stated that the incorporation of the influence of roads and surrounding, man-made alterations into the assessment is very appropriate in providing a true assessment of a resource's functions and values.

Mr. Willis requested clarification on the scoring – specifically page 23, where the total condition index is derived from the summation of the individual quality indices.

Mr. Goerman stated that some individual parameters actually have two components, which requires adding the condition scores (0-20) from both parameters and then dividing by 40 to calculate the condition index.

Steve Crescenzo (Kimball) reviewed the worksheets (Roadbed Condition and Stressor Worksheet) for individual parameters and explained that those parameters that are identified as having selections in the "yes" column are carried over to the Level 2 assessment form, which is how that parameter rating is determined.

Mr. Crescenzo inquired if a Level 1 assessment will also be generated for the stream protocol.

Mr. Goerman responded that the Level 1 assessment for streams will be similar to the Level 1 assessment for wetlands, in that it will be based upon a desktop review of aerials and GIS information.

Mr. Willis requested that the Level 1 assessment methodologies be sent to Ms. Sherwin for distribution to the project team, and that Mr. Bole and Mr. Englehardt receive copies, as well.

Mr. Goerman stated that he will create a draft Level 1 assessment protocol for comment and distribute it to Ms. Sherwin, Mr. Bole and Mr. Englehardt. Once comments are received, he will incorporate the comments and prepare a final draft for use on the project.

Mr. Goerman stated that the Level 1 assessment will be based on aerial data (especially the wetlands) and will be defensible from the PADEP's standpoint.

Ms. Sherwin inquired if anyone had any other questions or comments.

Mr. Goerman stated that the Level 1 assessment will be straightforward; however, the Level 2 assessment will require some lead time for training in the field when that time comes.

Mr. Bole clarified that the process for the project will be to delineate the resources within the project study area, conduct a Level 1 assessment for wetlands and streams, and follow-up with a

Level 2 assessment on the resources within the preferred alternative, which is when a field view may be scheduled to review the Level 2 process.

Mr. Goerman indicated that is correct.

Mr. Willis concluded the meeting by thanking everyone for their time and attention concerning the Allegheny Tunnel Transportation Improvement Project.

The meeting concluded at approximately 2:15 PM.

Action Items:

1. Mr. Goerman to develop a draft Level 1 assessment protocol for both wetlands and streams and submit to the attendees for review and comment within 2 weeks.
2. Attendees to review the draft Level 1 assessment protocols and submit comments back to Mr. Goerman.
3. Mr. Goerman to prepare a final draft Level 1 assessment protocol for wetlands and streams, and submit to the project team, PADEP, and USACE for use on the Allegheny Tunnel Transportation Improvement Project.

USACE PROJECT UPDATE

MEETING MINUTES – March 5, 2013

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
March 5, 2013

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
ED JONES	L. R. KIMBALL	814 - 472-7700	ED.JONES@LRKIMBALL.com
Tammy Sherwin	L. R. Kimball	412-262-5400	tammy.sherwin@lrkimball.com
David Willis	PTC	(717) 939-9551	dwillis@paturnpike.com
GREG BEDNAR	PTC	724-755-5182	gbednar@paturnpike.com
Don Bole	USACE	412-395-7576	Donald.R.Bole@usace.army.mil
Jon Coleman	USACE	412-395-7188	jon.t.coleman@usace.army.mil
Scott Hans	USACE	412-395-7154	Scott.A.Hans@usace.army.mil

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: March 5, 2013
Time: 1:00 PM
Location: U.S. Army Corps of Engineers Office, Pittsburgh, PA

Subject: Allegheny Tunnel Transportation Improvement Project

Attendees:
Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Dave Willis (PTC) started the meeting with an overview of what has occurred since the last meeting (January 19, 2012) for the Allegheny Tunnel Transportation Improvement Project. He indicated that the field studies have been completed and a corridor was investigated south of the existing tunnel. This corridor contains the Gray Cut and Gray Tunnel alternatives.

Tammy Sherwin (L.R. Kimball) distributed a copy of the agenda and past meeting minutes. She briefly reviewed the agenda and actions items from the past meeting. Ed Jones (L.R. Kimball) presented plans of the study area and oriented the attendees with references to the Pennsylvania Turnpike and Allegheny Tunnel. The Allegheny Tunnel is located between Interchange 110 (Somerset) and Interchange 146 (Bedford) of the Pennsylvania Turnpike.

Ms. Sherwin provided a summary of the environmental efforts to date. Plan sheets identifying the brown, yellow and gray cut and tunnel alternatives were shown. In addition, these plans identified the various environmental features described in the following subject areas.

Wetlands and Streams

Field studies were conducted May through August, 2012.

71 wetlands were delineated (30 PEM, 3 PSS, 30 PFO, 1 POW, 1 PSS / PEM, 1 PEM / PFO, 1 PFO / PEM, 2 PEM / PSS / PFO, 2 PEM / PFO / PSS).

133 streams were identified (58 perennial, 32 intermittent, 43 ephemeral).

The Wetland and Waters of the United States Find Report is in draft form. Wetland functions and values were assessed using the PA Department of Environmental Protection's (DEP) Pennsylvania Wetland Condition Level 1 Rapid Assessment Protocol (Draft Version 1.0 – May 23, 2012) and the Streams were assessed using the PA DEP's Pennsylvania Riverine Condition Level 1 Rapid Assessment Protocol (Draft Version 1.0, May 23, 2012).

The PTC plans to submit a request for a preliminary JD once the report is finalized.

Botanical Survey

The PA Department of Conservation and Natural Resources (DCNR) identified the Appalachian blue violet, mountain bugbane and mountain goldenrod as species of special concern requiring a survey. Field studies were conducted by qualified botanists in April, May, and September 2012 as required to capture the species of special concern flowering periods. The following state plant species of special concern were identified.

- Appalachian blue violet - Threatened
- Tick-leaved meadow rue - Endangered
- Mountain bellwort - Tentatively Undetermined
- Bog goldenrod - No Current Status
- Stiff cowbane - Tentatively Undetermined
- Vieny-leaved aster - No Current Status
- Ginseng - PA Vulnerable

The mountain bugbane and goldenrod were not identified during the survey. There are no Federal species of concern associated with this project.

In addition to the above species a Sphagnum Bog was identified within the southwest quadrant of the study area and is contained within a larger wetland system. The bog consisted of sphagnum moss, sundew and cotton grass.

The draft of the Report on the Results and Findings of the Botanical Survey PNDI #021520 for the Allegheny Tunnel Transportation Improvement Project has been submitted to PA DCNR for review.

Timber Rattlesnake Survey

The PA Fish and Boat Commission (PFBC) identified the timber rattlesnake as a Pennsylvania candidate species. A survey for the timber rattlesnake (with oversight by a qualified surveyor) took place on May 17, 18, 19, August 15, 16, 22 and September 5, 6, 24, 25, and 26, 2012 within the project study area.

Three sites with potential habitat were identified:

- TRHA-1 contains gestation/birthing habitat,
- TRHA-2 contains hibernaculum, gestation and birthing habitat, and
- TRHA-3 contains gestation/birthing habitat.

An upland travel corridor connects TRHA 2 and 3. The potential habitat sites are located north of the existing Allegheny Tunnel. Rattlesnakes were physically sighted four times with the project study area from 2011-2012.

The draft Timber Rattlesnake Habitat Assessment Report for the Allegheny Tunnel Transportation Improvement Project was submitted to PFBC on January 11, 2013. PFBC provided a response dated February 6, 2013 requesting avoidance of the denning site, possible

avoidance of gestational sites, and education of construction workers. They also requested a map that demonstrates avoidance of the sites to complete their review.

Allegheny Woodrat Survey

The PA Game Commission (PGC) identified the Allegheny woodrat as Pennsylvania threatened. Surveys were conducted by a qualified surveyor on May 17, 18, 19, August 15, 16, 22 and September 5, 6, 24, 25, and 26, 2012

Six sites with potential habitat were identified. No obvious signs of current usage by woodrats were documented. The draft Allegheny Woodrat Habitat Assessment Report for the Allegheny Tunnel Transportation Improvement Project was submitted to the PGC on January 11, 2013. The report did not include recommendations for avoidance, management or mitigation due to the lack of active woodrat signs. PGC has not provided a response to the report as of this date.

Bat Mist Net Survey

Mist net surveys were conducted by Bat Management and Conservation staff on July 6-13, 2012 at 11 mist net sites throughout the project study area. The PGC requested the survey in regards to the state-listed small-footed myotis. The survey resulted in a total of 262 bats captured:

- 170 big brown bats
- 60 Eastern red bats
- 1 juvenile Eastern small-footed myotis (state threatened)
- 5 little brown bats
- 24 Northern myotis
- 1 unidentified moytis species
- 1 unknown species

The federally endangered Indiana bat was not captured during the survey. The draft Summer Bat Mist Netting Survey report for the Allegheny Tunnel Transportation Improvement Project was submitted to the PGC on October 23, 2012. The PGC responded with comments on December 4, 2012 and a revised report was submitted to PGC on February 26, 2013. Further comments from the PGC have not been received to date.

It was agreed to in a meeting on May 4, 2012 with the PGC that a survey for small-footed myotis habitat would take place once a preferred alternative is selected. This is due to the large amounts of rocky habitat contained within the study area.

Bat Hibernacula Surveys

A cave east of Raystown Branch of Juniata River was discovered during past studies for the project. This information was conveyed to the PGC and a survey of this cave was conducted on February 17, 2012. The results were as follows:

- 9 little brown bats
- 1 Northern myotis
- 8 Pipistrelle (or tri-colored)bats – 1 Pipistrelle was dead

Four little brown bats, two pipistrelle bats and one Northern myotis had visible signs of White Nose fungus.

The PGC continues to monitor the South Penn Railroad Tunnel hibernaculum. White nose syndrome has been noted as present within the South Penn Railroad Tunnel. The most recent survey was conducted on February 5, 2013. The results were as follows:

- 21 little brown bats
- 10 pipistrelle (or tri-colored) bats
- 95 Indiana bats

Preliminary Area Reconnaissance (PAR)

A preliminary area reconnaissance for hazardous material concerns was conducted on August 2 through 12, 2011. Nine areas of concern were identified mostly associated with the residential area within the western quadrant of the study area. Concerns included fill material, debris piles, and potential USTs. The draft report was submitted to the PTC on December 17, 2012.

Historic Structures Reconnaissance

A historic structure reconnaissance of the project study area was conducted by Heberling Associates, Inc. July through October, 2011. Two properties are eligible for the National Register of Historic Places (PA Turnpike and South Penn Railroad Tunnel). The PHMC concurred with the report findings on June 13, 2012.

Archaeological Reconnaissance

An archaeological reconnaissance of the project study area was conducted by Heberling Associates, Inc. July 2011 and February 2012. They recommend following the Skelly and Loy predictive model with the addition of potential sites including rock overhangs and faces, rock-outcrops and boulder fields, upland flats near water, and areas near historic foundations and walls. The draft report was submitted to PTC on April 11, 2012.

Geotechnical Analysis

A geotechnical analysis is to be conducted within the next few months. Greg Bednar (PTC) indicated on mapping the location of a past slide area within the south east quadrant of the project study area. He stated that the PTC is interested in the extent of the slide and if it is still moving. Borings will be advanced to collect data for an overburden analysis, to collect additional geotechnical information of bedrock quality along the existing Allegheny Tunnel, and to collect data within an area containing a past hillside slide. Ms. Sherwin indicated that L.R. Kimball geologist will install inclinometers within this area to gather data on this.

L.R. Kimball also coordinated with the PFBC on February 6, 2013 to determine if they would require additional testing parameters beyond the PA DEP criteria for the overburden analysis. The PFBC did not have additional requirements.

The meeting was then turned over to Ed Jones (L.R. Kimball) to discuss the project alternatives. He provided a brief overview of the six alternatives being investigated. The alternatives include

a brown cut, brown tunnel, yellow cut, yellow tunnel, gray cut, and gray tunnel. The brown and yellow options are located north of the Turnpike and the gray options are located south of the turnpike. Mr. Willis explained that the U.S. Fish and Wildlife Service (along with the other agencies) requested an alternative south of the existing tunnel be investigated. USFWS was concerned with the Indiana bat movement patterns. The bats tend to fly along the Raystown Branch of the Juniata River upon emerging from the South Penn Railroad Tunnel in spring. The USFWS expressed concerns about the construction and operation of structures by any alternative north of the existing tunnel.

Impacts for each alternative were discussed. Currently the brown cut alternative has the most wetland impacts (4.26 acres) and the gray cut has the least (0.761 acres). The alternative with the most amount of stream impacts is gray tunnel (11,721 linear feet) and the least amount of impact is the yellow tunnel (4,269 linear feet). He also reviewed forest impacts. The yellow cut has the greatest amount (149.13 acres) and the yellow tunnel has the least amount (54.78 acres). Mr. Jones stated that these impacts are only preliminary and that indirect impacts will also be accounted for each alternative.

Mr. Jones indicated that some streams within the project area flow sub-surface and then reappear down slope. He stated that they are calculating impacts for the sub-surface flow along a logical path starting when the stream goes sub-surface to where it reappears again. He stated that if impacts would occur to these particular resources L.R. Kimball's intent is to get the water back to where the flow is presently directed.

Don Bole (USACOE) asked if most impacts would be considered as temporary due to relocation. Mr. Jones replied that it depends on the alternative. Impacts are being calculated for the following categories: total impact, relocation, enclosure, and loss.

Scott Hans (USACOE) indicated that stream relocations or mitigations in close proximity to the roadway would not be considered good quality mitigation. Mr. Jones asked if a 50 foot buffer would be appropriate. Mr. Hans indicated that 50 feet would be a good number to start with.

Mr. Hans asked about the amount of waste or excess material resulting from each alternative. Mr. Jones stated that a larger amount of waste would be associated with the yellow cut as it has a 400 foot deep cut. The brown and gray cuts have approximately 200 foot cuts associated with them. He explained that calculations have been made to determine the amount of waste material, and that two sites have been identified within the project vicinity to accommodate the material. One area is a reclaimed strip mine north of the Turnpike and the other is the abandoned bifurcated area east of the project area. Mr. Jones indicated that the use of both areas would accommodate the waste material for either the brown or gray options. The yellow cut alternative would generate so much waste that this has not been fully investigated as it may not be a viable option.

Mr. Hans asked if the strip mine area has been completely reclaimed. Mr. Jones stated that this issue is being investigated, especially for bond release. Mr. Bole asked if the potential waste areas have been cleared for environmental concerns. Ms. Sherwin stated they have not at this point, but will be in the future.

Mr. Bednar stated that wildlife crossings will also be investigated. Jon Coleman (USACOE) asked if there were adequate areas of cut and cover to accommodate a crossing. Mr. Jones stated

that overhead crossings are being investigated (i.e. bridge structures) as well as using the underpass resulting from the roadway bridge structures. Mr. Willis indicated that the most recent technology would be employed for this design. Another concern that is being investigated is providing Mountain, Field and Stream Club access to both sides of their property.

Mr. Bole asked if it was possible to widen the existing Turnpike and Allegheny Tunnel. Mr. Jones stated that Paul C. Rizzo Associates are part of the project team and they are investigating this issue. Mr. Bednar indicated that this option would require complex maintenance of traffic flow as the PTC can only reduce traffic for short amounts of time on the turnpike system. He also stated that preliminary cost analysis indicate that boring a new tunnel would be less than rehabilitating the existing. This is mostly due to the fact that the new tunnel would be shorter in distance than the existing. Ms. Sherwin also indicated that widening the existing roadway and tunnel would have to occur in a manner not to impact the South Penn Railroad Tunnel.

Mr. Jones then reviewed the cost of each alternative. The tunnel alternatives are over two times the cost of the cut alternatives. Mr. Bole asked why that was. Mr. Willis indicated that it results from the materials and techniques required to bore a tunnel. Mr. Bednar also indicated that operation and maintenance costs were not factored into these numbers. This would increase each tunnel alternative. Mr. Jones stated that Paul C. Rizzo Associates, who are considered experts in tunneling design, are also reviewing the cost estimates for accuracy.

Mr. Hans asked what the PTC's timeframe for permit issuance was. Mr. Willis indicated that a meeting with the Mountain, Field and Stream Club, as well as a, general public meeting would be held prior to a preferred alternative being selected. Mr. Willis then indicated that a selection of the preferred alternative would likely occur by the end of this year. Mr. Hans wanted to make clear that formal consultation with the USFWS is taking a very long time and that should be anticipated within the schedule.

Ms. Sherwin asked about the procedure for Tribal Consultation and indicated that at the last meeting the consultation would have to take place Federal Agency to Federal Agency. Mr. Hans stated that it would be more appropriate to start Tribal Consultation after a preferred alternative has been selected. **Mr. Bole asked if Ms. Sherwin could supply the information on the tribes with interest in the area again. Ms. Sherwin stated that she would supply that information.**

Mr. Willis inquired as to what the most appropriate venue would be to meet with all the agencies. Mr. Hans suggested that a meeting place and time be set up outside the ACM meeting dates. He indicated that the presence of each agency would not be necessarily required to hold the meeting as their schedules outside the ACM may not permit that. Ms. Sherwin suggested arranging a meeting in the Somerset area once the agency contacts were identified. Mr. Willis and Mr. Hans indicated that would be a good location for the first meeting. **L.R. Kimball will gather the agency contact information and arrange a meeting for late April or early May.**

Ms. Sherwin then distributed a draft outline of the environmental document for review. Mr. Hans indicated that it looked good and the document should be referred to as an Environmental Assessment.

The meeting adjourned at 3:20 PM.

Action Items:

1. L.R. Kimball to provide USACOE the information on the tribes with interest in the area.

2. L.R. Kimball to arrange an agency meeting for late April or early May.

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
March 5, 2013
Draft Environmental Document Outline

Introduction / Project History

Project Needs Summary

Description of Alternatives

Identification of Potential Waste and Borrow Sites

Environmental Consequences

- Active Agricultural Land
- Community Facilities / Services
- Displacements
- Floodplains
- Geology / Soils
- Ground Water Resources
- Hazardous Waste
- Historic / Archaeological Resources
- Land Use / Zoning
- Noise
- Public Parks and Recreation
- Surface Water Resources
- Threatened and Endangered Species
- Wetlands
- Wildlife and Vegetation
- Weather

Indirect Effects and Cumulative Impact Assessment

Traffic Analysis

Costs

Public Involvement and Agency Coordination

Summary of Impacts

Recommended Alternative

Mitigation Potential

DCNR PROJECT BOTANICAL SURVEY PRESENTATION

MEETING MINUTES – April 24, 2013

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: Wednesday, April 24, 2013
Time: 9:30 AM
Location: Conference Call

Subject: Allegheny Tunnel Botanical Survey

Attendees:
Dave Willis (PTC)
Greg Bednar (PTC)
Andrew Rohrbaugh (PA DCNR)
Ed Jones (L.R. Kimball)
Tammy Sherwin (L.R. Kimball)
Lisa Smith (L.R. Kimball)
Steve Crescenzo (L.R. Kimball)

Bold items noted as action items.

Introductions

Tammy Sherwin (L.R. Kimball) started the meeting with introductions of all attendees. Ms. Sherwin then presented an overview of the proposed project alternatives, which include two to the north of the existing turnpike (Yellow and Brown Alternatives) and one to the south of the existing turnpike (Gray Alternative).

Ms. Sherwin indicated that the 2012 survey resulted in the identification of two (2) species of special concern within the study area, the Appalachian blue violet (*Viola appalachienis*) – PA threatened (PT) and thick-leaved meadow rue (*Thalictrum coriaceum*) – PA endangered (PE).

Andrew Rohrbaugh of the PA Department of Conservation and Natural Resources (PA DCNR) stated that some clarification was needed regarding the status of some of the species identified within the project area. Mr. Rohrbaugh indicated that the Appalachian blue violet's status is proposed to change from PT to status tentatively undetermined (TU) due to recent information that has identified more populations within the state, as well as the species' tolerance to disturbance. Based upon this status change, the PA DCNR would not require mitigation for proposed impacts to the Appalachian blue violet. Conversely, Mr. Rohrbaugh stated that the status for stiff cowbane (*Oxypolis rigidior*), bog goldenrod (*Solidago uliginosa*), and thick-leaved meadow rue (*Thalictrum coriaceum*) now have proposed statuses of PT. Also the status of mountain bellwort (*Uvularia pudica*) is now proposed rare. He then indicated that the PA Department of Environmental Protection (PADEP) has been supporting the proposed status of species through their permitting process and requiring PA DCNR's recommendations for avoidance/minimization within the special conditions of issued permits.

The PTC conducted the field surveys based on the plant species identified in the October 3, 2011 PNDI response from DCNR, and were not aware of the proposed status of the plant species or subsequent updates at the time. **Dave Willis of the PA Turnpike Commission (PTC) inquired**

if the PA DCNR could issue a letter regarding the status changes on the above-referenced species, to which Mr. Rohrbaugh indicated that he could accommodate.

Mr. Rohrbaugh inquired if the bog goldenrod (*Solidago ulignosa*) and stiff cowbane populations to the west of the study area are proposed for impact. Ms. Sherwin stated that populations of these species north and south would experience impact from the project alternatives. However, the US Fish and Wildlife Service (USFWS) requested that alternatives to the north be abandoned due to an issue with the Indiana bat's (*Myotis sodalis*) movement pattern along the Raystown Branch of the Juniata River. Mr. Rohrbaugh agreed that the southern alternative appears to have fewer impacts to rare, threatened, and endangered species. Mr. Willis stated that a review of all three alternatives and the approximate, associated impacts will be presented at the Wednesday, May 2, 2013 meeting with the federal and state agencies.

Mr. Rohrbaugh stated that the PA DCNR is looking to update the status of several species, which is the first update within 15-20 years and would require review and approval by the Independent Regulatory Review Commission; however, avoidance and mitigation will be required for any impacts to proposed PT or PE species. Mr. Willis indicated that the PTC strives to avoid and minimize impacts for all of their projects, and works closely with agencies of jurisdiction for mitigation efforts for off-setting impacts.

Mr. Rohrbaugh stated that the southern (Gray) alternative appears to be the PA DCNR's preferred option at this time; however, mitigation would be required for the mountain bellwort, stiff cowbane, and bog goldenrod if impacted. He indicated that mitigation consisting of transplanting would require a five (5) year monitoring period. He then stated that PA DCNR does not have any records regarding mitigation efforts for the stiff cowbane or bog goldenrod. Mr. Rohrbaugh indicated that he could request information from outside botanists on mitigation recommendations for these species, if impacts would occur.

Ms. Sherwin stated that the southern alternative is being designed to include wetland avoidance and minimization to the greatest extent possible; however, the bog goldenrod and stiff cowbane population located to the east of SR 160 and south of the turnpike will likely be impacted. Mr. Rohrbaugh indicated that, based upon the plant survey report, the SU3/OR3 population contained 157 stiff cowbane plants and 20 bog goldenrod plants and that once the extent of impact is known further discussion can take place.

Mr. Rohrbaugh stated that recent information on the Appalachian blue violet suggests that the species can survive in habitat that has been disturbed, which is contrary to what was previously assumed. He would still like to see minimized impacts to this population if possible. Additionally, Mr. Rohrbaugh stated that project impacts to veiny-leaved aster (*Symphyotrichum praealtum*), which is proposed for removal from the list of rare, threatened, and endangered plant species, will not require avoidance and/or mitigation and is assumed to be able to re-seed from existing populations that are not disturbed.

Ms. Sherwin inquired if Lisa Smith had any additional questions or comments. Ms. Smith stated that she had nothing to add.

Mr. Rohrbaugh inquired if it would be possible to get a GIS shapefile for the proposed alternatives. Mr. Willis stated that hard copies of the proposed alternatives will be provided at the May 2, 2013 meeting.

Ms. Sherwin inquired if there were any additional questions or comments from any of the meeting participants.

Mr. Rohrbaugh stated that the PA DCNR appreciates the information provided from this survey.

The meeting was adjourned at 10:00 AM.

Action Items:

1. PADCNR to issue a letter regarding the proposed status changes to several species within the project study area.

PADEP & USACE PRELIMINARY JD FIELD VIEW

MEETING MINUTES – October 23, 2013

L.R.Kimball
ARCHITECTURE · ENGINEERING · COMMUNICATIONS TECHNOLOGY
A CDI Company

MEETING MINUTES

Allegheny Tunnel Transportation Improvement Project
Preliminary Jurisdictional Determination Meeting Minutes

Date: Wednesday, October 23, 2013
Time: 9:00 AM
Location: Project Location Site

Subject: Preliminary Jurisdictional Determination Meeting

Attachments: Attachment 1: Meeting Agenda
Attachment 2: Project Overview Map
Attachment 3: Sign-In Sheet

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tammy Sherwin	L.R. Kimball	(412) 262-5400 Ext. 624253	Tammy.sherwin@lrkimball.com
Steve Crescenzo	L.R. Kimball	(412) 201-4900 Ext. 612305	Steven.crescenzo@lrkimball.com
Tim Bliss	L.R. Kimball	(814) 472-7700 Ext. 601319	Tim.bliss@lrkimball.com
Kelly Eismont	L.R. Kimball	(412) 262-5400 Ext. 624264	Kelly.eismont@lrkimball.com
Dave Willis	Pennsylvania Turnpike Commission	(717) 939-9551	dwillis@paturnpike.com
Mike Engelhardt	Pennsylvania Department of Environmental Protection – Southwest Regional Office	(412) 442-4304	mengelhard@pa.gov
Don Bole	United States Army Corps of Engineers – Pittsburgh District	(412) 395-7576	Donald.R.Bole@usace.army.mil

Introductions

The attendees convened at the Starbucks in Somerset, Pennsylvania (PA), and the meeting began with a round of introductions. Steve Crescenzo (L.R. Kimball) then presented a brief overview of the project and explained that the purpose of the field view was to view representative wetlands and streams within the entire project study area. Don Bole of the U.S. Army Corps of Engineers (USACE) stated that the purpose of the meeting was to obtain a Preliminary Jurisdictional Determination (PJD) from the USACE, and accordingly all the resources would be considered jurisdictional. He also requested that the wetland and upland forms be re-copied onto standard data forms from the USACE Eastern Mountain and Piedmont Supplement. Mr. Crescenzo assured him that although the forms had minor differences, all the information found on the standard USACE form was on the existing forms.

Stop 1

The meeting then moved to Stop 1 as noted on the agenda, which is located off of Suhrie Hollow Road, near the Raystown Branch of the Juniata River. At this location, Wetlands W-SRC-58, W-SRC-57, and W-SRC-53 were viewed. Mr. Bole questioned the potential alternatives that were being looked at and if there was a preferred alternative. Dave Willis, Environmental Manager for the Pennsylvania Turnpike Commission (PTC) explained that at this point in time, all of the alternatives were being considered equally, with the Yellow and Brown cut and tunnel alternatives being brought forward from the previous studies. These four alternatives are located to the north of the existing tunnel. It was explained that the Gray cut and tunnel alternatives, which are located to the south of the existing tunnel, were developed due to concerns expressed by the U.S. Fish and Wildlife Service (USFWS) over the migration patterns of the Indiana bat. The Indiana bat travel patterns roughly follow the Raystown Branch of the Juniata River, and would cross the proposed alignment of the Yellow and Brown alternatives. It was noted that the resources found at Stop 1 would be impacted by the Yellow and Brown alternatives.

Streams S-SRC-100, S-SRC-101, S-SRC-91, S-SRC-92, and S-SRC-56 (Raystown Branch of Juniata) were also viewed during Stop 1. While looking at ephemeral streams S-SRC-91 and S-SRC-92, Tammy Sherwin (L.R. Kimball) asked if these channels would typically be considered jurisdictional as they consist largely of stormwater runoff from the Turnpike located above. Mr. Bole replied that as this was a PJD they would all be considered jurisdictional, but they would likely still be considered jurisdictional for an approved JD.

S-SRC-56, the Raystown Branch of the Juniata was the last resource viewed at Stop 1. Mike Engelhardt of the PA Department of Environmental Protection (PA DEP) and Mr. Bole asked if the stream was designated as a Wild Trout stream. Mr. Crescenzo replied that this portion of the stream did not have a Wild Trout designation. Mr. Bole commented that stream was in very nice condition. Ms. Sherwin then noted that if the stream would be impacted it would be in the form of a very large superstructure over the stream valley, and no direct impacts were anticipated.

Stop 2

The meeting then moved to Stop 2 as noted on the agenda, which is located near the East Portal of the existing Tunnel along the westbound lanes of the Turnpike. Prior to viewing the resources at this location, a plan set indicating the six (6) proposed Alternatives was presented to the group by Ms. Sherwin. Mr. Bole asked what the permanent stream impacts would be a result of the Gray Cut Alternative. Ms. Sherwin said that they would have to check the exact number, but believed it was approximately 5000 linear feet of permanent stream impacts. Mr. Bole then commented that mitigation may be required for the temporary impacts as well.

The resources viewed at this location included several streams that were identified as typical stream channels that flow downslope, over the steep fill slope adjacent to the westbound lanes of the Turnpike. The first stream viewed was S-SRC-67, a perennial stream that appears culverted under the Turnpike, and which continues down over the slope to S-SRC-56. Streams S-SRC-69, S-SRC-70, and S-SRC-71 were also viewed as typical ephemeral channels in this location. Mr. Willis noted that the stream flow for these channels consist largely of stormwater, with some having cross pipes across the roadway, and some only being fed by median drainage. Mr. Engelhardt mentioned that it is important to note the source of hydrology for the streams, particularly for ephemeral streams being fed primarily by roadway drainage. This is to ensure that the level of mitigation effort is appropriate to the quality of the resource being impacted. Mr. Crescenzo noted that the current DEP Riverine Condition Level 1 Rapid Assessment Protocol does not provide a detailed investigation for specific resources. It is more of a general overview of the area surrounding the resources.

Stop 3

The meeting then moved to Stop 3 as noted on the agenda, which is located along the Tower Access Road. The first resources viewed were located south of the Tower Access Road, and would have the potential to be impacted by the Gray Alternatives. The first resource viewed was W-JHS-06, which is a palustrine emergent (PEM) wetland within the existing powerline right-of-way. Mr. Crescenzo explained that since the date of the wetland delineation (Spring/Summer 2012), the powerline had been maintained, both by trimming and by use of herbicide. Therefore, the vegetation present during the original delineation had been maintained and was no longer visible. S-SRC-06 was viewed next and was noted as being associated with this wetland. Located upslope of wetland W-JHS-06, stream S-SRC-20, as well as its tributary, S-SRC-19 were noted as contributing to wetland W-JHS-06. Both streams are perennial, with S-SRC-19 flowing subsurface in locations, which is common for many of the streams on the western face of the Allegheny Mountain, especially those resources located south of the existing Tower Access Road. The next resource viewed was wetland W-SRC-08, which is connected to perennial S-SRC-19. This wetland was noted as a palustrine forested (PFO) wetland in this portion of the study area, and was identified as a typical example of the wetland resources located with the forested areas of this portion of the Project Study Area.

The attendees then walked to the north side of the Tower Access Road to view wetland W-SRC-14, a PEM located partially within the existing powerline. The wetland shows the same loss of vegetation as wetland W-JHS-06, due to the vegetative maintenance of the powerline. However, the portion of the wetland located outside of the powerline right-of-way still shows the same species as noted on the wetland delineation data forms (largely cinnamon fern).

Stop 4

The meeting then moved to Stop 4 as noted on the agenda, which is located along the Turnpike at State Route (SR) 160. Two (2) large wetland systems located to the east of SR 160, which include wetland W-JHS-01 to the north of the westbound lanes of the Turnpike, and wetland W-01 to the south of the eastbound lanes of the Turnpike were viewed from this location. Mr. Bole asked about the impacts to wetland W-01 due to the proposed Gray Cut Alternative. Mr. Willis and Ms. Sherwin explained that impacts would occur to the wetland, but the proposed alignment has been revised to minimize impacts to the wetland system, and to keep the impacts to the northern edge of the wetland rather than cutting through the center of the wetland system. Mr. Bole then asked if wetland mitigation sites have been investigated. Ms. Sherwin stated that once a preferred alternative is chosen further discussion on mitigation will take place.

Meeting Conclusion

Following the viewing of the representative wetlands and stream resources, the meeting concluded with Mr. Bole stating that he would send a letter stating that all of the identified resources located within the Project Study Area are considered USACE-jurisdictional under the PJD. It was also determined between Mr. Bole and Mr. Willis that revised wetland data forms would be completed for the preferred alternative only, once that determination was made.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items please contact me within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

ATTACHMENT 1
MEETING AGENDA

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
9:00 A.M., Wednesday, October 23, 2013

Preliminary Jurisdictional Determination Agenda

- Meet at Starbucks 1033 North Center Avenue, Somerset, PA 15501-1033
- Introduction of attendees
- Review of project study area and wetland and stream delineation methodology
    - USACE 1987 Delineation Manual
    - USACE Eastern Mountains and Piedmont Region Supplement
    - PADEP Rapid Assessment Protocol, Level I for Wetland and Riverine Conditions
- Proceed to eastern portion of the study area to begin field view of wetland and stream resources (tables below list resources of interest)

Proposed Wetland Resources for Field View

Field View Access Point	Site Visit (Tab #)	Wetland ID	Classification	Classification Percentage(s)	Area (Ac.)	PADEP Level I	Jurisdictional (Yes/No)	Associated Stream Resource(s)
Suhrie Hollow Road	1	W-SRC-53	PFO	100	0.11	0.63	No	n/a
		W-SRC-57	PEM/PFO	67/33	0.21	0.33	Yes	S-SRC-56
		W-SRC-58	PEM	100	0.16	0.16	Yes	S-SRC-100 S-SRC-101
Tower Access Road	3	W-JHS-06	PEM	100	0.04	0.31	Yes	S-SRC-06 S-SRC-20
		W-SRC-08	PFO	100	0.05	0.80	Yes	S-SRC-19 S-SRC-20
		W-SRC-14	PEM	100	0.09	0.28	No	n/a
SR 160	4	W-JHS-01	PEM/PSS/ MMP-DH/PFO	53/36/6/5	13.61	0.22	Yes	S-JHS-01 S-JHS-02 S-SRC-01 S-SRC-02 S-SRC-23

Proposed Stream Resources for Field View

Field View Access Point	Site Visit (Tab #)	Stream ID	Classification	Length (Ft.)	PADEP Level I Score	Associated Wetland Resources
Suhrie Hollow Road	**1**	S-SRC-56	Perennial, TNW	15,225	0.81	W-SRC-57
		S-SRC-91	Ephemeral, NRPW	553	0.56	n/a
		S-SRC-92	Ephemeral, NRPW	158	0.30	n/a
		S-SRC-100	Ephemeral, NRPW	477	0.46	W-SRC-58
		S-SRC-101	Ephemeral, NRPW	475	0.28	W-SRC-58
East Portal	**2**	S-SRC-69	Ephemeral, NRPW	185	0.45	n/a
		S-SRC-70	Ephemeral, NRPW	120	0.55	n/a
		S-SRC-72	Ephemeral, NRPW	379	0.73	n/a
Tower Access Road	**3**	S-JHS-04	Intermittent, NRPW	969	0.55	n/a
		S-SRC-06	Perennial, RPW	3,327	0.55	W-JHS-06
		S-SRC-19	Perennial, RPW	703	0.75	W-SRC-08
		S-SRC-20	Perennial, RPW	3,231	0.70	W-JHS-06
		S-SRC-30	Perennial, RPW	847	0.33	n/a
SR 160	**4**	S-JHS-01	Perennial, RPW	1,820	0.18	W-JHS-01
		S-SRC-01	Perennial, RPW	687	0.40	W-JHS-01

- Discussion of October 2013 meetings
    - Mountain Field and Stream Club Meeting – October 10, 2013
    - Public Officials Meeting – October 16, 2013
    - Public Involvement Meeting – October, 22 2013

ATTACHMENT 2
PROJECT OVERVIEW MAP

TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5A

ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT

PROJECT OVERVIEW MAP
WETLANDS AND SURFACE WATER RESOURCES

FIGURE 5B

FIGURE 5C

FIGURE 5D

Stonycreek Twp

S.R. 160

Vi Dyo Rd

Bag Rock Rd

Bluebird Ln

Cem

INTERSTATE 70 76

Downey

Allegheny Tunnels

Pennsylvania Turnpike

Shipley Town Rd

Stony Creek Township Allegheny

Dieter Gap Rd

Sarver Church

Cem

Turnpike Rd

Wambold Rd

AERIAL PROVIDED BY PA TURNPIKE FOR THIS PROJECT

Pennsylvania Turnpike Commission

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SCALE IN FEET 0 1200 2400

LEGEND

- Delineated Wetland-PEM
- Delineated Wetland-PFO
- Delineated Wetland-PSS
- Delineated Wetland-POW
- Man-Made Pond, Deepwater Habitat
- Study Area
- Roads
- Township Line
- Stream-Perennial
- Stream-Intermittent
- Stream-Ephemeral

Allegheny Tunnel

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TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5B

ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT

WETLANDS AND SURFACE WATER RESOURCES

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SEE FIGURE 5C

SEE FIGURE 5D

Pennsylvania Turnpike Commission

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SCALE IN FEET 0 600 1200

LEGEND

- Delineated Wetland-PEM
- Delineated Wetland-PFO
- Delineated Wetland-PSS
- Delineated Wetland-POW
- Man-Made Pond, Deepwater Habitat
- Study Area
- Roads
- Stream-Perennial
- Stream-Intermittent
- Stream-Ephemeral

Allegheny Tunnel

TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5C

ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT

WETLANDS AND SURFACE WATER RESOURCES

Pennsylvania Turnpike Commission	L.R.Kimball ARCHITECTURE - ENGINEERING - COMMUNICATIONS TECHNOLOGY A CDI Company

SCALE IN FEET 0 600 1200

LEGEND

Delineated Wetland-PEM	Study Area	Stream-Perennial	
Delineated Wetland-PFO	Roads	Stream-Intermittent	
Delineated Wetland-PSS	Township Line	Stream-Ephemeral	
Delineated Wetland-POW			
Man-Made Pond, Deepwater Habitat			

INTERSTATE 70 76 Allegheny Tunnel

PENNA TURN-PIKE

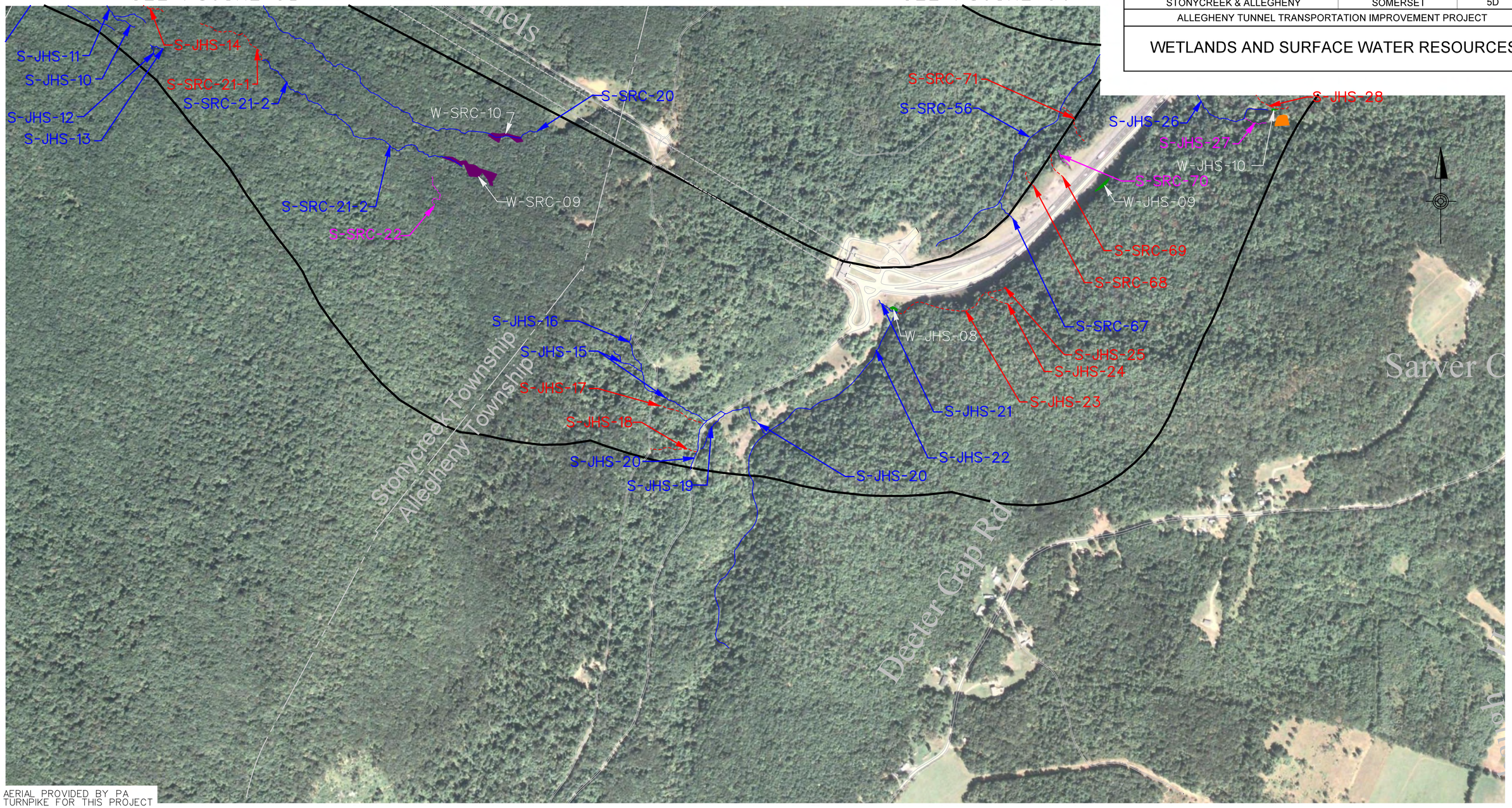
TOWNSHIP	COUNTY	FIGURE NO.
STONYCREEK & ALLEGHENY	SOMERSET	5D

ALLEGHENY TUNNEL TRANSPORTATION IMPROVEMENT PROJECT

WETLANDS AND SURFACE WATER RESOURCES

SEE FIGURE 5B

SEE FIGURE 5C



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SCALE IN FEET 0 600 1200

LEGEND

- Delineated Wetland-PEM
- Delineated Wetland-PFO
- Delineated Wetland-PSS
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- Man-Made Pond, Deepwater Habitat
- Study Area
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- Stream-Intermittent
- Stream-Ephemeral

Allegheny Tunnel

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ATTACHMENT 3
SIGN-IN SHEET

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
9:00 A.M., Wednesday, October 23, 2013

PRELIMINARY JURIDICTIONAL DETERMINATION
SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
MIKE ENGELHARDT	PADEP	412-442-4304	MENGELHARD@PA.GOV
DON Bole	USACE	412-395-7576	Donald.R.Bole@usace.army.mil
Kelly Eismont	L.R. Kimball	412-262-5400	kelly.eismont@lrkimball.com
Tim Bliss	LR Kimball	814-472-7700	tim.bliss@lrkimball.com
Steve Crescenzo	LR Kimball	724.937.9817	steve.crescenzo@lrkimball.com
Tammy Sherwin	LR Kimball	412-262-5406	tammy.sherwin@lrkimball.com
Dave Willis	PTC	717-920-7357	dwillis@paturnpike.com

PGC SMALL-FOOTED MYOTIS REPORT PRESENTATION

MEETING MINUTES – March 10, 2014

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MEETING MINUTES

Allegheny Tunnel Transportation Improvement Project
Pennsylvania Game Commission Meeting Minutes

Date: Monday, March 10, 2014
Time: 10:00 A.M.
Location: Pennsylvania Game Commission Office, Harrisburg, Pennsylvania

Subject: Small-Footed Myotis Report Presentation and Discussion

Attachments: **Attachment 1**: Meeting Agenda
Attachment 2: Sign-In Sheet
Attachment 3: Allegheny Tunnel MYLE Assessment Presentation

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tracey Librandi Mumma	Pennsylvania Game Commission	(717) 787-4250, Ext. 3614	tlibrandi@pa.gov
Steve Crescenzo	L.R. Kimball	(724) 433-9817	steven.crescenzo@lrkimball.com
Tammy Sherwin	L.R. Kimball	(412) 262-5400	tammy.sherwin@lrkimball.com
Tim Bliss	L.R. Kimball	(814) 472-7700, Ext. 601319	tim.bliss@lrkimball.com
Ed Jones	L.R. Kimball	(814) 472-7700, Ext. 601301	ed.jones@lrkimball.com
John Chenger	Bat Conservation and Management Inc.	(814) 442-4246	jchenger@batmanagement.com
Todd Sinander	Bat Conservation and Management Inc.	(713) 241-2228	tsinander@batmanagement.com
Dave Willis	PA Turnpike Commission	(717) 831-7357	dwillis@paturnpike.com
Jeff Davis	PA Turnpike Commission	(717) 831-7516	jdavis@paturnpike.com

Steve Crescenzo (L.R. Kimball) passed around copies of the meeting agenda (**Attachment 1**) to the attendees and provided a sign-in sheet (**Attachment 2**).

Introductions

Tammy Sherwin (L.R. Kimball) began the meeting with attendee introductions and turned the meeting over to John Chenger of Bat Conservation and Management, Inc. (BCMI) for the Eastern Small-Footed Myotis Habitat and Acoustic Monitoring Report presentation.

Review of Assessments and Reporting Completed To-Date and Eastern Small-Footed Myotis Report

Mr. Chenger presented the Allegheny Tunnel Eastern Small-Footed Myotis (MYLE) Assessment PowerPoint (**Attachment 3**), which began with a discussion of the eastern small-footed myotis' (*Myotis leibii's*) distribution, respective rarity throughout its range, and ability to elude capture with typical netting/trap techniques. In 2012, BCMI conducted summer mist netting within the Allegheny Tunnel Transportation Improvement Project's (Project's) study area, resulting in the capture of one (1) juvenile male MYLE; however, the juvenile MYLE was determined to be too young/small for radio telemetry and was subsequently released. During June through August 2013, BCMI conducted a MYLE habitat assessment within the Project study area which included the following goals:

- Inventory rocky habitat features (RHFs) for suitability for use by MYLE.

  - 252 rock habitat locations were provided by L.R. Kimball.
  - 23 additional RHFs were identified by BCMI during the habitat assessment.

- Rate RHFs based upon suitability for MYLE use as roosting or hibernacula sites (high, medium, or low), based upon solar exposure, size and expanse of rocky habitat, suitable crevice sizes, and quantity of available roosts. Classification was described as follows:

  - Low – contain roost features, but unlikely to be heavily used by MYLE;
  - Medium – receive infrequent use, during times of unsettled weather or resource availability; or,
  - High – expected to be used by bats for a significant portion of the summer, spring, or fall season.

- Utilize acoustic monitoring to screen potential MYLE RHFs
  - Each potentially-suitable habitat site was monitored for three (3) consecutive nights from dusk to dawn.

Mr. Chenger stated that 37 of the RHFs were identified as potentially suitable; including:

- 9 low quality;
- 15 medium quality;
- 11 high quality;
- 1 hibernacula/low quality (Site #1212 – Indian Cave); and,
- 1 hibernacula (Site #2013 - South Penn Railroad Tunnel).

Mr. Chenger explained that 18 (4 – Low, 13 – Medium, and 1 – High) of the 37 potential habitat sites occur within the proposed limits of disturbances for the six (6) Project alternatives, while 11 sites are contained within the Project study area but outside of the proposed limits of disturbance and eight (8) sites are outside of the Project study area. Mr. Chenger provided examples of the above-referenced classifications, with an explanation of how each site was classified and how the potential habitat locations were assessed using acoustic monitoring.

Tracey Librandi Mumma of the Pennsylvania Game Commission (PGC) inquired as to how the location of the microphone was chosen for Site 1224. Mr. Chenger explained that the microphone was situated away from the rock face in an attempt to reduce cluttered calls resulting from roosting bats and deflection of calls off of the rock face. The location of the microphone was better suited to pick up calls from traveling bats, which are typically more diagnostic to the species level.

Mr. Chenger provided a summary of the findings of the acoustic monitoring for the 37 potential habitat sites, which included 20,000 bat recordings. From these 20,000 recordings, the SonoBat™ 3.2 program was used to further refine the recordings to 7,570 recordings to 10 bat species. Manual review of the 7,570 files resulted in 78 recordings of the myotis guild, four (4) of which were confidently identified to myotis species and two (2) myotis species guilds that could not be disambiguated to a single species classification. 21 of the 37 sites returned myotis class call files; however, only two (2) sites (Sites 2005 and 2013) were identified as having a potential for MYLE summer occupancy.

Mr. Chenger provided the following considerations in reference to the Project recommendations based upon the results of the habitat assessment and acoustic survey:

- The results of these surveys suggest a very low summer occupancy of the Project study area by MYLE;

- Presence at one high quality RHF during the inventory cannot be guaranteed to be consistent throughout the warm season, as this species tends to move from habitat to habitat frequently; thereby, diluting the confidence that any subsequent single, one-night survey of any given location is likely to detect MYLE; and,
- The presence of confirmed MYLE hibernacula (Site 1212) within the Project study area suggests that a small subset of the MYLE population utilizing the Project study area may be present beyond the warm season.

Future MYLE work for the Project may include impact avoidance on RHFs within the preferred alternative and/or long term acoustic monitoring to determine MYLE presence/absence. Impact avoidance would include the utilization of PGC protocols for emergence surveys or conducting daytime surveys of RHFs immediately prior to any earth disturbance of these habitats. Long term acoustic monitoring of selected high quality RHFs for the entire activity season or for multiple weeks in early, mid, and late summer may provide Project planners with almost year-round baseline presence/absence data that may be utilized for comparison to post-construction mitigation and habitat enhancement results.

Questions/Comments on Eastern Small-Footed Myotis Report

Ms. Sherwin inquired if Ms. Librandi Mumma had any additional questions or comments on the MYLE report which was submitted to the PGC on January 20, 2014. Ms. Librandi Mumma indicated that the PGC had no additional comments at this time.

Next Steps

Ms. Sherwin asked if any additional studies would be required once a preferred alternative is selected, to which Ms. Librandi Mumma responded that the Project should incorporate avoidance, minimization, and mitigation, which may include seasonal restrictions on habitat disturbance and habitat mitigation for the sites that are disturbed by the Project.

Ms. Librandi Mumma inquired if Site 1212 could be avoided since it is classified as potential hibernacula for MYLE. Ed Jones (L.R. Kimball) stated that this site may be included within the 20-foot buffer associated with a 1.5:1 cut slope on the Gray Tunnel alternative, but Mr. Jones indicated that L.R. Kimball and the PTC would evaluate this location further to determine if an adjustment could be made to avoid impact to the potential hibernacula.

Ms. Librandi Mumma also indicated that seasonal restrictions on blasting may apply due to the proximity of hibernacula habitats. She recommended bringing both the PGC and the United States Fish & Wildlife Service (USFWS) together for that discussion. At that time, the PGC and USFWS will determine which seasonal restriction will apply – summer roosting or hibernacula.

Dave Willis of the Pennsylvania Turnpike Commission (PTC) provided a summary of the meetings that were held with Mountain Field and Stream Club, public officials, and public involvement during October 2013. Selection of the preferred alternative should be identified by fall 2014. Ms. Sherwin indicated that the Project team would then be coordinating meetings with the United States Army Corps of Engineers and the resource agencies, including the PGC.

Ms. Librandi Mumma recommended that the PTC contact the USFWS regarding the status of the northern long-eared bat, which is under consideration for listing under the Endangered Species Act. At that time, the PGC will defer to the USFWS guidance on that species, which will most likely include seasonal restrictions similar to the Indiana bat restrictions which have already been identified for the Project.

Ms. Librandi Mumma indicated that habitat mitigation for MYLE habitat will require two (2) years of post-construction monitoring. Mr. Willis inquired if the PGC can provide construction specifications for the habitat structures to be used as mitigation, which Ms. Librandi Mumma stated that she would email along with a concurrence for the MYLE report.

This meeting was adjourned at approximately 10:45 A.M.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items, please contact L.R. Kimball within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

USFWS & PGC NORTHERN LONG-EARED BAT CONFERENCE

MEETING MINUTES – April 16, 2014

L.R. Kimball
ARCHITECTURE · ENGINEERING · COMMUNICATIONS TECHNOLOGY
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MEETING MINUTES

Allegheny Tunnel Transportation Improvement Project
Northern Long-Eared Bat Conference
Meeting Minutes

Date: Wednesday, April 16, 2014

Time: 10:00 A.M.

Location: Conference Call

Subject: Northern Long-Eared Bat

Attachments: **Attachment 1**: Meeting Agenda

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tammy Sherwin	L.R. Kimball	(412) 262-5400	tammy.sherwin@lrkimball.com
Steve Crescenzo	L.R. Kimball	(724) 433-9817	steven.crescenzo@lrkimball.com
Ed Jones	L.R. Kimball	(814) 472-7700	ed.jones@lrkimball.com
Dave Willis	PA Turnpike Commission	(717) 831-7357	dwillis@paturnpike.com
Tracey Librandi Mumma	Pennsylvania Game Commission	(717) 787-4250, Ext. 3614	tlibrandi@pa.gov
Jennifer Siani	U.S. Fish and Wildlife Service	(814) 234-4090, Ext. 225	jennifer_siani@fws.gov
John Chenger	Bat Conservation and Management Inc.	(814) 442-4246	jchenger@batmanagement.com

Tammy Sherwin (L.R. Kimball) began the meeting by referencing the meeting agenda (**Attachment 1**), which had been emailed to the attendees prior to the meeting.

Introductions

Ms. Sherwin began the meeting with attendee introductions.

Project Overview

Ms. Sherwin provided an overview of the Pennsylvania Turnpike Commission's (PTC's) Allegheny Tunnel Transportation Improvement Project (Project), which was initiated in 1996 and then placed on hold in 2001. During that timeframe, the study included the analysis of 13 preliminary alternatives and 6 detailed alternatives. The Project was then re-initiated in 2010 with the Pittsburgh District United States Army Corps of Engineers (USACE) agreeing to act as lead federal agency. In 2011, the PTC coordinated with Carole Copeyon of the United States Fish and Wildlife Service (USFWS) regarding the Yellow and Brown Alternatives located to the north of the existing PTC Allegheny Tunnel. Ms. Copeyon identified the northern Alternatives as having a potential impact on the regional population of Indiana bats (*Myotis sodalis*) that utilize the Raystown Branch Juniata River as a travel corridor from their hibernacula at the South Pennsylvania Railroad Tunnel. Based upon the USFWS' recommendations, the PTC developed the Gray Cut and Tunnel Alternatives to the south of the exiting Allegheny Tunnel. Currently, the PTC and L.R. Kimball are analyzing the potential impacts for all of the Alternatives.

Jennifer Siani (USFWS) inquired as to why the USACE was declared the lead federal agency in the review of the Project. Dave Willis (PTC) stated that the USACE is the lead federal agency due to the need for a Section 404 permit, which would be administered by the USACE.

Ms. Siani inquired if the USACE is still the lead agency, and, if so, who is the reviewer. Ms. Sherwin indicated that the USACE remains as the lead agency, with Don Bole as the primary reviewer. She also indicated that Scot Hans has been involved in project meetings.

Review of Assessments and Reporting Completed To-Date

Steve Crescenzo (L.R. Kimball) reviewed the assessments and reporting conducted to-date for the Project as related to federally-listed species. In July 2012, Bat Conservation and Management Inc. (BCMI) conducted a mist net survey consisting of 11 mist net sites within the Project study area, for a total effort of 68 trap nights. This survey effort resulted in a total of 262 captures including 24 northern long-eared bats (NLEB) (*Myotis septentrionalis*) and no federally listed species.

Ms. Sherwin noted that the Pennsylvania Game Commission has been conducting hibernacula surveys within the South Pennsylvania Railroad Tunnel, which has identified a small number of NLEB utilizing this hibernacula in non-successive years. Mr. Willis explained that, during the 1996-2000 Project work BCMI conducted trapping and radio telemetry for Indiana bats. He then provided a brief history of the railroad tunnel and noted it is within the PTC right-of-way (ROW) and has been gated as part of a mitigation effort coordinated between the PTC and a local wind power project. The PTC has been working with Cal Butchkoski and Greg Turner of the Pennsylvania Game Commission (PGC) to coordinate access to the Tunnel for annual surveys.

Review of Interim USFWS Northern Long-Eared Guidance and Applicability to the Project

Mr. Willis stated that the PTC and L.R. Kimball were in receipt of the January 6, 2014 planning guidance for the NLEB and is utilizing this meeting to initiate conferencing with the USFWS regarding the Project.

Ms. Sherwin inquired if the USFWS has other guidance or if the PTC and L.R. Kimball should be utilizing Appendix D (Conservation Measures for the NLEB) of interim conferencing, which suggests a similarity between Indiana bats and NLEB regarding mitigation of forested impacts. Ms. Siani indicated that the use of Appendix D would be appropriate; however, she noted that this document is interim and still in the process of development, but was provided to give project planners a place to begin with conservation measures for the NLEB.

Mr. Willis stated that the PTC presented the Project to the public in October 2013, and an Environmental Assessment (EA) is planned to be released later this year, which will provide a summary of the Project Alternatives based upon the best information and guidance presently available.

Ms. Siani inquired as to the Project schedule, to which Mr. Willis stated that the PTC intends to circulate the EA for review and comment, followed by the selection of a Preferred Alternative in the first half of 2015 with no set date for construction identified presently. Mr. Jones indicated that a minimum of three (3) to four (4) years would be required for final design and ROW acquisition, which Mr. Willis stated would provide a best estimate of five (5) years until construction of the Project.

Ms. Sherwin inquired if the USFWS is mostly concerned with impacts to forested habitat for the NLEB. Ms. Siani indicated that a five (5) mile radius buffer would be utilized to minimize impacts to the known hibernacula. Ms. Siani inquired if the PTC has any information on habitat use by NLEB within the Project study area. John Chenger (BCMI)

stated that no one has much insight on habitat use by NLEB, which is currently the topic of several research projects. Mr. Chenger explained in 2000, a large number of NLEB was observed in the vicinity of the South Pennsylvania Railroad tunnel for a few days around April 1; however, very few NLEB captures were noted after that and historically the hibernacula surveys have not included large numbers of NLEB. Mr. Chenger stated that not very much information is available on where this species hibernates during the winter and spring/fall habits are not well-understood for NLEB either.

Ms. Siani stated that effects on a species are difficult to determine without understanding how that species selects and utilizes habitat and inquired if telemetry could be utilized to determine if NLEB is utilizing habitat within the Project study area. Mr. Chenger indicated that the effort would be very similar to the survey effort conducted in 2000, with a focus on spring and fall activity; however, he indicated that very few projects have attempted a survey effort like this.

Ms. Siani stated that there is more incentive to conduct these types of survey efforts, since we cannot assume that NLEB will utilize the same flight path as Indiana bats along the Raystown Branch Juniata River. Ms. Sherwin indicated that previous coordination with Ms. Copeyon of the USFWS identified that no more surveys would be required due to additional stresses from White Nose Syndrome (WNS) and asked if this would be a similar philosophy for the NLEB. Ms. Siani agreed that no additional information would be required for the Indiana bat, but felt any information gathered for the NLEB would be beneficial.

Ms. Sherwin inquired if the use of the interim USFWS conference guidance on forested impacts for the purpose of the analysis of Project Alternatives and the selection of a Preferred Alternative would be acceptable; otherwise, the Project schedule as discussed above would have to be pushed back significantly. Mr. Willis added that the PTC's preference would be to continue with the selection of a Preferred Alternative with the understanding that additional surveys would likely be required on the Preferred Alternative since the interim guidance is likely to change.

Ms. Siani inquired where the NLEB captures during the 2012 survey were located within the Project study area. Mr. Chenger responded that the mist net sites were selected based upon locations that would be favorable to capturing bats, but were generally spread throughout the Project study area. Ms. Siani asked if the mist net locations were located within all three (3) corridors, to which Mr. Chenger replied in the affirmative.

Ms. Sherwin indicated that, per the 2012 summer mist net survey report, most of the NLEB captures were located north of the Allegheny Tunnel. Ms. Siani inquired if the NLEB was noted as using the South Pennsylvania Railroad Tunnel as a hibernacula, to which John Chenger stated that very small numbers of NLEB have been noted within the South Pennsylvania Railroad Tunnel; however, larger numbers of NLEB have been historically observed (Pre-white nose syndrome) within the forested area of the Project study area during the summer compared to the small numbers of NLEB observed during hibernation. Mr. Chenger explained that data on where or what type of habitat NLEB utilize for hibernation is not available; similarly no data exists on the timing of ingress or egress from hibernacula.

Ms. Siani inquired as to the NELB conservation measures that are being considered for the development of the Project, to which Ms. Sherwin stated minimization of forested habitat loss, time of year restrictions for timber harvesting, and coordination of blasting requirements would be considered. Mr. Jones stated that seasonal restrictions for blasting could be easily incorporated into the construction sequence.

Ms. Siani indicated that the USFWS would ask for a timber harvesting time of year restriction as utilized for the Indiana bats, in the hopes that the restriction would also be beneficial to the NLEB. Ms. Siani stated that the USFWS could not guarantee that the time of year restriction would not change due to the interim status of the guidance, but indicated that it is a good conservation measure to start with. Ms. Siani inquired if any of the extents of the Project

are five (5) miles from the South Pennsylvania Railroad Tunnel, to which Mr. Jones stated that the western terminus is approximately 2.5 miles west. Ms. Siani indicated that time of year restrictions and the interim guidance would apply to the entirety of the Project since it's encompassed within the five (5) mile radius.

Questions/Comments

Ms. Siani asked for the approximate acreage of forested habitat that is proposed for impact, to which Mr. Willis stated that forested impacts vary by Project Alternative; however, most of the Project study area is comprised of forest with the exception of minimal agriculture land use at the western Project terminus.

Ms. Siani inquired if any long-term impacts, such as noise, has been analyze for the Project. Mr. Willis inquired if this was in reference to bats, to which Ms. Siani agreed and indicated that traffic and fragmentation should be considered, as well. Mr. Willis indicated that fragmentation will be addressed in the EA; however, noise studies are based upon established techniques and typically focus on human impacts (e.g. homes, hospitals, etc.). Ms. Siani stated that there is some information available on noise impacts to birds. Mr. Jones stated that the proposed Project is not anticipated to create additional traffic; however, an increase in traffic is anticipated due to an overall increase in use of the Pennsylvania Turnpike system, which is not a direct result of the proposed Project.

Ms. Siani inquired as to how many lanes are proposed for the Project. Mr. Jones explained that westbound lanes currently consist of three (3) lanes and are proposed to increase to four (4) lanes, while the eastbound lanes currently have two (2) lanes and are proposed to expand to three (3) lanes.

Ms. Sherwin stated that forested impacts are anticipated to range from approximately 57 to 117 acres, depending on the Alternative. Impacts are currently being assessed and may change as the project progresses. Ms. Siani inquired if mitigation has been investigated either on-site or off-site, to which Mr. Willis stated that nothing has been considered yet for the NLEB. Ms. Sherwin indicated that some areas within the Project study limits may be utilized for reforestation. Mr. Jones stated that the proposed waste area, located on abandoned mine lands, may be an option for plantings; however, Mr. Willis cautioned that the limiting factor for the waste areas will be the availability of top soil. Mr. Willis referred to the implementation of Indiana Bat Conservation Guidelines and the utilization of the Indiana Bat Conservation Fund for a PTC project located east of the Allegheny Tunnel. Ms. Siani stated that she has worked with the American Chestnut Foundation in previous projects that involved the reforestation of abandoned mine lands, which may be an option for the Project.

Ms. Siani inquired as to the extent of wetland and stream impacts for the Project. Mr. Jones indicated that the impacts vary by Alternative, but wetland impacts range from approximately 0.7 to 4.3 acres and stream impacts range from approximately 5,000 to 10,000 linear feet. Impacts are currently being assessed and may change as the project progresses. Ms. Siani inquired if any of the resources proposed for impact were noted as areas where NLEB captures were noted, if so, would avoidance be possible. Mr. Jones stated that impacts vary by Project Alternative; however, the Alternatives have been developed to avoid and minimize wetland and stream impacts. Ms. Siani stated that a good wildlife conservation measure for the Project would involve the reduction of fragmentation and maintenance of wetland and stream corridors. Mr. Jones stated that the southern Alternatives have a lower direct wetland impact at less than one (1) acre, while the northern Alternatives have wetland impacts of approximately three (3) to four (4) acres.

Ms. Siani stated that implementing a time of year restriction within the Project is the most valuable conservation measure at this point. Ms. Siani continued that the USFWS is trying to take a more proactive approach to projects with respect to the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Specifically, the USFWS

is looking at what conservation measures can be implemented in the Project, not as part of the consultation process, but as part of the overall project coordination.

Next Steps

Ms. Sherwin inquired if there was anything else that the USFWS would request the Project team to focus on at this point. Ms. Siani stated that there are no further considerations at this time; the presence of NLEB within the Project study area has been confirmed, which is good to know and consider when moving forward with the Project.

Ms. Siani inquired if there is anything that is needed from the USFWS moving forward, to which Ms. Sherwin indicated that an updated large project review request has been submitted to the USFWS. This update request includes the proposed waste areas and temporary haul road.

Mr. Willis stated that the PTC and L.R. Kimball will develop meeting minutes for today's meeting and would look for a response from the USFWS regarding the Project update request.

Ms. Siani inquired if the USFWS would be able to get shapefiles of the information provided within the Project update request. Tracey Librandi Mumma (PGC) also inquired if the PGC would be able to get a copy of the same shapefiles. Mr. Willis and Ms. Sherwin indicated that this information would be provided via CD-R.

This meeting was adjourned at approximately 11:10 A.M.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items, please contact L.R. Kimball within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

USACE PROJECT UPDATE

MEETING MINUTES – July 30, 2014

US Army Corps of Engineers - Pittsburgh District Regulatory Sign-In Sheet

Date = 7/29/14		Room =		
Regarding =				
Name	Title	Organization	E-Mail	Phone
Don Bole	Res Spec	USACE	Donald.R.Bole@usace.army.mil	412-395-7516
Dave Willis	ENV. MGR	PTC	dwillis@paturnpike.com	717 831 7357
Steve Crescenzo	Env. Sci.	L.R. Kimball	steven.crescenzo@lrkimball.ca	724.433.9817
GREG BEDNAR	PM	PTC	gbednar@paturnpike.com	724-755-5182
ED JONES	PM	L.R. KIMBALL	ED.JONES@LRKIMBALL.com	614-472-7700
Tammy Sherwin	Env. Manager	L.R. Kimball	tammy.sherwin@lrkimball.ca	412.262-5400
Scott Hans	Branch Chief	COE	Scott.A.Hans@usace.army.mil	412-395-7454
Jon Coleman	Section Chief	COE	jon.t.coleman@usace.army.mil	412-395-7188
JEFF DAVIS BY PHONE	DM	PTC	jdavis@paturnpike.com	717-831-7516

Allegheny Tunnel Transportation Improvement Project
Meeting Minutes

Date: Wednesday, July 30, 2014
Time: 1:00 PM
Location: U.S. Army Corps of Engineers Office, Pittsburgh, PA

Subject: Allegheny Tunnel Transportation Improvement Project

Attendees:
Refer to the sign-in sheet

Bold items noted as action items.

Discussion Items:

Ed Jones (L.R. Kimball) provided an update of Project-related meetings that have occurred since the last meeting with the United States Army Corps of Engineers – Pittsburgh District (USACE) on March 5, 2013. The Project meetings that have occurred since the previous USACE meeting were identified as follows:

- Agency Update – May 2, 2013
- Legislative Briefing – September 30, 2013
- Mountain Field and Stream Club (MFSC) Meeting – October 10, 2013
- Public Officials Meeting – October 16, 2013
- Public Meeting – October 22, 2013
- Preliminary Jurisdictional Determination – October 23, 2013
- PBS Coals – February 4, 2014
- PA Game Commission (PGC) – March 10, 2014
- U.S. Fish and Wildlife (USFWS) and PA Game Commission – April 16, 2014
- Berlin Borough Water Authority – April 24, 2014

Tammy Sherwin (L.R. Kimball) indicated that the following discussions and/or concerns were identified at the above-referenced meetings:

- Agency Update – May 2, 2013
    - Indirect impacts;
    - Rehabilitation of the existing tunnel, which appears to be infeasible due to the 12-20 year construction schedule and potential impact to the Indiana bat population within the South Penn Railroad Tunnel; and
    - Reasons for elimination of the red tunnel alternative (from the previous alternatives analysis), which are similar to the concerns associated with the existing tunnel rehabilitation.

  Don Bole (USACE) inquired as to where the PTC is in the process of selecting the preferred alternative for the Project and Jon Cole (USACE) inquired if the plans provided at this meeting show the locations of all of the Project alternatives. Mr. Jones stated that the plans did show all of the alternatives and he reviewed the six (6) proposed alternatives.

  Mr. Bole inquired if the United States Fish and Wildlife Service (USFWS) preferred the Gray Alternatives, which Mr. Jones and Ms. Sherwin indicated was correct.

Mr. Cole inquired about the location of the "Indian Cave" and historic slide area. Greg Bednar (PTC) provided a drawing showing the location of an ancient slide area on the southwest side of the existing tunnel. Dave Willis (PTC) indicated that the PTC is proposing to conduct geotechnical borings within the slide area, which Mr. Jones indicated are staked and will be conducted in the near future. Mr. Willis also indicated that the reference of "Indian Cave" is not accurate as the project's historic/archaeological subconsultant did not identify significant evidence of native American use.

- Legislative Briefing – September 30, 2013
  - Provided project overview for Senator Kasunic and Representative Metzgar.

- Mountain Field and Stream Club Meeting – October 10, 2013
  - The project team reviewed project timeline, needs, environmental resources, alternatives, potential impacts, widening existing tunnel, and specific impacts to MFSC property and how access would be provided for each alternative.
  - Items discussed: plans for vacated property above existing tunnel, perception that MFSC property is being affected to avoid wetlands, available funding for the project; reason the project is active again, change in traffic with the completion of SR 219, state and local representative's opinion of the project, and weather issues.
  - Seven (7) MFSC members were in attendance.
  - No official comment forms were returned from the meeting.

Mr. Bole inquired if the MFSC is against any of the alternatives. Mr. Jones indicated they appeared to have a preference for tunnel options. Mr. Willis added that MFSC's concern in the past was maintaining membership access to the northern and southern portions of their property, which would be bisected by the Project.

- Public Officials Meeting – October 16, 2013
  - The project team reviewed project timeline, needs, environmental resources, alternatives, potential impacts, widening existing tunnel, and specific impacts to MFSC property and how access would be provided for each alternative.
  - Items discussed: the schedule for identifying the preferred alternative, whether all tunnels on the Turnpike system would be eliminated, and tunnels cause less impact.
  - Two (2) public officials were in attendance.

- Public Meeting – October 22, 2013
  - An open-house Plans Display was utilized, which allows for a one-on-one discussion with the public and project team members.
  - The meeting was advertised twice in Somerset and Bedford newspapers.
  - 10 stations were utilized as part of the plans display– sign-in, PowerPoint presentation, timeline, needs, environmental constraints, project corridors, cultural resources, alternatives, impact matrix and comment form.
  - Items discussed: property access, Berlin's public water supply, bats given more priority than humans, Yellow Corridor most logical, tunnel alternatives very expensive, concerns over flooding of New Baltimore, resident septic system close to existing turnpike, and what would abandoned tunnels be used for.
  - 35 people attended the plans display.
  - 8 comment forms were received.

Jeff Davis (PTC) stated that all of the information and displays provided at the Public Meeting is also available on the PTC's website, under Major Design and Construction Projects (http://www.paturnpike.com/ConstructionProjects/allegtunn/).

Mr. Willis further elaborated that an alternative that was close to State Route (SR) 31 was previously under consideration which was a concern to the Berlin Water Authority; however, this alternative was eliminated during the Preliminary Alternatives Analysis.

Mr. Jones indicated that an analysis is underway for the six (6) current alternatives to assess the impact on the Berlin water supply. All of the alternatives are downstream of the Borough water supply.

- Preliminary Jurisdictional Determination – October 23, 2013
    - USACE, PADEP, PTC and L.R. Kimball were in attendance.
    - Wetland and stream resources were viewed at four (4) designated stops.
    - All resources identified in the project area will be considered jurisdictional.

Mr. Bole indicated that the PJD has been revised to include the resources associated with the waste area and temporary haul road. Ms. Sherwin stated that L.R. Kimball was in the process of completing the USACE's Waters Upload Spreadsheet and will provide it upon completion.

- PBS Coals – February 4, 2014
    - PBS Coals, PTC, L.R. Kimball were in attendance.
    - The purpose of the meeting was to discuss the project and potential waste site area.
    - PBS Coals has active permits north of the potential waste site area.
    - PBS Coals has an active treatment system (several ponds) adjacent to this area.
    - PBS Coals did not indicate placement of a large amount of fill in this area would cause problems for deep mine activity.
    - No right of way from PBS Coals property is required.
    - A separate E&S Control system for the waste site would be in place.

Mr. Willis asked Mr. Jones to point out the location of the proposed waste area on the plans. Mr. Jones indicated that the proposed waste area could accommodate approximately 13 million cubic yards at a maximum height of 300 feet above existing terrain. Ms. Sherwin indicated that PBS Coals has existing acid mine drainage treatment located to the west of the proposed waste site, which they were concerned would be impacted by increased surface runoff from the proposed grading. Mr. Jones stated that the proposed waste site grading and drainage has been configured to not contribute any runoff to those areas.

- PGC – March 10, 2014
    - PGC, PTC, Bat Conservation and Management Inc. (BCMI), and L.R. Kimball were in attendance.
    - The purpose of this meeting was to review the Eastern small-footed bat habitat and acoustic survey.
    - BCMI provided a presentation that summarized the survey – 37 Rocky Habitat Features were identified as being low, medium or high quality (includes two hibernacula sites).
    - Acoustic monitoring identified two (2) of the 37 sites as having potential summer occupancy by Eastern small-footed bats.
    - Discussed performing emergence surveys of sites to be impacted by the preferred alternative prior to construction and mitigation of rocky habitats for those to be destroyed.

- USFWS and PGC – April 16, 2014
    - USFWS, PGC, PTC, BCMI and L.R. Kimball were in attendance.
    - The purpose of the meeting was to discuss the Northern long-eared bat interim guidance.
    - L.R. Kimball provided a project overview and reviewed bat assessments conducted to date.
    - It was agreed that conservation measures similar to what is used for the Indiana bat would be acceptable for use when addressing Northern long-eared bats.
    - Additional surveys may be required for the preferred alternative.
    - Reforestation will be required; an option may be working with conservation groups to address impacts.

- Berlin Borough Water Authority – April 24, 2014
    - Berlin Borough and L.R. Kimball were in attendance.
    - L.R. Kimball reviewed the borough's drilling logs and files related to the wells and springs.
    - The Borough then provided a tour of each well and spring location.

Ms. Sherwin then discussed the findings from the background research and field reconnaissance of the waste sites and haul road.

- One potential impact under USFWS jurisdiction was noted through the PNDI update.
- The potential waste site land use consisted mostly of herbaceous range land with a small amount of shrubs present.
- Two (2) Palustrine emergent wetlands were delineated on the borders of the potential waste sites.
- One (1) Palustrine emergent/scrub-shrub wetland and one intermittent stream were identified with the study boundary for the haul road.
- It is recommended that the haul road be shifted to the east to avoid forest impacts (utility impacts would then occur).

Mr. Bole inquired if there are any impaired streams within the proposed waste area, to which Steve Crescenzo (L.R. Kimball) stated that no streams were identified within the proposed waste area; however, one (1) intermittent stream was identified within the temporary haul road study area, but was not identified as an impaired resource.

Mr. Willis indicated that the purpose of this meeting was to review the Project and provide an updated Alternative Comparison Matrix. The PTC anticipates having additional agency and public meetings this fall and winter, followed by the selection of the preferred alternative.

Scott Hans (USACE) inquired if the PTC anticipates project opposition, based upon the small turnout for the above-referenced meetings. Mr. Willis indicated that the PTC expects more concerns once a preferred alternative is selected.

Mr. Cole inquired if any concerns regarding impacts to hunting grounds were identified by the MFSC or the public within the 8 comments received in the Public Meeting. Ms. Sherwin stated that no formal comments have been received from MFSC and Mr. Willis indicated that public's comments were more related to property access, not specific resources or rare, threatened, or endangered species.

Mr. Cole inquired if any groups such as the Sierra Club have offered comments concerning the proposed Project. Mr. Willis indicated that no comments have been received from the Sierra Club or any other group.

Ms. Sherwin indicated that one comment was received stating that the proposed wildlife crossings would not be utilized by wildlife.

Mr. Bednar indicated that comments from discussions during the Public Meeting regarding the movement of hazardous waste through local communities were also noted.

Mr. Willis stated that the Gray Cut Alternative appears to be the PTC's preferred alternative at this time. He noted that analysis of all alternatives is still on-going however.

Mr. Cole stated that additional comments should be anticipated once the USACE posts the public notice for the proposed Project.

Mr. Cole inquired if cultural resource investigations have been conducted for the cave, to which Mr. Willis indicated that investigations have been conducted by Heberling Associates, Inc. Mr. Willis stated that archaeological investigations will be conducted on the preferred alternative, once selected.

Alternative Impact Matrix

Mr. Jones reviewed the Draft Alternative Matrix (dated July 29, 2014).

WETLANDS

Mr. Jones indicated that the Brown Cut has the most wetland impacts, while the Gray Cut has the least.

Mr. Bole asked how the wetland impacts were reduced for the alternatives since the last meeting. Mr. Jones stated that the alignments have been refined horizontally and vertically, which has reduced the environmental impacts associated with the preliminary alignment. Final design may further reduce the impacts.

Mr. Bednar stated that the large wetland system west of the Allegheny Tunnel is proposed to be bridged by the Gray Alternatives. Mr. Jones indicated that with the design of this bridge wetland impacts have been further reduced. The placement of the piers of the bridge would result in a small impact.

STREAMS

Mr. Jones indicated that direct and indirect stream impacts were assessed for each alternative. The Yellow Tunnel has the smallest impacts to streams.

WILDLIFE CROSSINGS

Mr. Jones indicated that wildlife crossings are incorporated in each of the cut alternative's design. The Gray Cut includes three (3) wildlife crossings, as follows:

- The bridge overpass of the wetland located to the west of the western portal, which is proposed as a wildlife underpass;
- Wildlife overpass located approximately ½ way between the cut/fill transition on the western slope of the Allegheny Mountain; and,
- The bridge overpass of the Raystown Branch Juniata River, which is proposed as a wildlife viaduct.

Mr. Jones indicated that a new road is being designed to provide MFSC access under the Raystown Branch Juniata River bridge to the northern portion of their property.

Mr. Bole inquired if the USFWS has indicated if the Gray Cut is their preferred alternative, to which Ms. Sherwin stated that the USFWS had requested that the PTC investigate alternatives to the south of the existing turnpike. Mr. Jones indicated that the USFWS may have issues with the forested impact associated with any cut alternative.

Mr. Hans indicated that the Gray Alternatives are not shifted that far south of the existing turnpike and South Penn Railroad Tunnel. Mr. Jones and Mr. Bednar stated that the USFWS previously indicated that any alignments to the north of the existing turnpike would be considered an adverse impact to the Indiana bat by the USFWS. Mr. Bole inquired if previous radio telemetry of the Indiana bat population indicated that all emerging bats from the South Penn Railroad Tunnel flew northeast (downstream) along the Raystown Branch Juniata River, to which Ms. Sherwin stated that all but one (1) male Indiana bat followed this route. Ms. Sherwin indicated that the Pennsylvania Game Commission conducted emergence trapping during April 2014 at the South Penn Railroad Tunnel and did not capture any bats.

Mr. Hans inquired if formal consultation with USFWS was initiated. Ms. Sherwin indicated that it has not and will not be initiated until a Preferred Alternative is selected. Mr. Hans indicated that a Biological Assessment (BA) should be prepared and submitted at the end of the USACOE permit decision comment period. Mr. Hans inquired if any take associated with the bat species would be anticipated with Gray Alternatives, as this would require a permit. Mr.

Jones and Ms. Sherwin stated that BCMI would have to answer that, but both Gray Alternatives would likely have an adverse effect.

Mr. Bednar stated that the potential to use the existing turnpike tunnel as mitigation for Indiana bat habitat once it is abandoned has been previously discussed with the USFWS and PGC. Mr. Cole inquired as to what the proposed use is for the existing tunnels once they are abandoned, to which Mr. Bednar stated that it may be used for storage or mitigation; however, a decision on the use of the existing tunnel still needs to be explored.

Mr. Hans inquired if the existing tunnel is listed as a historic resource, which Ms. Sherwin indicated that the existing turnpike is listed as an eligible resource with the tunnel identified as a non-contributing resource; however, Heberling Associates is currently in the process of reviewing this.

MITIGATION

Wetlands and Streams

Mr. Bole inquired if the Gray Cut is selected, what would be done for wetland and stream mitigation. Ms. Sherwin stated that a plan for mitigation has not been developed yet. Mr. Bole stated that wetland/stream banking has not been approved within Pennsylvania and coordination with the Pennsylvania Department of Environmental Protection (PADEP) will be required for this portion of the Project approval. Mr. Jones indicated that stream restoration has been accepted as mitigation on past projects and would be applied to this project as well. Mr. Bole stated that a stream loss will require mitigation; however, stream relocations will not require mitigation. Mr. Jones indicated that approximately 7,500 linear foot of direct stream impacts and approximately 6,700 linear feet of indirect stream impacts are associated with the Gray Cut.

Mr. Bole stated that wetland impacts for the Gray Cut appears to be mostly palustrine emergent and scrub-shrub, and any wetland mitigation would require that a permanent conservation easement be placed on the mitigation area.

Mr. Hans stated that the in-lieu fee program is out for public comment; he anticipates that the assessment and calculation tools will generate comments. Mr. Hans indicated that all three (3) USACE Districts within Pennsylvania have identified gaps in the assessment protocols.

Mr. Cole inquired if any wetland impacts are proposed for the waste area, to which Ms. Sherwin stated that both wetlands within the waste area study area and the one (1) wetland within the temporary access road study area were avoided.

Land Use

Mr. Jones indicated that most of the affected land use for the Project consists of forest. Currently, Gannett Fleming is preparing a noise analysis for the Project, which Mr. Willis indicated was focused along SR 160 due to the presence of residences.

Cultural Resources

Mr. Jones stated that the existing Turnpike and South Penn Railroad tunnel are listed as eligible resources. Additionally, an archaeological predictive model has been developed by Skelly and Loy initially and revised by Heberling Associates.

Mr. Cole inquired where the PTC was in the process with the PHMC regarding archaeological resources, which Mr. Willis stated that the PTC would likely establish a programmatic agreement with the PHMC for these studies.

Residential

Mr. Jones indicated that no impacts to residences or displacements are anticipated, with the exception of the potential impact to a septic system that is currently being investigated.

MFSC

Mr. Jones indicated that access to the northern and southern portions of the MFSC property will be maintained within each of the Project alternatives.

Rare, Threatened, and Endangered Species

Mr. Jones stated that no federally-listed plants were identified within the Project study area. Ms. Sherwin stated that the PTC and L.R. Kimball are coordinating with the Pennsylvania Department of Conservation and Natural Resources regarding impacts and mitigation for the state-listed plant species within the Project study area.

Mr. Jones indicated that coordination has been conducted with the PFBC for the timber rattlesnake and the PGC for the Allegheny woodrat, both of which are state-listed species.

Mr. Jones stated that the USFWS has requested that the USACE initiate conferencing for the northern long-eared bat. He indicated that coordination has been conducted with the PGC regarding the small-footed myotis.

Mr. Jones indicated that the Gray Alternatives have been developed per the USFWS' request in an effort to reduce/avoid impacts to the Indiana bat travel corridor. Mr. Willis indicated that the USFWS requested that the PTC conduct a Biological Assessment (BA) for the Project on the preferred alternative.

Hazardous Materials

Ms. Sherwin indicated that preliminary investigations indicate that most areas of concern are localized dump sites for residential waste and historic fill.

CONSTRUCTION DETAILS

Excavation and Excess

Mr. Jones stated that the class I excavation for the Project ranges from 1.5 million cubic yards (CY) to 28 million CY, with the Gray Cut requiring approximately 13.5 million CY of Class I and 12 million CY of excess. The proposed waste area would accept all of the excess associated with all alternatives except for the Yellow Cut.

Mr. Cole inquired if the PTC has a contingency plan for the ancient slide area located to the east of the eastern portal. Mr. Bednar stated that geotechnical borings are planned for this area, which will define the slip plane of the slide. Mr. Cole inquired if the potential exists for any additional resource impacts associated with the treatment of the ancient slide area. Mr. Bednar indicated that the proposed alignment could be tightened through this area, which would result in less disturbance to the ancient slide. Mr. Cole inquired if the location of the slide area makes the Gray Alternatives not feasible, to which Mr. Bednar stated that there is currently not enough information to make a determination at this time.

Mr. Hans inquired if the proposed Project consists of three (3) lanes in each direction. Mr. Jones stated that eastbound is proposed for three (3) lanes and westbound is proposed for four (4) lanes (truck climbing lane

included). Mr. Jones stated that the PTC and L.R. Kimball could look into adjusting the median and shoulder widths, if necessary to lessen the disturbance to the ancient slide area.

Mr. Willis indicated that the New Baltimore slide area, which is part of the Total Reconstruction Project from milepost 124 to 133, is being monitored with laser measurement equipment and that the slide area adjacent to the project could also be monitored with similar techniques.

Length

Mr. Jones stated that the Gray Cut is the longest of all the alternatives. Structures range from 1,000 to 2,000 linear feet. Maximum grade is approximately five (5) percent.

Costs

Mr. Jones indicated that overall costs for the Alternatives range from a low of $250 million to a high of $700 million, with operation and maintenance costs being higher for the tunnel options.

SCHEDULE

Mr. Jones indicated that the PTC is anticipating selecting a recommended alternative by Fall 2014. Mr. Cole stated that a public notice will be required. Mr. Hans suggested that the PTC should identify a preferred alternative within the EA and this document would then be the basis for the permit decision. Mr. Hans also indicated that the stream impacts are not insignificant, which would be considered normal for this region given the stream linear footage per square mile.

Ms. Sherwin indicated that the PTC and L.R. Kimball would like to update the agencies on the Project with another agency coordination meeting, which Mr. Bole indicated would be appropriate. Mr. Willis indicated that the agency meeting would be very similar in structure to the meeting held during May 2013.

Mr. Hans inquired as to the point of contact within the PADEP, which Mr. Bole indicated was Mike Englehardt. Mr. Hans inquired as to when the PTC anticipates filing a 404 application with the USACE. Mr. Willis inquired if the USACE could take action based upon an EA, which Mr. Cole and Mr. Hans stated could be better done by going through a merged National Environmental Policy Act/404 process.

Mr. Hans stated that, in order to eliminate the redundancy of review, it is recommended that the 404 application for the preferred alternative be submitted earlier in the process; however, Mr. Hans stated that this approach may need to be reviewed with other staff in the USACE. Mr. Hans indicated that the proposed schedule appears reasonable, but minor revisions may be needed after review with the other USACE staff.

Mr. Hans stated that once the USFWS receives the BA, they have to review and provide conditions/comments within the specified timeframes, which has not occurred on previous projects. For this purpose, Mr. Cole suggested having two (2) agency meetings between now and the end of October 2014.

Mr. Willis requested the USACE to verify this process, which Mr. Hans agreed to. Mr. Willis indicated that the PTC would be receptive to this process and the Project schedule may be adjusted to accommodate additional time as needed. Mr. Hans indicated that this process should work since a lot of the alternatives analysis has been conducted upfront for this Project.

Ms. Sherwin inquired if the USACE foresees any issues with the wildlife crossings and habitat fragmentation. Mr. Hans indicated that the habitat fragmentation is already present with the existing turnpike, and each alternative includes plans for designated crossings. Mr. Hans indicated that the goal is to preclude isolation of communities or habitats.

Mr. Willis indicated that all of the agenda items have been addressed in the meeting and inquired if any of the attendees had any additional questions or comments. Mr. Willis reiterated that the USACE, as the lead federal agency, needs to initiate the conferencing process with the USFWS for the northern long-eared bat.

Mr. Willis indicated that the PTC and L.R. Kimball would provide minutes for this meeting.

Mr. Hans indicated that the USACE would look at the terminology and dates on the provided schedule and review for consistency with the USACE's process.

The meeting adjourned at approximately 3:40 PM.

Action Items:

1. L.R. Kimball to arrange an agency meeting for Fall 2014.
2. USACE to initiate conferencing with the USFWS for the northern long-eared bat.
3. USACE to review the project schedule for terminology and consistency to the USACE's combined 404/NEPA process.

USFWS PROJECT UPDATE

MEETING MINUTES – August 19, 2015

L.R. Kimball
ARCHITECTURE · ENGINEERING · COMMUNICATIONS TECHNOLOGY
A CDI Company

MEETING MINUTES

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
Project Update
Draft Meeting Minutes

Date: Wednesday, August 19, 2015

Time: 1:00 P.M.

Location: United States Fish and Wildlife Service State College, PA Office

Subject: Project Update

Attachments: Attachment 1: Meeting Agenda
Attachment 2: Bat Survey Summary
Attachment 3: Sign In Sheet

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tammy Sherwin	L.R. Kimball	(412) 262-5400	tammy.sherwin@lrkimball.com
Ed Jones	L.R. Kimball	(814) 472-7700	ed.jones@lrkimball.com
Dave Willis	PA Turnpike Commission	(717) 831-7357	dwillis@paturnpike.com
Brian Scofield	U.S. Fish and Wildlife Service	(814) 234-4090	brian_scofield@fws.gov
Bob Anderson	U.S. Fish and Wildlife Service	(814) 234-4090	robert_m_anderson@fws.gov
Cal Butchkoski	Bat Conservation and Management Inc.	(814) 206-6140	cbutchkosk@verizon.net

Introductions

Tammy Sherwin (L.R. Kimball) began the meeting with attendee introductions and review of the agenda (Attachment 1).

Project Status Overview

Ms. Sherwin turned the meeting over to Ed Jones (L.R. Kimball) to provide an overview of the Pennsylvania Turnpike Commission's (PTC's) Allegheny Tunnel Transportation Improvement Project (Project), which was initiated in 1996 and then placed on hold in 2001. During that timeframe, the study included the analysis of 13 preliminary alternatives and six (6) detailed alternatives. The Project was then re-initiated in 2010 with the Pittsburgh District United States Army Corps of Engineers (USACOE) agreeing to act as lead federal agency.

Dave Willis (PTC) provided a brief history of the Pennsylvania (PA) Turnpike system, in particular the area of the Allegheny Tunnel. Mr. Willis indicated that the current westbound tunnel was constructed as a component of the original turnpike system between 1938 and 1940. The second tube (eastbound) was constructed in the mid 1960's. The tunnels are aged and deteriorating. They require maintenance and the PTC has to fabricate their own parts due to the age of the tunnel. He noted that the turnpike follows old railroad right-of-way and the South Penn Railroad Tunnel was part of that system. The railroad tunnel was never completed and is now currently a known bat hibernaculum. The PTC has been working with the PA Game Commission (PGC) to survey the South Penn Railroad

tunnel. A bat gate was installed across the opening and the number of bats have been declining due to white nose syndrome over the past several years.

Mr. Jones then indicated that the PTC coordinated with Carole Copeyon of the United States Fish and Wildlife Service (USFWS) in 2011 regarding the Yellow and Brown Alternatives located to the north of the existing PTC Allegheny Tunnel. Ms. Copeyon identified the northern Alternatives as having a potential impact on the regional population of Indiana bats (*Myotis sodalis*) that utilize the Raystown Branch Juniata River as a travel corridor from their hibernaculum at the South Penn Railroad Tunnel. Based upon the USFWS recommendations, the PTC developed the Gray Cut and Tunnel Alternatives to the south of the exiting Allegheny Tunnel. Mr. Jones indicated that environmental and geotechnical activities occurred over the past three years. The geotechnical analysis of the gray alternatives revealed a slow moving slide occurring southeast of the existing turnpike. The gray alternatives were designed through this area. As such, the PTC has decided to expand the study area to include an area of over-excavation to the south to remediate the slide area and additional area to the north to accommodate shifts in the brown alternative to avoid and/or minimize sensitive environmental resource impacts. At this time the expanded study area was reviewed.

Review of Assessments and Reporting Completed To-Date

Ms. Sherwin reviewed the various bat surveys and studies that have taken place within the vicinity of the Allegheny Tunnel since 1999. She provided a handout (Attachment 2) that summarized the date and type of survey. Ms. Sherwin indicated a number of hibernaculum surveys, mist net surveys and harp trap events have taken place within the project area. She noted that the number of bats have drastically declined since 1999 and the most recent hibernaculum survey (February 2015) noted the presence of 18 bats in total with a few identified as Indiana bats. Mr. Cal Butchkoski (BCM) indicated that recently bats were noted to be using hibernacula not previously used and this trend is being noticed more and more. Bat movement in general is appearing to change.

Northern Long-Eared Bat Guidance

Mr. Willis inquired if the interim guidance for northern long-eared bats has been updated. Mr. Anderson stated that the final 4(d) Rule is anticipated to be published at the end of 2015. This project would require Formal Consultation under Section 7 and preparation of Biological Assessment (BA). As of the date of this meeting, the USFWS is using interim guidance based on the Indiana bat to determine northern long-eared bat impacts and mitigation measures. There is no fund (comparable to the Indiana bat fund) in place to accept money for northern long-eared bat at this time. There may be one in the future. Northern long-eared bat roost trees, maternity trees and hibernacula are protected. Time of year timbering restrictions are June and July. The new PNDI release will include northern long-eared bat information from 2012 forward.

Ms. Sherwin asked if additional studies would be required based on the expansion of the study area. A discussion ensued between Mr. Butchkoski and Mr. Anderson concerning the benefit of additional studies. Mr. Butchkoski suggested that telemetry could be used to identify what is going on from each side of the mountain. Mr. Anderson indicated that the PTC could assume presence of the species critical habitat and address impacts in the BA. It was also discussed that a review of the existing studies should take place to identify the benefit of additional studies. Mr. Anderson also indicated that the existing studies could be used to establish the status of the species chapter in the BA.

Questions/Comments

Mr. Anderson indicated that a southern alternative is preferred from the USFWS standpoint as being less damaging. Mr. Willis stated that the PTC is also advancing studies north of the brown corridor to have other viable options. Mr. Anderson also indicated that Brian Scofield would be the lead reviewer for USFWS on this project moving forward.

Next Steps

Ms. Sherwin stated that environmental studies would take approximately 18 months to complete and coordination with BCM would occur during that timeframe to identify additional studies. Upon the completion of the additional environmental studies and engineering design, a preferred alternative would be identified.

This meeting was adjourned at approximately 2:00 P.M.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items, please contact L.R. Kimball within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

ATTACHMENT 1

MEETING AGENDA

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
1:00 P.M., Wednesday, August 19, 2015
U.S. Fish and Wildlife Service
State College Office

AGENDA

INTRODUCTIONS

PROJECT STATUS OVERVIEW

REVIEW OF ASSESSMENTS AND REPORTING COMPLETED TO-DATE

NORTHERN LONG-EARED BAT GUIDANCE

QUESTIONS/COMMENTS

NEXT STEPS

ATTACHMENT 2

Bat Survey Summary

Allegheny Tunnel Transportation Improvement Project
Bat Surveys

1999 Hibernacula Survey of South Penn Railroad Tunnel
- 23 Indiana bats located
- 6 Northern long-eared bats located

Spring 2000
- Harp Trap March 30 – May 5, 2000
    - 9 Indiana bats trapped
    - 158 Northern long-eared bats trapped
- Telemetry April 20 – May 15
    - 4 Indiana bats tracked (2 females and 2 males)
    - Both females used nearly identical flight paths, following the Raystown Branch of the Juniata River to New Buena Vista, moving east across Dry Ridge to Sulphur Springs.
    - One male drifted toward Shawnee State Park and the other stayed within 2 miles of the hibernacula
- Mist Net Survey June 6 – June 14
    - 0 Indiana bats netted
    - 12 Northern long-eared bats netted

2007 Hibernacula Survey of South Penn Railroad Tunnel
- 139 Indiana bats located

Spring 2007
- Indiana bat migration study of South Penn Railroad Tunnel
- Harp Trap April 10 – April 22, 2007
    - 38 Indiana bats trapped
    - 70 Northern long-eared bats trapped
- 15 Indiana bats were radio-tagged and tracked (8 females and 7 males)
- Tracking end on May 15, 2007
- 11 of 15 bats followed through migration to summer habitat
- 3 females were lost during tracking
- Maternity colony identified near Shawnee State Park
- Bats tracked stayed within narrow area between Shawnee State Park and the Allegheny Tunnel
- Upon release 10 of the bats travelled northeast along the Raystown Branch of the Juniata

Fall 2007
- Harp Trap September 7 – October 3, 2007
    - 130 Indiana bats trapped
    - 124 Northern long-eared bats trapped
- 17 Indiana bats were radio-tagged and tracked (8 females and 9 males)
- Tracking ended on October 10, 2007
- Each of the 17 Indiana bats were monitored for at least 7 nights
- Migration paths and activity areas closely resemble paths and roost locations revealed during Spring study

2008 Hibernacula Survey of South Penn Railroad Tunnel
- 121 Indiana bats located
- 6 Northern long-eared bats located

2010 Hibernacula Survey of South Penn Railroad Tunnel
- 132 Indiana bats located
- 11 Northern long-eared bats located

2012 Hibernacula Survey of the small Cave

- 0 Indiana bats located
- 1 Northern long-eared bats located

2013 Hibernacula Survey of South Penn Railroad Tunnel

- 95 Indiana bats located
- 0 Northern long-eared bats located

2013 Summer Mist Net Survey for eastern small-footed bat

- Mist Net Survey July 6 – July 13
    - 0 Indiana bats netted
    - 24 Northern long-eared bats netted

2015 Hibernacula Survey of South Penn Railroad Tunnel

- Approximately 18 bats total
- Small number Indiana bats

ATTACHMENT 3

Sign In Sheet

Transportation Improvement Project

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
United States Fish and Wildlife Service Meeting
Wednesday, August 19, 2015

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Tammy Sherwin	L. R. Kimball	412. 201-4900	tammy.sherwin@lrkimball.com
Brian Scofield	USFWS		brian_scofield@fws.gov
Cal Butchkoski	BCNR	814-206-6140	cbutchkosk@verizon.net
Bob Anderson	USFWS	814-234-4090	Robert_M._Anderson@fws.gov
Dave Willis	PTC	717 920 7357	dwillis@paturnpike.com
ED JONES	L.R. KIMBALL	814-472-7700	ed.Jones@LRKIMBALL.com

USACE PROJECT UPDATE

MEETING MINUTES – September 3, 2015

L.R. Kimball
ARCHITECTURE · ENGINEERING · COMMUNICATIONS TECHNOLOGY
A CDI Company

MEETING MINUTES

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
Project Update
Draft Meeting Minutes

Date: Thursday, September 3, 2015

Time: 12:30 P.M.

Location: United States Army Corps of Engineers (USACOE), Pittsburgh, PA Office

Subject: Project Update

Attachments: Attachment 1: Meeting Agenda
Attachment 2: Bat Survey Summary
Attachment 3: Project Schedule
Attachment 4: Sign In Sheet

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tammy Sherwin	L.R. Kimball	(412) 262-5400	tammy.sherwin@lrkimball.com
Ed Jones	L.R. Kimball	(814) 472-7700	ed.jones@lrkimball.com
Dave Willis	PA Turnpike Commission (PTC)	(717) 831-7357	dwillis@paturnpike.com
Don Bole	U.S. Army Corps of Engineers	(412) 395-7576	donald.r.bole@usace.army.mil
Scott Hans	U.S. Army Corps of Engineers	(412) 395-7154	scott.a.hans@usace.army.mil

Introductions

Ed Jones (L.R. Kimball) began the meeting with attendee introductions and review of the agenda (Attachment 1).

Review of PTC / USACOE July 30, 2014 Meeting

Mr. Jones provided a brief summary of discussion items from the previous meeting. He indicated that the discussion mainly focused on agency coordination completed to that point, impacts for each alternative, schedule and permitting.

Status of Project Development Activities Following July 30, 2014 Meeting

Mr. Jones provided an update of project activities that took place following the July 30, 2014 meeting. Mr. Jones indicated that environmental and geotechnical activities progressed following the meeting. The geotechnical analysis of the gray alternatives revealed a slow moving slide occurring southeast of the existing turnpike. Mr. Jones stated that the area is being monitored using inclinometers and piezometers. A movement of approximately one (1) inch has been noted over a 6 to 7 month period. The gray alternatives were designed through this area and movement of earth associated with the alternatives has the potential to destabilize the upper portion of the slide. He then reviewed cross sections of the gray alternatives. Because of the potential slide risk, the PTC has decided to expand the study area to include an area of over-excavation to the south to remediate the slide area and additional area to the north to

accommodate shifts in the brown alternative to avoid and/or minimize sensitive environmental resource impacts. At this time the expanded study area was reviewed.

Scott Hans (USACOE) asked the approximate cost associated with the over excavation. Mr. Jones indicated that it would be in the 20 to 30 million dollar range. He stated he would verify the estimate for everyone after the meeting. Mr. Bole asked if the slide area could be reforested. Mr. Jones indicated that he was unsure of that answer, but could inquire with the geotechnical staff. Dave Willis (PTC) thought it was not likely possible given the limited soil coverage of the area once remediated.

Tammy Sherwin (L.R. Kimball) reviewed the various bat surveys and studies that have taken place within the vicinity of the Allegheny Tunnel since 1999. She provided a handout (Attachment 2) that summarized the date and type of survey. Ms. Sherwin indicated a number of hibernaculum surveys, mist net surveys and harp trap events have taken place within the project area. She noted that the number of bats have drastically declined since 1999 and the most recent hibernaculum survey (February 2015) noted the presence of 18 bats in total with a few identified as Indiana bats.

Ms. Sherwin and Mr. Willis then provided a summary of the August 19, 2015 U.S. Fish and Wildlife (USFWS) meeting. It was noted in the meeting that the final 4(d) Rule for the northern long-eared bat is anticipated to be published at the end of 2015. Additionally, this project would require Formal Consultation under Section 7 and preparation of Biological Assessment (BA). As of the date of the USFWS meeting, the USFWS is using interim guidance based on the Indiana bat to determine northern long-eared bat impacts and mitigation measures. There is no fund (comparable to the Indiana bat fund) in place to accept money for northern long-eared bat at this time. There may be one in the future. A discussion of additional studies took place and USFWS indicated that the PTC could assume presence of the species critical habitat and address impacts in the BA. It was also discussed that a review of the existing studies should take place to identify the benefit of additional studies. A southern alternative is still preferred from the USFWS standpoint as being less damaging.

Mr. Willis indicated that the USACOE would initiate formal consultation under the Endangered Species Act as the lead federal agency. He inquired what the thoughts of the group would be with respect to including multiple alternatives in the BA. Mr. Hans indicated that the BA should include a preferred alternative. Mr. Willis indicated that at this time multiple alternatives are under review and a preferred alternative would not be identified for another 18 months or more. The PTC will draft the BA and submit it to the USACOE. The USACOE will amend the BA if needed and submit to the USFWS. The PTC will invite the USACOE to future meetings and copy them on meeting correspondence.

Project Schedule

Mr. Jones reviewed the project schedule. Mr. Hans inquired if the date shown on the schedule is for 404 issuance or submission. Mr. Willis indicated that it was for submission. Mr. Hans noted that a June 2018 issuance should be added.

Questions/Comments

Mr. Hans inquired if the new areas of investigation would have additional residential impacts. Ms. Sherwin indicated that residences are located along Big Rock Road within the expanded northern study area and additional displacements may be possible. Mr. Hans then asked if any one alignment had more property acquisitions than another. Mr. Jones indicated that it was very comparable for each alternative and the Mountain, Field and Stream Club owned the majority of property within all of the alignments.

Next Steps

Ms. Sherwin stated that environmental studies would take approximately 18 months to complete. Upon the completion of the additional environmental studies and engineering design a preferred alternative would be identified.

This meeting was adjourned at approximately 1:50 P.M.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items, please contact L.R. Kimball within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

ATTACHMENT 1

MEETING AGENDA

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
12:30 P.M., Thursday, September 3, 2015
U.S. Army Corps of Engineers
Pittsburgh District Office

AGENDA

INTRODUCTIONS

REVIEW OF PTC / USACOE JULY 30, 2014 MEETING

STATUS OF PROJECT DEVELOPMENT ACTIVITIES FOLLOWING JULY 30, 2014 MEETING

- Geotechnical analysis of Gray Corridor
- Design refinements as a result of geotechnical analysis
    - Evaluating slope modifications on the Gray Corridor
    - Reevaluating the Brown Corridor
- Listing of the northern long-eared bat
    - PTC coordination with USFWS – August 19, 2015 meeting
    - Federal nexus
    - Preparation of Biological Assessment – selected alternative vs. all alternatives

PROJECT SCHEDULE

QUESTIONS/COMMENTS

NEXT STEPS

ATTACHMENT 2

Bat Survey Summary

Allegheny Tunnel Transportation Improvement Project
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- 0 Northern long-eared bats located

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- Mist Net Survey July 6 – July 13
    - 0 Indiana bats netted
    - 24 Northern long-eared bats netted

2015 Hibernacula Survey of South Penn Railroad Tunnel

- Approximately 18 bats total
- Small number Indiana bats

Attachment 3

Project Schedule

Allegheny Tunnel Overall Schedule

August 18, 2015

Task Name	Duration	Start	Finish
Evaluation of Modifed Brown and Gray Corridors	355 days	Mon 9/7/15	Fri 1/13/17
Public Comment Period	24 days	Mon 1/30/17	Thu 3/2/17
Public Meeting	1 day	Thu 2/16/17	Thu 2/16/17
Tentative Approval of Recommend Alternative	5 mons	Fri 3/3/17	Thu 7/20/17
USACOE Issuance of 404 Permit	60 days	Tue 5/15/18	Mon 8/6/18
50 Scale Mapping	5 mons	Fri 10/14/16	Thu 3/2/17
Preliminary Engineering	27 mons	Fri 7/21/17	Thu 8/15/19
105 Permit	18 mons	Fri 3/1/19	Thu 7/16/20
Procure Final Design Consultant	6 mons	Fri 3/29/19	Thu 9/12/19
R/W Plan	6 mons	Fri 8/16/19	Thu 1/30/20
R/W Acquisition	20 mons	Fri 1/31/20	Thu 8/12/21
Final Design	27 mons	Fri 8/16/19	Thu 9/9/21
Bidding & Awarding	8 mons	Fri 9/10/21	Thu 4/21/22
Construction	53 mons	Fri 4/22/22	Thu 5/14/26

ATTACHMENT 4

Sign In Sheet

ALLEGHENY tunnel
PENNA TURN PIKE
Transportation Improvement Project

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
United States Army Corps of Engineers Meeting
Thursday, September 3, 2015

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Tammy Sherwin	L.R. Kimball	412-201-4900	tammy.sherwin@lrkimball.com
ED JONES	L.R. KIMBALL	814-472-7700	ED.JONES@LRKIMBALL.COM
Don Bole	USACE	412-395-7576	Donald.R.Bole@usace.army.mil
Dave Willis	PTC	717 920 7357	dwillis@paturnpike.com
Scott Hans	COE	412 395-7154	Scott.A.Hans@usace.army.mil

USFWS PROJECT UPDATE

MEETING MINUTES – April 25, 2016

L.R. Kimball
ARCHITECTURE · ENGINEERING · COMMUNICATIONS TECHNOLOGY
A CDI Company

MEETING MINUTES

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
Project Update
Meeting Minutes

Date: Monday, April 25, 2016

Time: 1:00 P.M.

Location: United States Fish and Wildlife Service State College, PA Office

Subject: Project Update

Attachments: **Attachment 1**: Meeting Agenda
Attachment 2: Sign In Sheet

Attendees:

NAME	AGENCY/COMPANY	PHONE	EMAIL
Tammy Sherwin	L.R. Kimball	(412) 262-5400	tammy.sherwin@lrkimball.com
Ed Jones	L.R. Kimball	(814) 472-7700	ed.jones@lrkimball.com
Dave Willis	PA Turnpike Commission	(717) 831-7357	dwillis@paturnpike.com
Brian Scofield	U.S. Fish and Wildlife Service	(814) 234-4090	brian_scofield@fws.gov
Todd Sinander	Bat Conservation and Management Inc.	(717) 385-2633	tsinander@batmanagement.com
Cal Butchkoski	Bat Conservation and Management Inc.	(814) 206-6140	cbutchkosk@verizon.net

Introductions

Tammy Sherwin (L.R. Kimball) began the meeting with attendee introductions and review of the agenda (Attachment 1).

Project Status Overview since August 19, 2015 Meeting

Ms. Sherwin briefly reviewed the August 19, 2015 meeting minutes. This included a discussion of the expanded study area and geotechnical issues identified within the southern portion of the study area. She also noted that additional field work had been completed for wetlands, streams and general habitat within the southern portion of the study area in November 2015. Mr. Willis (PTC) indicated that the three alternative corridors under investigation include a tunnel and cut option. Two corridors are located to the north of the existing Turnpike (Brown and Yellow) and one corridor is located to the south of the existing Turnpike (Gray).

Mr. Ed Jones (L.R. Kimball) then led a discussion on the geotechnical efforts for the project. He indicated the area of concern contained an active slide area similar to the New Baltimore slide area (located east of the project area along the Turnpike). Core borings were taken within this area and piezometers and inclinometers were installed at several locations. The inclinometer readings have indicated that the slide has moved approximately 2 inches within the past year, reinforcing the notion it is an active slide area. Safety issues are of concern with regard to the alternatives located within this area (Gray Tunnel and Gray Cut). Over excavation of a much larger area would be required to remediate the slide. This would result in additional earth moving and cost to the southern alternatives. It may also require the removal of the smaller cave (noted as a northern long-eared bat hibernaculum) south of the Turnpike.

Project Implications

Ms. Sherwin noted that potential project impacts include forest removal within the northern long-eared bat quarter mile radius of two hibernacula, the potential removal of the smaller hibernacula located south of the existing Turnpike, and Indiana bat habitat removal throughout the project area. Mr. Brian Scofield (USFWS) indicated that a Presidential Memo concerning "no net loss" was recently published and new mitigation measures were discussed in the Federal Registry. This project will require formal consultation under Section 7 of the Endangered Species Act and must discuss avoidance, minimization and mitigation.

Potential mitigation measures could include:

- Protection of higher level hibernacula (gates and conservation easements)
- Paying into I-bat fund
- Buying credits from an approved conservation bank
- Creating bat habitat on site (i.e. use of abandoned tunnel)

Mr. Scofield noted that RES is in the process of creating conservation banks for the northern long-eared bat and bog turtle.

Mr. Jones then inquired if bridging the Raystown Branch of the Juniata River at a significant height (approximately 200 feet above) would impact the bat's flight pattern. Mr. Scofield stated that research shows bats tend to follow tree cover as opposed to large openings. The more intact the forest can be kept the better for the bats. The USFWS is interested in impact numbers resulting from both the southern and northern corridors. The southern corridor may still be preferable due to the flight pattern of the bats upon exiting the South Penn Railroad Tunnel hibernaculum. Mr. Scofield is also interested in the forest composition of the study area. Ms. Sherwin indicated that a plant survey was going to be conducted for two species of special concern and during that survey the surrounding forest composition would be noted.

Questions/Comments

No additional questions were asked. Mr. Jones reviewed the project schedule and indicated the Biological Assessment (BA) was currently scheduled for a January 2017 submission. All agreed that should be achievable. Mr. Cal Butchkoski (BCM) noted the FHWA tool box for BA's is very helpful and asked if would be appropriate to use. Mr. Willis indicated that it would be.

Next Steps

Mr. Cal Butchkoski and Mr. Todd Sinander (BCM) indicated that acoustical survey of the elevations / aspects bats are flying should be conducted in the project area. The acoustic surveys would be conducted throughout the night with a focus on the periods of dusk and dawn when bats are commuting between roosts and foraging areas.

This meeting was adjourned at approximately 2:00 P.M.

These minutes are a summary of the writer's interpretation of the meeting. Should you have any comments regarding any of the items, please contact L.R. Kimball within ten (10) business days of the date of these minutes. If no comments are received by this time, it will be considered that all attendees are in agreement.

ATTACHMENT 1

MEETING AGENDA

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
1:00 P.M., Monday, April 25, 2016
U.S. Fish and Wildlife Service
State College Office

AGENDA

INTRODUCTIONS

MEETING PURPOSE

- Provide a project status update and discuss changes since the last meeting (August 19, 2015)
- Identify potential impacts to bat habitat and applicable regulation related to Norther long-eared bat and Indiana bat
- Discuss how project will move forward in relation to USFWS regulations

PROJECT STATUS OVERVIEW SINCE AUGUST 19, 2015 MEETING

- August 19, 2015 Meeting Minutes attached. Included discussion of project history, Turnpike history, previous USFWS coordination and bat surveys, interim 4(d) Rule, expanded study area (north and south), potential for additional studies, and project schedule.
- Update of geotechnical issues associated with southern alternatives.
- Update of 2015 Aquatic and general habitat field surveys conducted for expanded study area.

PROJECT IMPLICATIONS

- Potential project impacts
- Application of Final 4(d) Rule for northern long-eared bat
- Indiana bat regulation

QUESTIONS/COMMENTS

NEXT STEPS

ATTACHMENT 2

Sign In Sheet

ALLEGHENY tunnel
PENNA TURN PIKE
Transportation Improvement Project

Pennsylvania Turnpike Commission
Allegheny Tunnel Transportation Improvement Project
United States Fish and Wildlife Service Meeting
Monday, April 25, 2015

SIGN IN SHEET

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Tammy Sherwin	L.R. Kimball	412-201-4900	tammy.sherwin@cdicorp.com
Dave Willis	PTC	(717) 920-7357	dwillis@paturnpike.com
BRIAN SCOFIELD	FWS		brian_scofield@fws.gov
Todd Sinander	BCM	(717)385-2633	tsinander@batmanagement.com
Carl Butchkoski	BCM	814 206 6140	cbutchkosh@verizon.net
ED JONES	L.R. KIMBALL	814-472-7700	ed.jones@cdicorp.com

USACE & DEP PROJECT UPDATE

MEETING MINUTES – August 28, 2019

Allegheny Tunnel Transportation Improvement Project
USACE Update Meeting - Meeting Minutes

Date: August 28, 2019
Time: 10:00 AM
Location: Conference Call
Subject: Project Status Meeting

Attendees:
Gary Graham (PTC)
Matt Burd (PTC)
Andrew Lutz (PTC)
Cassandra Forsyth (USACE)
Scott Hans (USACE)
Jon Coleman (USACE)
Amanda Allison (PADEP Central)
Paul Eiswerth (PADEP SWRO)
Joe Snyder (PADEP SWRO)
Jim Sommers (PADEP SWRO)
Ed Jones (L.R. Kimball)
Tammy Sherwin (L.R. Kimball)
Kelly Eismont (L.R. Kimball)

Bold items noted as action items.

Discussion Items:

Introductions:

Each attendee was introduced.

Project Background

Mr. Gary Graham (PTC) started the meeting, providing a brief background of the Allegheny Tunnel Transportation Improvement Project. He stated that the Project had been on hold, but was currently back and moving forward with L.R. Kimball as the consultants working on an updated Environmental Assessment (EA). Mr. Graham noted that no federal dollars are involved with this Project. The purpose of the meeting is primarily to ensure all parties are aware of the progress and status of the Project and determine if there are potential issues moving forward.

Mr. Ed Jones (L.R. Kimball) then provided a more detailed background of the Project for those attendees who were not involved with the Project previously. The information discussed was also provided to the attendees via email prior to the meeting. The Project originally started in the 1990's with a Project Purpose and Need developed in 1996, Preliminary Alternatives determined in 1998, and Detailed Alternatives moved forward in 1999. The Project was put on hold in 2000. The Project was then re-initiated in 2010. Mr. Jones then discussed the five (5) Project Needs as listed in the background documentation sent to the group. These include Transportation Demand, Geometric Constraints, Accident Rates, Tunnel Conditions, and System Linkage and Continuity. Mr. Jones stated that the first four needs had been agreed upon by all agencies, and that the System Linkage and Continuity Need had been accepted as a Need, but not one that would result in the exclusion of alternatives (i.e. Tunnel alternatives). Mr. Graham noted that in

regard to the Tunnel Conditions, the existing tunnel is schedule to have all the lighting replaced next year due to current issues with lighting failure in the tunnel. Mr. Jones also noted some parts required to maintain the tunnel in working order are not available commercially, requiring parts to be fabricated as needed.

Mr. Jones proceeded to give a general description of the study area, noting the entire area was within Somerset County, within Stoneycreek Township and Allegheny Township. He described the two, major stream crossings of the Turnpike within the study area, including an unnamed tributary (UNT) to Stonycreek River near the west end of the study area and the Raystown Branch Juniata River to the east of the eastern Tunnel portal. Mr. Jones presented on screen an environmental constraints map of the area, which was included in the materials sent to the group prior to the meeting.

Alternatives

Mr. Jones noted there had been 12 preliminary alternatives from the 1990's that had been reduced to six (6), most with a cut and tunnel option. He stated that the Orange Cut and Red Tunnel had then been dropped from consideration. He explained that upon restarting the Project in 2010, the USFWS had requested an alternative to the south to account for potential impacts to the Indiana bat. Currently the South Penn Railroad Tunnel, located just to the north of the west bound tunnel is an identified Indiana bat (along with other bat species) hibernaculum. Additionally, other research has identified that Indiana bats tend to travel along the Raystown Branch Juniata River to the north of the PA Turnpike to travel to a known maternity colony to the east. Due to the request of the USFWS concerning the Indiana bat, the Gray Cut and Tunnel alternatives were developed south of the existing Tunnels. With the addition of the Gray alternatives, the current studies include analysis of the Brown Cut and Tunnel, the Yellow Cut and Tunnel and the Gray Cut and Tunnel Alternatives.

Mr. Jones explained that the Brown Corridor is located the furthest north of the corridors. It starts west of SR 160 and at approximately SR 160 it starts to travel to the north, crossing a large wetland system at this location, then proceeding across the ridge before tying back into the Turnpike near the existing curve beyond the east portal. The Yellow Corridor is also north of the existing Turnpike and begins and ends in approximately the same locations as the Brown. It is the shortest alignment geographically, but this causes it to cut through the highest point of the ridge, resulting the greatest amount of earthwork. The Gray Corridor is located south of the existing Turnpike. It begins west of SR 160 and travels south across UNT to Stonycreek River and a large wetland system, continuing east across the ridge and tying back into the Turnpike near the existing curve to the east of the eastern portal. A geotechnical issue, specific to the Gray Corridor, exists within area located east of the Raystown Branch Juniata River and south of the existing Turnpike. Following geotechnical investigations, this area was determined contain an ancient landslide that is moving approximately 1 inch per year toward the Raystown Branch and the mainline of the Turnpike. Due to this fact, this area would require over-excavation similar to what was done in the New Baltimore area. It was noted that due to the potential slide risk, a No Build option would also require remediation of the site.

Mr. Jones further explained all the alternatives were equally investigated and a preferred alternative would be recommended to move forward. He noted that due to the USFWS recommendation for a southern alternative to avoid conflicts with the Indiana bat and the balancing of engineering constraints, environmental impacts and cost, the Gray Corridor to the south of the existing Turnpike was the preferred Corridor. From there, the Gray Cut and Tunnel

had been compared. In summary, the Gray Cut was determined to be the preferred alternative primarily due to less aquatic impacts and costs when compared to the Gray Tunnel. The Gray cut alignment was shown on the screen during the explanation. Mr. Jones noted that the Gray Cut alternative also had relatively balanced impacts in comparison to the northern alternatives as well. He explained that a concern of the Gray Cut over the Gray Tunnel option was forest continuity and wildlife movement. To help mitigate those impacts, the Gray Cut incorporated a large structure over the UNT to Stony Creek, a wildlife crossing in-line with the currently forested area over the existing tunnel, and a large raised structure over the Raystown Branch Juniata River to allow for passage or wildlife at these locations. He also stated that due to the previously noted geological formation near the east end of the alignment, there is a slip plane approximately 50 feet below the existing surface. To remediate the potential slide risk in this area, the earth would be over-excavated to below the slip plane and re-filled to proposed elevation in a similar fashion to the slide treatment that occurred at the New Baltimore site.

Impact Analysis

A copy of the Alternative Impact Matrix was then shared on screen with the group and Mr. Jones briefly discussed key resource impacts. He then explained the Gray Cut has the lowest wetland impacts but some of the highest stream impacts. He stated that the high stream impacts were due to the alignment hitting several headwater streams on the west side of the ridge, and that during final design, relocation of the streams would be evaluated using natural stream design to reduce stream loss totals. He stated the cost of the Alternatives ranged from approximately $300 million to $700 million depending on if it was a cut or tunnel option, alignment length and amount of earthwork. Mr. Jones further explained a proposed waste area for excess earthwork would be included as part of the permitted area for the Project. He also noted that it was the intent of the Project team to obtain the Section 404 permit during preliminary design and then obtain the Chapter 105 permit during final design. He indicated that the current impacts were conservative for purposes of the Section 404 permit and it is anticipated these would be reduced during final design.

At this point in the meeting it was asked if the attendees had any questions on the information presented.

Ms. Cassandra Forsyth (USACE) asked if it was still the intent to obtain the Section 404 permit prior to the Chapter 105 permit. Mr. Andrew Lutz (PTC) responded this was the current intent, but if the USACE had an objection, the issue could be revisited. Ms. Amanda Allison (PADEP Central) stated the DEP perspective was that this would be a decision of the USACE. Mr. Lutz noted the Project would require an individual Section 404 permit regardless if it was submitted prior to the Chapter 105 permit or concurrently. Ms. Allison agreed this would split the permit issuance anyway, therefore, there should not be an issue in submission timeframes. Mr. Jon Coleman (USACE) stated that the Section 404 permit could be submitted and approved currently, but with the critical assumption that the impacts for the Chapter 105 permit would be reduced or at least within the same scope as those presented in the Section 404 permit. Mr. Graham concurred with this statement and stated that was the intent for the permit submissions. Mr. Coleman noted that the Section 404 permit approval would be provisional until the Chapter 105 permit approval was issued.

Mr. Joe Snyder (PADEP SWRO) noted that the USACE permit requires Water Quality approval and asked if an integrated 404/NEPA process was being proposed. He stated that if the Chapter 105 permit process occurred after the 404 approval PADEP would have no input in the Section

404 alternative analysis process. Mr. Jones stated an all agency meeting was being arranged for late September or early October to provide a Project update for agency input into Alternatives and other aspects of the Project. Mr. Snyder noted that if not part of an integrated 404/NEPA process then PADEP typically doesn't review projects piecemeal. Ms. Forsyth stated that the details of the process will need to be further discussed. Mr. Lutz explained that the PTC wanted as much agency participation as possible in order to discover and have time to address major issues or comments at this point in the Project, as opposed to discovering a fatal flaw near the end of the Project. He also noted that due to the lack of Federal funding the Project wouldn't exactly follow the typical NEPA process.

Schedule

Mr. Jones then discussed the Project schedule provided as shown on the screen. He explained the Detailed Alternative Analysis was currently being reviewed by the PTC and an agency review meeting was planned for the end of September or early October. A DRAFT Environmental Assessment (EA) would then be provided for public comment about at that time as well. The Public Officials and Public Meeting would occur two (2) weeks after the notice of EA public availability. The schedule also shows a DRAFT Biological Assessment (BA) to be submitted to USFWS by the end of 2019. The draft Section 404 permit would then be sent to the PTC for review and the to the USACE in June of 2020.

Mr. Snyder then asked about further information updates on the Red Tunnel and other dropped alternatives as he was unable to hear portions of the call. He stated the PADEP had sent a memo in 2011 and he had meeting minutes from an agency meeting in 2013 concerning the issue. Mr. Jones explained that the original Red Tunnel alternative had been dropped due to constructability issues involved with building a new tunnel adjacent to the existing tunnel and potential impacts to the hibernacula. He also noted that the Orange Cut alternative had been dropped due to excessive length and impacts. He continued, noting that after those alternatives were dropped, the three current corridors were developed and brought through detailed analysis with the Gray Cut being recommended as the preferred alternative due the best balancing of impacts and cost. Mr. Snyder replied that they would talk internally and see how best to respond. He also asked it the material provided was included in what was already sent out. Mr. Jones responded in the affirmative and stated that **the meeting materials would be sent along with the meeting minutes for anyone who didn't receive them originally**.

Mr. Graham indicated the plan was to keep the Project moving forward and on schedule. Mr. Scott Hans (USACE) commented that the DRAFT schedule was very aggressive but that the USACE would work through the process as best as possible. He noted that some items were not scheduled to follow the USACE process as the lead federal agency, and that another public meeting could still be required following the Section 404 permit submission. Mr. Lutz inquired if the USACE would require a Public Hearing. Mr. Hans replied that circumstances vary, but Public Hearings are rare. Mr. Coleman added that although a Public Hearing may not be required, it did not preclude another Public Meeting after the USACE review of the Section 404 permit. Mr. Hans also asked if the PTC was intending to submit the BA to the USFWS under section 10 or to have the USACE submit the BA to the USFWS under Section 7. Ms. Tammy Sherwin (L.R. Kimball) replied that the intent was to submit under Section 7. Mr. Hans noted that the schedule was then incorrect, as the BA was currently showing as submitted prior to the Section 404 permit submittal, technically making it a Section 10 submission. Mr. Hans stated that for the Section 7 to work correctly, the transmittal of the BA would need to go from Federal

agency to Federal agency. He then stated that it might help the schedule to submit the Section 404 permit sooner than currently shown. Mr. Lutz indicated the schedule change would be discussed further.

Mr. Hans then asked to see the second page of the abbreviated schedule for the Project. Mr. Jones showed that portion of the schedule on the screen. Mr. Hans then asked if it was the intent to initiate final design and then go back to the PADEP for the Chapter 105 permit. Mr. Graham replied in the affirmative, stating it would likely be a few months after the final design initiation. Mr. Hans then asked when the advertisement for construction would be. Mr. Matt Burd (PTC) stated that would largely depend on funding, but it would not be in 2021. Mr. Hans asked if construction would likely start in 2023, and Mr. Burd replied in the affirmative, stating 2023 would likely be the earliest for start of construction. Mr. Lutz stated **the schedule would be updated accordingly based on today's discussion**.

Ms. Forsyth then noted that an adverse effect to a historic resource was indicated in the Impact Matrix and cautioned that this should be considered in the timeline, as consultation with PHMC can be lengthy. Mr. Lutz replied that the information was correct, but that the historic resource in question was the Turnpike itself, which is Eligible for the National Register (NR). He stated a Programmatic Agreement (PA) was already in place with PHMC regarding impacts to the existing Turnpike. Mr. Coleman asked if there was also another historic site proposed for impact. Mr. Jones replied that the resource in question was a cave/crevice that had been identified during field studies. This cave has been investigated by cultural resource specialists and determined not to be of historical or archaeological significance, but it was identified as a bat hibernaculum.

Mr. Graham stated that the revisions would be made to the Project schedule, but the intent was still to schedule the agency meeting and then the Public Officials and Public Meeting. He stated that the Project encountered significant obstacles last time it was presented to the Public. Mr. Hans then asked if land acquisition process had been started for the Project. Mr. Graham replied it had not. He stated that past meetings had been held with Mountain Field and Stream Club (MFCS), the major stakeholder. He noted that prior to this meeting, another meeting had been offered to MFSC to update them on the Project, but they had declined the meeting. Mr. Graham then asked if there were any further questions.

Ms. Forsyth recommended renaming the environmental document something other than an Environmental Assessment, as that name has specific connotations associated with it. It was suggested that the term Environmental Review Document be utilized instead. Mr. Hans then noted the USACE process does not require the final environmental document to be published. He noted that the details of the process could be worked through as the Project schedule continued.

The meeting was concluded at approximately 11:25 A.M.

Action Items:

1. **L.R. Kimball will email meeting minutes to attendees and include background materials provided prior to the meeting.**

2. **L.R. Kimball and PTC will update the Project Schedule.**

USFWS & PGC COORDINATION

MEETING MINUTES – March 24, 2020

Allegheny Tunnel Transportation Improvement Project
PGC and USFWS Meeting - Meeting Minutes

Date: March 24, 2020
Time: 9:00 AM
Location: via Skype and phone call
Subject: PNDI and T&E Status Update

Attendees:

Gary Graham (PTC)
Matt Burd (PTC)
Andrew Lutz (PTC)
Pam Shellenberger (USFWS)
Richard Novak (USFWS)
Tracey Librandi Mumma (PGC)
Calvin Butchkoski (BCM)
Todd Sinander (BCM)
Ed Jones (L.R. Kimball)
Tammy Sherwin (L.R. Kimball)
Kelly Eismont (L.R. Kimball)

Mr. Ed Jones (L.R. Kimball) started the meeting by welcoming everyone who was on the skype call, and each attendee was then introduced. The background information to be discussed was provided to all attendees via email prior to the meeting and was shown on the screen via Skype.

Ms. Tammy Sherwin (L.R. Kimball) then started the meeting with a review of the previous studies and surveys conducted for the threatened and endangered (T&E) species under PGC and USFWS jurisdiction. She noted a mist net survey was conducted in July of 2012 and consisted of mist netting for bats in what is now the larger, central portion of the study area. A total of 262 bats were captured during that study. The next surveys conducted were MYLE habitat and acoustic monitoring surveys in the summer of 2013. Then in 2016, additional surveys were conducted on the expanded project area to the north and south. Ms. Sherwin explained that surveys had been conducted in the entirety of the current study area with the exception of the proposed haul road and waste area, which were excluded from surveys via PNDI results. She noted that hibernacula surveys were also conducted. The cave southeast of the tunnel was surveyed in 2012 and resulted in the identification of 18 bats. That was the only survey conducted on the cave to avoid further disruptions to the bats there. The South Penn Railroad Tunnel has also been surveyed every two years with declining numbers due to white nose syndrome, until the latest survey where total numbers rose from 9 to 18 between 2019 and 2020. Ms. Sherwin continued, noting that surveys had been conducted for the Allegheny Woodrat and its habitat in 2012 and 2016. Mr. Cal Butchkoski (BCM) noted that a potential hibernaculum had been identified during the latest round of surveys. Ms. Sherwin affirmed, and stated it would be discussed later in the meeting.

Ms. Sherwin then shared her screen showing maps indicating all the areas of studies/surveys conducted to date, including survey locations, as well as Allegheny woodrat habitat locations. Mr. Jones then provided additional information on the proposed haul road and waste site. He explained the proposed haul road is an existing, cleared trail/road already disturbed. Ms. Sherwin indicated the waste site itself is a previous strip mine with no forested areas present. Ms. Sherwin then stated following all the studies conducted, the PTC determined the Gray Cut to be the preferred alternative.

Mr. Jones then took over the skype presentation sharing a picture of the Gray Cut Alternative. He described the Gray Cut alternative from west to east, explaining the alignment is roughly parallel to the existing Turnpike, but slightly south to allow construction of the new alignment to occur while keeping traffic on the existing Turnpike. He noted a proposed structure over the UNT to Stonycreek River was located in the western portion of the alignment and then a proposed wildlife crossing bridge would be constructed as the alternative ascends the ridge. He then explained at approximately the township line the alignment changes from southeast to east to cross the Raystown Branch Juniata River and then continues northeast. The area to the east of the Raystown Branch Juniata River is an existing ancient slide, where the material to the south of the Turnpike is slowly sliding toward the roadway. Mr. Jones explained the area would be remediated like the New Baltimore site along the Turnpike. The ground in this area would be over-excavated, placed back in benches and re-seeded once complete. He stated beyond the slide area the alignment continued to the east with a normal cut, and new curve that would be slightly flatter than that of the existing roadway.

Mr. Jones then explained the difficulties of using one of the existing tunnel tubes and creating additional tunnels to the south, in response to a previous USFWS question. He noted an earlier alternative (Red Tunnel) had looked at using the existing tunnels, but it did not allow the design to lessen the sharp curve as you come out of the Tunnel, which does not meet current 70 mph design speeds. Using only the southern-most tube also creates difficulties as the proposed design calls for 4 lanes of traffic westbound and 3 eastbound. To use only one existing 2-lane tube an adjacent tunnel would need to be built, so those two tunnels could accommodate westbound traffic and then an additional three-lane tunnel would then be built south of that for the eastbound traffic. Mr. Jones indicated while feasible, splitting traffic on the westbound side from four lanes to two sets of two lane traffic through the tunnels and back to four lanes could result in safety issues. Ms. Pam Shellenberger (USFWS) said she appreciated the walk through and was just trying to look at any possible ideas. She noted no further comments on the alternatives at that time. Ms. Sherwin commented that newer agency reviewers have not seen all the past alternatives or variations and all suggestions were appreciated. She noted that background information can be provided to the previous alternatives if anyone would like those.

Ms. Sherwin then noted the addition of the little brown bat and the tri-colored bat to the PGC threatened and endangered species list from the most recent PNDI along with the originally indicated species from the PGC and USFWS. Ms. Sherwin explained the PTC acknowledges that all species are present in the Project study area, use the hibernacula present and tend to use the travel corridor located to the north of the existing turnpike. She stated that a southern alternative (Gray Cut) is the preferred alternative and requested further studies/surveys be conducted on this southern alignment in final design. Ms. Shellenberger then noted the newly added state species were under study for potential listing by USFWS as federal species and to just be aware of those potential listings in conjunction with the Project timeframes. Ms. Sherwin thanked Ms. Shellenberger for the information.

Ms. Tracey Librandi Mumma (PGC) then asked if the Gray Cut was now the preferred alternative in the environmental document. Ms. Sherwin replied in the affirmative, noting the DRAFT document is scheduled to be released shortly. Mr. Jones explained that the agency meeting, the public officials meeting, and the public plans display all stated the Gray Cut as the preferred alternative and noted the environmental document will be released once all the public comments have been addressed. Ms. Sherwin explained the latest PNDI search was conducted to provide valid coordination as the previous one was out-of-date, and it would be expected to have the most current information in the environmental document. Ms. Librandi Mumma stated if the

PNDI was on the preferred alternative only, then the requested studies would be concentrated on that area. Ms. Sherwin asked if there was a way to indicate the PTC acknowledges the species are present and the requested surveys will occur on the preferred alternative during the next phase of the project. She explained the effort required to cover the entire three corridor study area would be very large. Ms. Shellenberger stated that she agreed with Ms. Librandi Mumma and that the updated PNDI response letter was sent on the entire study area, but ideally the PTC would send something to the agencies stating that the Gray Cut Alternative is the preferred, and then a separate response could be provided. Ms. Sherwin agreed, noting that the larger study area included in the latest PNDI was done due to the necessity to include up-to-date information in the environmental document. She noted that moving forward, the Gray Cut study area would be provided for PNDI clearance.

Ms. Librandi Mumma asked what documentation was needed for the PTC environmental document. Ms. Sherwin replied the current PNDI results could be used, and then it could be stated that surveys will be done on the preferred alignment. Mr. Andrew Lutz (PTC) said this approach made sense as far as the PTC was concerned. Ms. Shellenberger asked if this information was for a NEPA document like an Environmental Assessment (EA). Ms. Sherwin replied in the affirmative, explaining the Project has no federal funding and the USACE is the lead federal agency. The report is termed an "environmental document" but it is at the same level of detail as an EA. Ms. Shellenberger stated that to-date there was good documentation with the PTC concerning the federal and state listed species on record and the USFWS was good with where things were at currently. Ms. Librandi Mumma agreed and stated it was up to the PTC to determine what area and when to conduct further studies. Ms. Sherwin stated the PTC would send the agencies work plans on the proposed surveys, as done previously, once the Project was to the point when they would conduct those studies. Ms. Librandi Mumma stated to also do portal surveys as well, as there is a known cave existing southeast of the tunnel. Ms. Sherwin replied in the affirmative, noting the area has been covered well, but as Mr. Butchkoski had noted an additional potential hibernaculum had been identified during the latest surveys. Ms. Librandi Mumma then stated it might be helpful to include a statement in the document indicating a new PNDI request would be submitted for the preferred alternative.

Ms. Sherwin then moved on to discuss the issue of the Wildlife Crossing that had been discussed in previous meetings. She stated the proposed crossing was in 26 feet of cut, 100 feet wide and 200 feet long. She also noted there were two larger underpasses for wildlife crossing as well associated with the structure over the UNT to Stonycreek River and the Raystown Branch Juniata River. She noted as the Project continues into final design, the design for the wildlife crossing would be completed in more detail with guidance being requested from both agencies. Mr. Butchkoski commented the approach to the wildlife crossing should consist of robust forest for bat usage. Mr. Jones indicated to construct the structure, the closest approach areas would be disturbed, but could be re-planted to re-establish a forest corridor. Ms. Shellenberger stated that in regard to all the structures it would be unlikely the PTC would want bats roosting under the structures and asked if measures were available to deter bats from roosting under these structures. Ms. Shellenberger then asked if Bat Conservation and Management (BCM) was working on the Biological Assessment (BA). Mr. Butchkoski replied BCM has begun the document but is currently on hold. Mr. Lutz noted BCM was working on the BA, but the PTC needed to get them additional information to continue.

Ms. Librandi Mumma then asked about the existing large power line corridor that cuts through the area, noting wildlife would likely use that as a travel corridor, and if there were any plans to allow for a continuation of animal passage in this location. Mr. Jones stated in the proposed

conditions this area would be in approximately 10-foot of fill and asked if there were suggestions on how to approach a crossing at this location. Ms. Shellenberger asked if it would be possible to bridge this area to have an underpass for wildlife. Mr. Jones stated on a prior project he had been involved with, a box culvert had been utilized as a large mammal crossing. He noted in this location the culvert would either need to be depressed or would not be very tall. He also noted the box culvert would potentially fill with water in that area. He stated the possibility would have to be evaluated further. Ms. Shellenberger asked if there were streams that came together in that area. Mr. Jones explained the streams on the western slope tend to go subsurface for stretches and the again flow on the surface. He noted there was the potential to use a culvert that would be oversized for hydrology, but then could also be used for a wildlife crossing. Mr. Lutz asked if the powerline was on MFSC property. Mr. Jones stated that not in the area of discussion, but elsewhere the powerline was on their property. Mr. Lutz stated the powerline could be checked for deer stands as an indication of how much deer usage was there. Ms. Librandi Mumma noted game cameras could also be used and said the location was just an area to consider to avoid potential deer kill on the highway. Mr. Jones stated the potential for a wildlife underpass would be evaluated for that area and also the possibility of using higher right-of-way fence would be evaluated to herd animals to the closest wildlife crossing. Mr. Lutz noted on other projects a 10-foot-high fence appeared to work as a deterrent, but to be wary of maintenance issues involved with utilizing that much fencing.

Ms. Sherwin then asked if there were any further discussion issues that anyone would like to cover. Ms. Librandi Mumma asked if anything was needed from USFWS or PGC currently to move the project forward. Ms. Sherwin stated nothing further was needed at this time, and the existing information would be used for the environmental document along with a statement that would describe the path forward.

The meeting concluded at approximately 10:00 AM.