



OP•LANES™
M A R Y L A N D

I-495 & I-270 Managed Lanes Study

APPENDIX R
FINAL PUBLIC INVOLVEMENT AND AGENCY
COORDINATION TECHNICAL REPORT
June 2022



U.S. Department
of Transportation
**Federal Highway
Administration**

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Overview	1
1.2	Study Corridors and the Preferred Alternative	1
1.3	Description of the Preferred Alternative	2
2	PUBLIC INVOLVEMENT	4
2.1	DEIS Notice of Availability and Comment Period.....	4
2.2	SDEIS Notice of Availability and Comment Period.....	6
2.3	Other Community Meetings and Stakeholder Outreach Events	8
3	DEMONSTRATED ENGAGEMENT OF ENVIRONMENTAL JUSTICE POPULATIONS.....	10
3.1	Publication of DEIS, Public Hearings, and Associated Comment Period.....	12
3.2	Publication of SDEIS, Public Hearings, and Associated Comment Period.....	13
3.3	Environmental Justice Working Group	16
3.4	Environmental Justice Engagement Initiatives	17
4	AGENCY AND STAKEHOLDER COORDINATION	19
4.1	Agency and Stakeholder Coordination Meetings	19
4.2	Interagency Working Group Meetings.....	23
4.3	City of Rockville and City of Gaithersburg Meetings.....	24
5	REGULATORY AGENCY CONSULTATION	24
5.1	Natural Resource Agency Coordination.....	25
5.2	Section 106 Consultation	27
5.3	Section 4(f) Agency Coordination	29
6	INCORPORATION OF PUBLIC AND AGENCY INPUT INTO THE STUDY.....	30

LIST OF TABLES

Table 2-1:	SDEIS Viewing Locations	6
Table 2-2:	Stakeholder and Community Meetings	8
Table 3-1:	Environmental Justice Working Group Meetings and Coordination	16
Table 3-2:	Environmental Justice Outreach: Pop-Up Events	19
Table 4-1:	Agency & Stakeholder Coordination Meetings Post-DEIS Publication	19
Table 4-2:	IAWG Meetings Post-DEIS Publication.....	23
Table 4-3:	City of Rockville and City of Gaithersburg Meetings Post-DEIS Publication	24
Table 5-1:	Natural Resource Related Meetings	25

Table 5-2: Section 106 Consultation Meetings Post-DEIS Publication.....	28
---	----

LIST OF FIGURES

Figure 1-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative.....	2
Figure 1-2: Preferred Alternative Typical Sections (HOT Managed lanes Shown in Yellow)	3
Figure 3-1: EJ Populations along the Study Corridors.....	11

LIST OF APPENDICES

Appendix A	DEIS Comment Period Materials
Appendix B	SDEIS Comment Period Materials
Appendix C	EJ Initiative Materials

1 INTRODUCTION

1.1 Overview

The Federal Highway Administration (FHWA), as the Lead Federal Agency, and the Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, are preparing a Final Environmental Impact Statement (FEIS) in accordance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (Study). The I-495 & I-270 Managed Lanes Study (Study) is the first environmental study under the broader I-495 & I-270 Public-Private Partnership (P3) Program.

This Final Public Involvement and Agency Coordination Technical Report has been prepared to support the FEIS and focuses on the analysis of the Preferred Alternative. The Preferred Alternative, also referred to as Alternative 9 – Phase 1 South, includes building a new American Legion Bridge and delivering two high-occupancy toll (HOT) managed lanes in each direction on I-495 from the George Washington Memorial Parkway in Virginia to east of MD 187 on I-495, and on I-270 from I-495 to north of I-370 and on the I-270 eastern spur from east of MD 187 to I-270. Refer to **Figure 1-1**. This Preferred Alternative was identified after extensive coordination with agencies, the public and stakeholders to respond directly to feedback received on the DEIS to avoid displacements and impacts to significant environmental resources, and to align the NEPA approval with the planned project phased delivery and permitting approach.

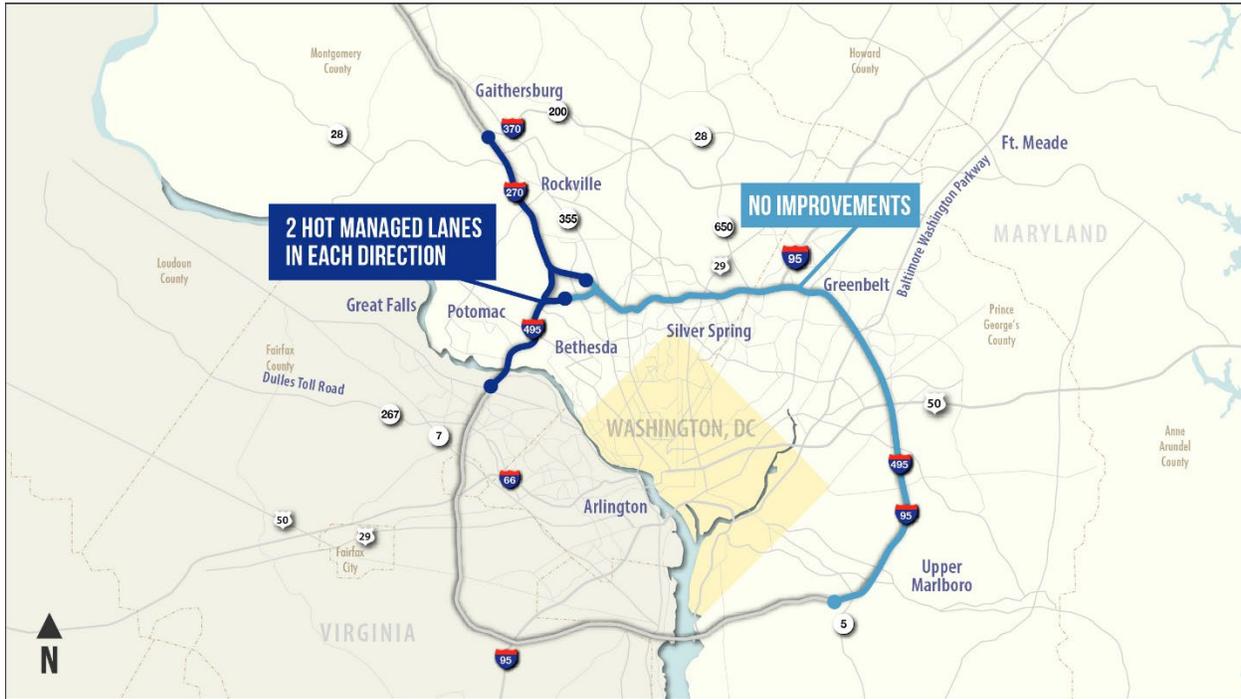
The purpose of the Final Public Involvement and Agency Coordination Technical Report is to provide an overview of the public involvement efforts and agency coordination conducted during the NEPA process since the publication of the DEIS on July 10, 2020. This Final Public Involvement and Agency Coordination Technical Report builds upon the analysis in the Draft Public Involvement and Agency Coordination Technical Report, DEIS and Supplemental DEIS (SDEIS), and has been prepared to support and inform the FEIS.

1.2 Study Corridors and the Preferred Alternative

In the SDEIS, published on October 1, 2021, FHWA and MDOT SHA identified the Preferred Alternative: Alternative 9 – Phase 1 South to be consistent with the previously determined phased delivery and permitting approach, which focuses on Phase 1 South. As a result, Alternative 9 – Phase 1 South includes the same improvements proposed as part of Alternative 9 in the DEIS but focuses the build improvements within the Phase 1 South limits only. The limits of Phase 1 South are along I-495 from the George Washington Memorial Parkway to west of MD 187 and along I-270 from I-495 to north of I-370 and on the I-270 east and west spurs as shown in **dark blue** in **Figure 1-1**. The improvements include two new HOT managed lanes in each direction along I-495 and I-270 within the Phase 1 South limits. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur to MD 5 (shown in **light blue** in Figure 1-1). While the Preferred Alternative does not include improvements to the remaining parts of I-495 within the Study limits, improvements on the remainder of the interstate system may still be needed in the future. Any such improvements would advance separately and would be subject to additional environmental studies and analysis and collaboration with the public, stakeholders and agencies.

The 48-mile corridor Study limits remain unchanged: I-495 from south of the George Washington Memorial Parkway in Fairfax County, Virginia, to west of MD 5 and along I-270 from I-495 to north of I-370, including the east and west I-270 spurs in Montgomery and Prince George’s Counties, Maryland (shown in both dark and light blue in **Figure 1-1**).

Figure 1-1: I-495 & I-270 Managed Lanes Study Corridors – Preferred Alternative



1.3 Description of the Preferred Alternative

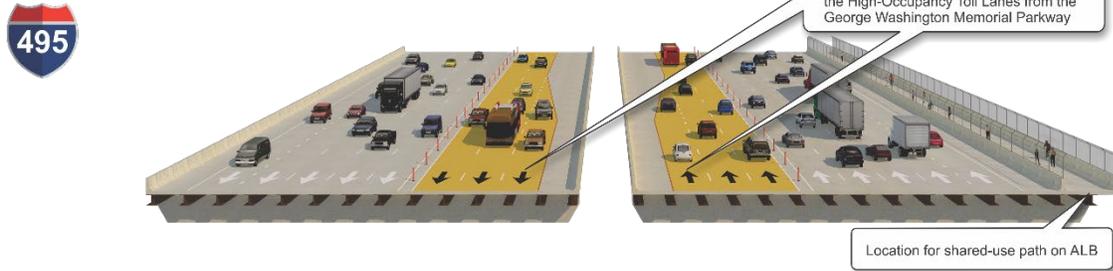
The Preferred Alternative includes a two-lane HOT managed lanes network on I-495 and I-270 within the limits of Phase 1 South only (**Figure 1-2**). On I-495, the Preferred Alternative consists of adding two, new HOT managed lanes in each direction from the George Washington Memorial Parkway to west of MD 187. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. There is no action, or no improvements included at this time on I-495 east of the I-270 east spur to MD 5. Along I-270, the existing collector-distributor (C-D) lanes from Montrose Road to I-370 would be removed as part of the proposed improvements. The managed lanes would be separated from the general purpose lanes using pylons placed within a four-foot wide buffer. Transit buses and HOV 3+ vehicles would be permitted to use the managed lanes toll-free.

Figure 1-2: Preferred Alternative Typical Sections (HOT Managed lanes Shown in Yellow)

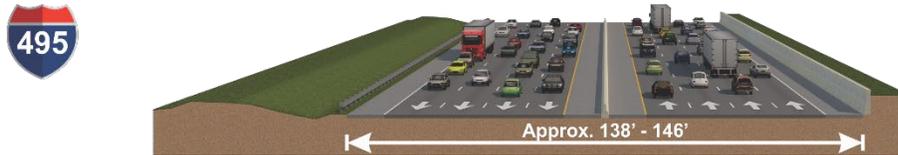
I-495 from the George Washington Memorial Parkway to west of MD 187



I-495: American Legion Bridge (Looking north towards Maryland)



I-495 west of MD 187 to west of MD 5 - NO ACTION AT THIS TIME



I-270 from I-495 to I-370



2 PUBLIC INVOLVEMENT

A comprehensive public involvement and agency coordination program has been conducted throughout the I-495 & I-270 Managed Lanes Study (Study). This chapter summarizes the outreach and engagement that has occurred since publication of the Draft Environmental Impact Statement (DEIS) on July 10, 2020.

2.1 DEIS Notice of Availability and Comment Period

The DEIS was published on July 10, 2020 and was made available on the I-495 & I-270 P3 Program webpage (<https://495-270-p3.com/deis/>) and on the US Environmental Protection Agency (EPA) EIS Database webpage. The DEIS comment period was 120-days, from July 10, 2020 to November 9, 2020.

Opportunities to comment on the DEIS were provided by the following ways:

- Oral testimony at one of the Public Hearings in the main hearing room
- Oral testimony to a court reporter at a Public Hearing in private in a separate room
- DEIS comment form at <https://495-270-p3.com/DEIS/>
- Email to MLS-NEPA-P3@mdot.maryland.gov
- Written comments on a comment form at a Public Hearing
- Letters to Lisa B. Choplin, DBIA, I-495 & I-270 P3 Program Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202

Four virtual or online hearings were held during the DEIS Comment Period on the following days:

- Tuesday, August 18, 2020
- Thursday, August 20, 2020
- Tuesday, August 25, 2020
- Thursday, September 3, 2020

Two in-person hearings were held during the DEIS Comment Period on:

- Tuesday, September 1, 2020
- Thursday, September 10, 2020

To provide persons without electronic access to view the DEIS in hard copy, MDOT SHA and FHWA employed innovative approaches due to widespread closures of many public facilities, including libraries, caused by the global, 2020 COVID-19 pandemic. Due to these closures of public facilities, temporary facilities to house the DEIS for public review were provided at eight community-based public library parking lot locations along the study corridors, as well as one location in Washington, D.C. Lobbies at six centrally-located post offices in Montgomery and Prince George's Counties were also used for DEIS viewing locations. Locations were available during the week and weekend days, with day and evening hours to provide adequate options for the public to view the documents. Lastly, six select MDOT SHA, Maryland Transportation Authority (MDTA), and Virginia Department of Transportation (VDOT) offices within or near the study area were also open to the public for viewing of the DEIS and Technical Reports. Each DEIS viewing location was compliant with the Americans with Disabilities Act (ADA) and equipped with required Personal Protective Equipment (PPE), including masks, hand sanitizers, and antibacterial cleaning solution. A strict safety protocol, in compliance with the State-mandated COVID-19 guidelines, was followed to ensure the safety of the public and MDOT SHA staff. Refer to **Table 7-1** in **SDEIS Chapter 7** for a full list of the DEIS viewing locations.

The extensive and innovative efforts to provide opportunity for public comment on the DEIS was unprecedented in Maryland. MDOT SHA and FHWA successfully held four virtual public hearings, each lasting nine hours, to maximize the opportunity for participation throughout the day. The virtual public hearings were held on the following dates from 9 AM to 8 PM (including two short breaks):

- Tuesday, August 18, 2020;
- Thursday, August 20, 2020;
- Tuesday, August 25, 2020; and
- Thursday, September 3, 2020.

Approximately 400 people participated in the virtual public hearings.

Two, in-person public hearings were also held in early September 2020, each lasting nine hours, in full compliance with State-mandated COVID-19 guidelines to keep both the public and staff safe. In-person hearings included a live presentation repeated at the beginning of the morning, afternoon, and evening sessions. The in-person public hearings were held on the following dates from 12 PM to 9 PM (including one short break):

- Tuesday, September 1, 2020, at Homewood Suites by Hilton (9103 Basil Court, Largo, MD 20774); and
- Thursday, September 10, 2020, at Hilton Executive Meeting Center (1750 Rockville Pike Rockville, MD 20852).

A total of 22 people attended the in-person public hearings.

Each virtual and in-person hearing could be listened to live via phone to accommodate persons without access to a computer. The public and elected officials could register to provide verbal testimony during both the virtual and in-person hearings and had the option to provide voicemail testimony during any of the six public hearings. The virtual hearings held were live-streamed on YouTube with automatic closed captioning. For full transparency, the recorded testimony was transcribed and posted on the I-495 & I-270 P3 Program webpage (<https://495-270-p3.com/your-participation/past-public-outreach/>) along with the in-person public hearing testimony transcripts. Plain-text versions of the presentation script and display boards were also uploaded to the program website so that website visitors may use Google translate and/or text-to-voice programs for the visually impaired.

The MDOT SHA and FHWA granted a 30-day extension of the public comment period for the DEIS. A 90-day comment period was originally provided on the DEIS, twice the minimum time required by FHWA. Based on input from the public, community partners, stakeholders and local and federal officials, MDOT SHA supported extending the comment period to 120 days and made a formal request to FHWA, which has authority to grant any extension. FHWA approved the request, and comments on the DEIS were accepted until November 9, 2020.

Refer to **Appendix A** of this technical report for outreach materials from the DEIS public comment period. For a summary of comments received on the DEIS and responses to common themes, refer to **FEIS, Chapter 9**. Transcripts of oral testimony received for the DEIS are included in **FEIS, Appendix T**.

2.2 SDEIS Notice of Availability and Comment Period

The SDEIS was published on October 1, 2021 and was made available on the I-495 & I-270 P3 Program webpage (<https://oplanesmd.com/sdeis/>), EPA EIS Database webpage, as well as 18 public libraries in Montgomery, Prince George’s, and Fairfax Counties and Washington DC (refer to **Table 2-1**). MDOT SHA and FHWA granted a 15-day extension of the public comment period for the SDEIS, which lasted 60 days from October 1, 2021 to November 30, 2021.

Opportunities to comment on the SDEIS were provided by the following ways:

- Oral testimony at the Virtual Public Hearing, on November 1, 2021
- SDEIS comment form at oplanesmd.com/SDEIS
- Email to MLS-NEPA-P3@mdot.maryland.gov
- Letters to Jeff Folden, I-495 & I-270 P3 Program Deputy Director, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202
- Call-in a comment at 855-432-1483 and leave a voicemail that is limited to three minutes

The SDEIS Virtual Public Hearing was held on November 1, 2021 with two sessions to provide the public an opportunity to provide live oral testimony on the SDEIS. Session 1 was from 2 PM to 4 PM and Session 2 was from 6 PM to 8 PM. Individuals were required to register in advance to be admitted to the phone queue for comment. Members of the public were allotted three minutes and elected officials were allotted five minutes, per person, for verbal testimony. Responses to questions were not given at the hearing; responses to comments are provided in this FEIS. A total of 35 people attended the virtual public hearing.

In addition to verbal public testimony, stakeholders were able to provide one-on-one testimony during the call-in hearing sessions by calling and leaving a single voicemail message limited to three minutes. The public could listen live to the hearing sessions via telephone or via livestream at oplanesmd.com/SDEIS. For full transparency, the recorded testimony was posted on the I-495 & I-270 P3 Program webpage (<https://oplanesmd.com/your-participation/past-public-outreach/>) along with the virtual public hearing testimony transcripts. Plain-text versions of the presentation script and display boards were also uploaded to the program website so that website visitors may use Google translate and/or text-to-voice programs for the visually impaired.

To provide persons without electronic access to view the SDEIS in hard copy, MDOT SHA and FHWA provided 18 SDEIS viewing locations. These locations and hours when the location was open for viewing the documentation are included in **Table 2-1**.

Table 2-1: SDEIS Viewing Locations

COUNTY	LOCATION	VIEWING TIMES
1 Montgomery	GAITHERSBURG LIBRARY 18330 Montgomery Village Ave Gaithersburg, MD 20879	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
2 Montgomery	QUINCE ORCHARD LIBRARY 15831 Quince Orchard Rd Gaithersburg, MD 20878	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
3 Montgomery	ROCKVILLE MEMORIAL LIBRARY* 21 Maryland Ave	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM

COUNTY	LOCATION	VIEWING TIMES
	Rockville, MD 20850	
4	Montgomery POTOMAC LIBRARY 10101 Glenolden Dr Potomac, MD 20854	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
5	Montgomery DAVIS LIBRARY 6400 Democracy Blvd Bethesda, MD 20817	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
6	Montgomery KENSINGTON PARK LIBRARY 4201 Knowles Ave Kensington, MD 20895	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
7	Montgomery CHEVY CHASE LIBRARY 8005 Connecticut Ave Chevy Chase, MD 20815	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
8	Montgomery SILVER SPRING LIBRARY 900 Wayne Ave Silver Spring, MD 20910	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
9	Montgomery WHITE OAK LIBRARY 11701 New Hampshire Ave Silver Spring, MD 20904	Mon, Wed, Fri & Sat: 10 AM - 6 PM Tue & Thu: 12 - 8 PM
10	Prince George's BELTSVILLE LIBRARY 4319 Sellman Rd Beltsville, MD 20705	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
11	Prince George's GREENBELT LIBRARY* 11 Crescent Rd Greenbelt, MD 20770	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
12	Prince George's NEW CARROLLTON LIBRARY 7414 Riverdale Rd New Carrollton, MD 20784	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
13	Prince George's GLENARDEN LIBRARY 8724 Glenarden Pkwy Glenarden, MD 20706	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
14	Prince George's LARGO-KETTERING LIBRARY 9601 Capital Ln Upper Marlboro, MD 20772	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
15	Prince George's SPAULDINGS LIBRARY 5811 Old Silver Hill Rd District Heights, MD 20747	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
16	Prince George's OXON HILL LIBRARY 6200 Oxon Hill Rd Oxon Hill, MD 20745	Mon, Tue, Thu, & Fri: 10 AM - 6 PM Wed: 12 - 8 PM Sat: 10 AM - 5 PM
17	Fairfax DOLLY MADISON LIBRARY 1244 Oak Ridge Ave McLean, VA 22101	Mon & Tue: 10 AM - 9 PM Wed, Thu, Fri & Sat: 10 AM - 6 PM
18	Washington DC SHEPHERD PARK LIBRARY 7420 Georgia Ave NW Washington, DC 20012	Mon, Tue, Wed, Fri & Sat: 10 AM - 6 PM Thu: 12 - 8 PM

*The Rockville and Greenbelt libraries had hard copies of the SDEIS and Technical Reports available. All other libraries had the technical reports on USB flash drives

Refer to **Appendix B** of this technical report for outreach materials from the SDEIS public comment period. For a summary of comments received on the SDEIS and responses to common themes, refer to **FEIS, Chapter 9**. Transcripts of oral testimony received for the SDEIS are included in **FEIS, Appendix T**.

2.3 Other Community Meetings and Stakeholder Outreach Events

Engagement with communities, stakeholders and elected officials continued to occur after the DEIS was published in July 2020 (**Table 2-2**). All meetings except for one were held virtually due to the COVID-19 Pandemic. The focus of this engagement was to better understand comments received on the DEIS, provide Study related updates, and seek feedback on a host of topics including effects of COVID-19 on traffic, transit opportunities, alternatives design, managed lanes access, bicycle and pedestrian improvements, economic benefits and environmental concerns. MDOT SHA continued engaging with stakeholder working groups that were either initiated before the DEIS or developed after including the Transit Working Group, Regional Economic Working Group, and Environmental Justice Working Group, as discussed above. In February 2021, MDOT SHA reinitiated meetings, held virtually, with several Homeowners’ Associations (HOAs) and Community Associations. Active engagement with stakeholders, communities, and elected official will continue to occur as the Study progresses. On April 6, 2021, an e-mail blast was sent to more than 600 e-mail addresses compiled from the Montgomery County Mailing List Generator for Homeowners Associations, Citizens and Civic Associations. HOA and CA leaders along the project corridor were invited to schedule a project briefing by the project team for their community. Ten groups responded, seven briefings were scheduled and held, and three briefings are planned for later in the year. In addition, MDOT SHA has held over 40 meetings with elected officials.

Table 2-2: Stakeholder and Community Meetings

DATE	ORGANIZATION
July 9, 2020	Northern Virginia Transportation Alliance
July 20, 2020	Montgomery County Council Transportation & Environment Committee Briefing
July 21, 2020	Greater Washington Partnership
September 3, 2020	Stakeholder Group Briefing (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
September 14, 2020	Montgomery County Department of Transportation
September 15, 2020	Prince George’s County Department of Public Works and Transportation
September 22, 2020	Prince George’s County Council Briefing
October 5, 2020	Virginia Department of Transportation 495 NEXT Project Public Hearing
October 6, 2020	Frederick County Department of Transportation
October 8, 2020	Virginia Department of Transportation 495 NEXT Project Public Hearing (in-person)
October 26, 2020	Montgomery County Council Transportation and Environment Committee
November 6, 2020	Disadvantaged Business Enterprise Opportunity MDOT Networking Event
November 10, 2020	Northern Virginia Transportation Alliance “What You Need to Know About Transportation” Seminar
November 16, 2020	Upcounty Citizens Advisory Board Land Use Committee
November 18, 2020	Greater Washington Partnership Capital Region Transportation Forum
November 20, 2020	Frederick County Department of Transportation

DATE	ORGANIZATION
November 20, 2020	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
December 1, 2020	Great Seneca Science Corridor IAC
December 4, 2020	Maryland Transportation Builders and Materials Association Together for Transportation Coalition
December 9, 2020	Montgomery County Business Roundtable
December 18, 2020	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
January 15, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
January 19, 2021	Northern Virginia Transportation Alliance/Suburban Maryland Transportation Alliance Joint Briefing
January 19, 2021	MDOT Office of Small Business Policy Small Business Enterprise Outreach Event
January 26, 2021	Transit Work Group
February 3, 2021	Regional Economic Work Group
February 4, 2021	Laborers International Union of North America
February 8, 2021	Montgomery County Economic Development Corporation
February 10, 2021	Leadership Montgomery
February 12, 2021	Asian American Chamber of Commerce
February 19, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
February 19, 2021	Montgomery County Department of Transportation Office of Small and Minority SBE Outreach
February 24, 2021	Regency Estates Civic Association
February 24, 2021	Conference of Minority Transportation Officials
February 25, 2021	Lantian Development
March 1, 2021	Washington Biologists' Field Club (WBFC)
March 12, 2021	ASHE Potomac Chapter
March 19, 2021	Hispanic Chamber of Commerce of Montgomery County
March 30, 2021	Peterson Companies
March 31, 2021	Regional Economic Work Group
April 14, 2021	Frederick County Chamber Transportation Advisory Committee
April 16, 2021	Stakeholder Group Update (Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, AAA Mid-Atlantic, Chambers of Commerce, Greater Washington Board of Trade, Maryland Transportation Builders and Materials Association)
April 20, 2021	Montgomery County Civic Federation

DATE	ORGANIZATION
April 26, 2021	ITE Annual Meeting
April 29, 2021	George Mason University P3 Panel
April 30, 2021	Rubenstein Partners
May 6, 2021	Opportunity MDOT Stakeholders Meeting
May 11, 2021	Avonglen HOA
May 20, 2021	Rosemont Citizens Association
May 25, 2021	Maplewood Park HOA
May 26, 2021	Regional Economic Work Group Steering Committee
June 2, 2021	North Potomac Citizens Association
June 2, 2021	Friends of Moses Hall Cemetery and First Agape AME Zion Church Stakeholder Group
June 8, 2021	Luxmanor Citizens Association
June 10, 2021	Joint Briefing for Budget Committee Staff
June 11, 2021	Leadership Montgomery
June 15, 2021	Rock Creek Conservancy Advocacy Committee
June 24, 2021	Regional Economic Work Group
July 22, 2021	Hispanic Chamber of Commerce of Montgomery County
August 3, 2021	Frederick County Department of Transportation
August 13, 2021	Frederick Keys Baseball Game (Pop-up Event with informational booth)
August 18, 2021	Shady Grove Farmers Market (Pop-up Event with informational booth)
August 28, 2021	Derwood Farmers Market (Pop-up Event with informational booth)
September 4, 2021	Rockville Arts Festival (Pop-up Event with informational booth)
November 29, 2021	Washington Biologists' Field Club
December 20, 2021	Upcounty Citizens Advisory Board
January 12, 2022	Patuxent River Commission
January 18, 2022	Bicycle / Pedestrian Crossing Discussion to the Transportation Planning Board
January 19, 2022	American Society of Civil Engineers (ASCE) Catoclin Branch
February 8, 2022	McLean Citizen's Association- Transportation Subcommittee
March 24, 2022	Washington Biologist Field Club

Note: All meetings held virtually unless otherwise denoted.

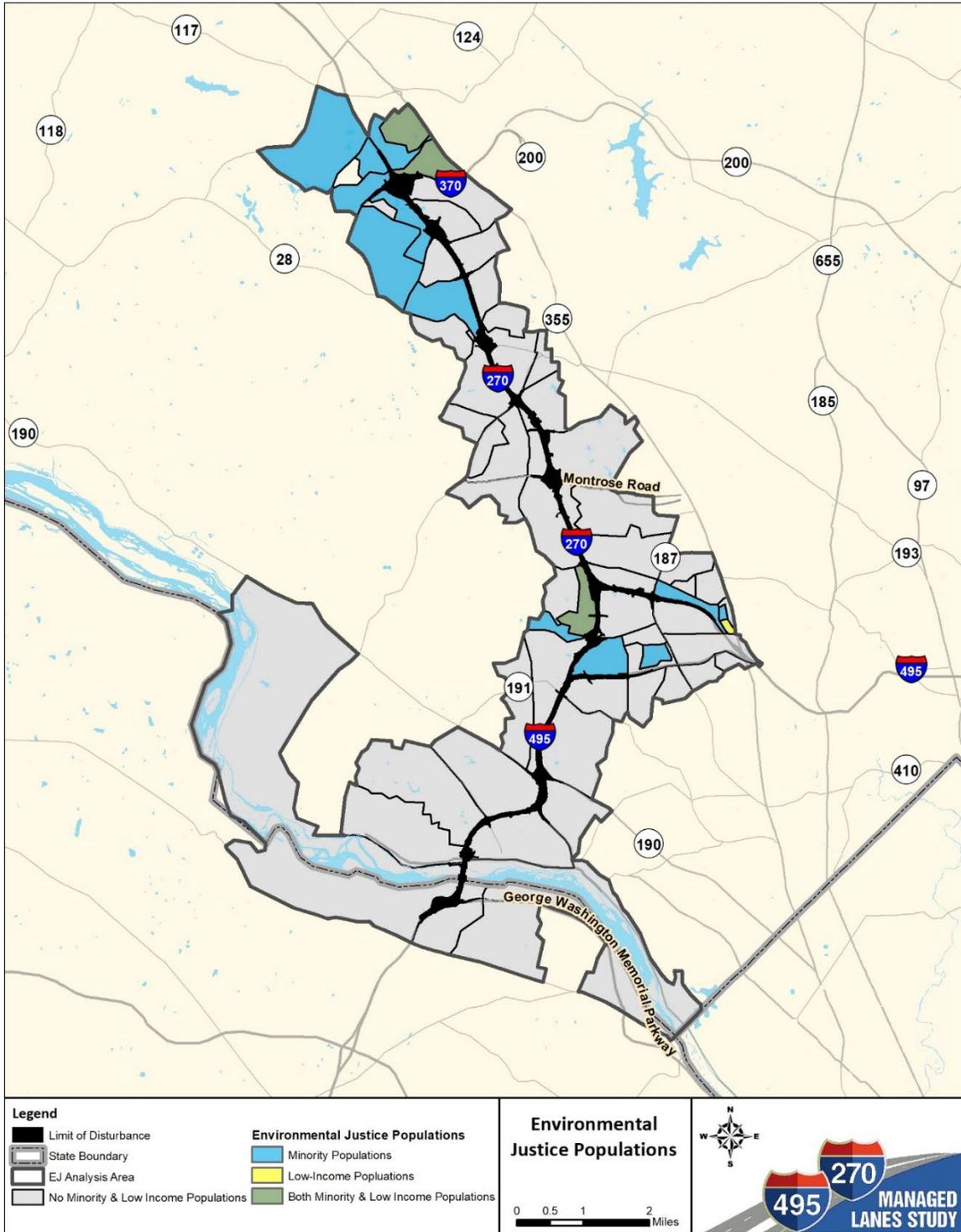
3 DEMONSTRATED ENGAGEMENT OF ENVIRONMENTAL JUSTICE POPULATIONS

An Environmental Justice (EJ) population is a population concentration of minority race and ethnicity individuals and/or low-income households that meets federal definitions. As documented in the EJ Analysis in **Chapter 5, Section 21** of the FEIS, EJ populations have been identified along the study corridors and are shown in **Figure 3-1**.

Providing full and fair access to meaningful involvement by low-income and minority populations in project planning and development is an important aspect of EJ. Meaningful involvement means the lead agencies invites participation from populations typically underrepresented, throughout all the project stages. Due to the highly diverse demographics composing the population adjacent to and using the study corridors, much of the corridor-wide public involvement efforts conducted for the Study were aimed at

reaching this socioeconomically diverse audience. This chapter highlights the public involvement efforts conducted in or near EJ populations, as well as additional efforts to notify traditionally underserved populations.

Figure 3-1: EJ Populations along the Study Corridors



3.1 Publication of DEIS, Public Hearings, and Associated Comment Period

In addition to standard public notifications of the availability of the DEIS and notification of the Public Hearings and associated comment period, MDOT SHA implemented additional notification methods to encourage meaningful involvement by low-income and minority race/ethnicity populations, as well as other traditionally marginalized populations in review of the DEIS and participation in the Public Hearings. These efforts include the following:

- Mailed flyers in English, Spanish, Amharic, and French¹ flyers to approximately 200 affordable housing complexes, schools, and places of worship² in the study area. Emailed PDFs of these flyers to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Uploaded to the project website the DEIS Executive Summary translated into Spanish, Amharic, and French.
- Provided hard copies of the translated DEIS Executive Summary at the DEIS viewing locations.
- Spanish language advertisements in *El Tiempo Latino*, *Washington Hispanic*, and on eltiempo.com.
- Additional County outreach:
 - Montgomery County News press release;
 - Inclusion in Montgomery County Executive’s weekly newsletter;
 - Inclusion in Montgomery County Department of Transportation bi-weekly newsletter and social media posts;
 - Distribution of flyer via Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George’s County Planning email databases;
 - Planning Department listserv with approximately 19,200 email addresses;
 - Community Association listserv with approximately 700 email addresses;
 - Inclusion in Prince George’s County social media posts; and
 - Coordination with Prince George’s County Faith-Based Advisory Board to distribute information to their ministry listserv with approximately 70 email addresses.
- Additional translation of flyer to Simplified Chinese, Korean, Malayalam, Punjabi, Tagalog, and Yoruba, uploaded to the project website, and distribution of hard copies to groceries largely serving immigrant communities.
 - ALDI (Beltsville, Lanham)
 - Anarkali Bazar (Greenbelt)
 - Giant Food (Greenbelt, Largo, Marlow Heights)
 - Global International Grocery (Silver Spring)
 - Great Wall Supermarket (Rockville)

¹ Spanish, French, and Amharic are the top primary languages of English for Speakers of Other Languages (ESOL) learners in both counties.

² Includes Environmental Justice (EJ)- area schools with above-average participation in the Free and Reduced-price Meals Program; places of worship in EJ areas; and all affordable-housing complexes within the study area.

- Jumbo Food International Supermarket (Temple Hills)
- La Colonia International Supermarket (Camp Springs)
- Las Americas Market (Rockville)
- Latino Market Grocery (Gaithersburg)
- Lidl (District Heights)
- Periyar Asian Grocery (Landover Hills)
- Safeway (Greenbelt)
- Save A Lot (Forestville)
- Shoppers (College Park, Forestville, Largo, New Carrollton)

Refer to *Appendix G* of the *Final Community Effects Assessment and Environmental Justice Technical Report (FEIS, Appendix F)* for EJ outreach materials used for the notification and public comment period associated with the DEIS.

3.2 Publication of SDEIS, Public Hearings, and Associated Comment Period

Environmental Justice outreach efforts for publication of the SDEIS and notification of the Public Hearing and comment period were similar to the DEIS outreach efforts and included the following:

- Newspaper print advertisements in *El Tiempo Latino* and *Washington Hispanic* and digital advertisements in *Afro.com* and *Eltiempo.com*. Programmatic digital banner ads were placed across the digital exchange display network targeting African American or Hispanic, Adults 18 years or older. Ads were also geotargeted and geofenced across zip codes and behavioral data based on living near or usage of I-270 and/or I-495.³
- Developed a flyer to outreach to EJ populations that featured an emphasis on SDEIS availability, ways to comment, and the announcement of Virtual Public Hearings; the flyer included a QR code to link to SDEIS availability on the project website. The flyer was translated into Spanish, Amharic, French, Chinese, and Korean based on the top languages spoken by LEP populations in Montgomery County as identified in the 2020 Montgomery County Department of Transportation *Language Assistance Plan*.
- Mailed flyer to approximately 200 affordable housing complexes, schools, and places of worship along the study corridors. PDFs of these flyers were emailed to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.
- Mailed flyers to county advisory boards and community groups who serve minority race and ethnicity and other traditionally marginalized populations. PDFs of these flyers were emailed to the organizations that have email addresses listed online. A cover letter was sent with both forms of distribution.

³ Online digital advertisements were run through the Exchange Display Network, which specializes in digital buys with geographic and demographic programmatic targeting. Digital advertisements targeted African Americans or Hispanic adults using geofencing and behavioral data. The target area was in zip codes which index the highest to target a specified audience segment; and behavioral data indicating the likelihood for that adult to own a home and commute over 20 miles daily using I-270 or I-495. Of the total 5 million-plus potential impressions, 20 percent, or 1.2 million impressions, targeted this demographic.

- Montgomery County
 - Faith Community Advisory Council
 - Gilchrest Immigrant Resource Center
 - Department of Housing and Community Affairs
 - Community Reach, Commission on People with Disabilities
 - Health and Human Services Latino Health Initiative
 - Literacy Council
 - DOT Division of Transit Services
 - Health and Human Services Office of Community Affairs
 - Office of Community Partnerships
 - Sidney Kramer Upcountry Regional Services Center
 - Health and Human Services Asian American Health Initiative
 - Office of Community Relations
 - Department of Social Services Internal and External Affairs
- Prince George's Housing Authority
- Prince George's Community Outreach Promoting Empowerment Section (COPE)
- Literacy Council of Prince George's County
- Prince George's Aging and Disabilities Services Division
- Distributed hard copies of the translated flyer to groceries largely serving immigrant communities and libraries in Montgomery, Prince George's, and Frederick Counties.⁴
 - Admas International Market (Hyattsville)
 - ALDI (Beltsville and Lanham)
 - Anarkali Bazar (Greenbelt)
 - Asian Super Market (Frederick)
 - Brunswick Branch Library (Brunswick)
 - C. Burr Artz Public Library (Frederick)
 - Chevy Chase Library (Chevy Chase)
 - Davis (North Bethesda) Library (Bethesda)

⁴ Attempts to drop off flyers were made at the listed specialty markets and grocery stores. Note that several locations were either closed or did not accept the flyers for posting or distribution.

- Ebenezer International Market (Frederick)
- Edward Fry Memorial Library at Point of Rocks
- El Eden International Market 2 (Frederick)
- Favor International Food (Silver Spring)
- Frederick Bazaar-Indian-Pak Grocery Store (Frederick)
- Giant Food (Greenbelt, Lanham, Upper Marlboro, and Marlow Heights)
- Glenarden Branch Library, PGCMLS (Glendarden)
- Global International Grocery (Silver Spring)
- Great Wall Supermarket (Rockville)
- Halal Market (Frederick)
- Hampton Park Post Office (Capitol Heights)
- Jumbo Food International Supermarket (Temple Hills)
- Kenilworth Post Office (Riverdale Park)
- Kensington Park Branch(Kensington)
- La Chiquita Grocery (Frederick)
- La Colonia International Supermarket (Camp Springs)
- Lagos Market International (Forestville/District Heights)
- Largo Post Office (Upper Marlboro)
- Largo-Kettering Branch Library, PGCMLS (Largo/Upper Marlboro)
- Las Americas Market (Rockville)
- Latino Market Grocery Inc (Gaithersburg)
- Lidl (District Heights)
- Megamart Gaithersburg (Gaithersburg)
- Mercado Latino (Beltsville)
- Mi Pueblo International Market (Frederick)
- Middletown Public Town (Middletown)
- Myersville Community Library (Myersville)
- New Carrollton Branch Library, PGCMLS (New Carrollton/Hyattsville)
- Orange Latin Market, Colombian & South American products (Gaithersburg)
- Periyar Asian Grocery (Landover Hills)
- Potomac Branch (Potomac)
- Rockville Post Office (Rockville)
- Safeway (Greenbelt)
- Savanna International Market Inc (Gaithersburg)
- Save A Lot (Forestville)
- Shoppers (Bowie, College Park, New Carrollton, Forestville, Largo/Upper Marlboro)
- Spauldings Branch Library (District Heights)
- Temple Hills Post Office (Temple Hills)
- Urbana Regional Library (Frederick/Urbana)
- Walkersville Public Library (Walkersville)
- Wegmans (Lanham)
- West Lake Post Office (Bethesda)

- Contact was made to distribute flyers via Maryland-National Capital Park and Planning Commission (M-NCPPC) Prince George’s County Planning email databases.
- Spanish radio ads were run two weeks prior to the hearing on WLZL-FM, a Spanish language station that broadcasts to the Washington-Baltimore metropolitan area. The spots were thirty seconds long and aired during commercial breaks. The radio spot emphasized the virtual public hearing and project website.

Additionally, translated versions of the SDEIS Executive Summary were posted to the project website, and all SDEIS documents were made Section 508-compliant on the project website. Plain-text versions of the hearing presentation script and display boards were also uploaded to the program website so that website visitors may use Google translate.

Refer to *Appendix G of the Final Community Effects Assessment and Environmental Justice Technical Report (FEIS, Appendix F)* for EJ outreach materials used for the notification and public comment period associated with the SDEIS.

3.3 Environmental Justice Working Group

In response to comments from the US EPA on the DEIS, a Working Group was established in Spring 2021 to support the Environmental Justice analysis and outreach efforts to be conducted for the Study moving forward. Agency members include FHWA, US EPA, MDOT SHA, Maryland Department of Planning (MDP), Montgomery County Department of Transportation (MCDOT), Maryland-National Capital Park and Planning Commission (M-NCPPC), and Prince George’s County Department of Public Works and Transportation (DPW&T). The goals of the EJ Working Group are to:

- Develop potential mitigation measures should high and adverse disproportionate impacts occur and identify additional outreach opportunities using federal, state, and local experience;
- Identify potential commitments to EJ/public health community enhancement measures related to social/health vulnerability indicators; and
- Identify recommendations for additional engagement opportunities including FEIS notifications and post-NEPA outreach to communities.

EJ Working Group meetings have occurred on the dates listed in **Table 3-1**.

Table 3-1: Environmental Justice Working Group Meetings and Coordination

DATE	AGENDA ITEMS
March 2, 2021	Kick-off Meeting; introductions, goals
April 7, 2021	Data collection to support existing conditions discussion in EJ Analysis; Discussion on EJ Public Outreach Plan and future opportunities; community enhancement considerations
September 15, 2021	Review of draft EJ Public Outreach Plan: SDEIS/FEIS/ROD and future opportunities in consideration of the Preferred Alternative; community enhancement considerations
November 9, 2021	Final EJ Outreach and Engagement Plan

Additional detail on the EJ Working Group is provided in *Chapter 5, Section 5.5 of the Final Community Effects Assessment and Environmental Justice Analysis Technical Report* in **FEIS, Appendix F**.

3.4 Environmental Justice Engagement Initiatives

Based on the results of the local, state and regional coordination conducted as part of the EJWG's EJ Public Outreach Plan, MDOT SHA implemented additional public-facing EJ outreach efforts to engage meaningfully and directly with underserved communities and identify strategies to minimize impacts and to identify community enhancements that could potentially be incorporated into the project.

Due to the large study area, MDOT SHA developed an online survey to seek feedback from EJ and other underserved populations on existing community concerns and strategies that could be implemented to address those concerns. The survey was distributed in a variety of ways including through multiple community "pop up" events hosted by MDOT SHA at local specialty markets in areas noted as having high percentages of low-income and/or minority populations. These community events allowed for meaningful, direct face-to-face engagement. Community members were able to complete the survey on iPads and ask questions of the staff. Multi-lingual staff were present at each pop-up event. Pop-up events were held at the following locations in November 2021:

- Great Wall Supermarket (Pop-up Event with informational booth)
- Lotte Plaza Market (Pop-up Event with informational booth)
- Megamart (Pop-up Event with informational booth)
- H Mart (Pop-up Event with informational booth)
- Adarash Market (Pop-up Event with informational booth)
- Lotte Plaza Market (Pop-up Event with informational booth)
- Patel Brothers Farms Market (Pop-up Event with informational booth)

The survey was open for approximately six weeks, allowing respondents to complete the questions at their own pace. In addition to English, the survey was provided in Spanish, French, Amharic, Chinese, and Korean— the same top five non-English spoken languages that DEIS and SDEIS materials were translated into based on Montgomery County's Department of Transportation 2020 *Language Assistance Plan*. The survey is provided in *Appendix H of the Community Effects Assessment and Environmental Justice Analysis Technical Report (FEIS, Appendix F)*.

In addition to the direct face-to-face engagement, postcards, flyers, yard signs, targeted social media, local agency and community organization coordination were used to promote the survey. Promotional materials included a QR code with a direct link to the survey online; the flyer also included the survey questions themselves. All materials were translated into the top five non-English languages identified above. Postcards and flyers were placed at local health clinics, specialty markets, grocery stores and places of worship. Yard signs with the QR code were placed at affordable housing complexes and near bus transit stations. In addition, an email with the survey was sent to 230 community email addresses informing

people about the survey, inviting them to participate, and encouraging them to share the information with their community. Lastly, approximately 49 places of worship were contacted and, where allowed postcards and yard signs with the QR code were distributed.

The survey included three multiple choice questions about potential community betterment and needs, and one open-ended question asking what other improvements are needed in the respondent's community. Sixty-one people completed the survey. The following are the most common responses to the multiple-choice questions in the survey.

Question #1: Transportation improvements needed:

1. Better lighting on streets and sidewalks (21%)
2. More or improved sidewalks (17%)
3. Traffic calming to make streets safer (15%)

Question #2: Neighborhood needs:

1. Recreation centers parks, and playgrounds (30%)
2. Sidewalks, trails, and bike lanes (26%)

Question #3: Environmental problems in your community:

1. Water quality (24%)
2. Noise (20%)
3. Safe and healthy housing (20%)

The most common responses to the open-ended question on community improvements needed were:

- Lighting
- Community services
- Safety
- Road (more or better)

To be responsive to community concerns raised during this direct engagement, which identified priorities for more or improved sidewalks and bicycle facilities; better lighting on streets and sidewalks; and traffic calming measures to make streets safer, MDOT SHA commits to working with the City of Rockville, the City of Gaithersburg, and Montgomery County to:

- Identify locations where safer pedestrian crossings on major state roadways are needed.
- Identify locations where additional pedestrian improvements including adding or upgrading sidewalk, restriping for bicycle lanes, adding or upgrading ADA ramps are needed.
- Identify locations along state roads with existing pedestrian facilities where more or better lighting is needed.

For additional detail on EJ Engagement Initiatives, refer to the *Environmental Justice Outreach and Engagement Initiative for the Preferred Alternative* in **Appendix H**. Refer to **Appendix C** of this technical report for outreach materials used for the *EJ Outreach and Engagement Initiative for the Preferred Alternative*.

MDOT SHA and the Developer will continue coordination with local and regional advisory groups to determine additional methods for engaging with underserved communities. This will be an ongoing effort that continues post-NEPA, through final design and construction.

Table 3-2: Environmental Justice Outreach: Pop-Up Events

DATE	ORGANIZATION
November 10, 2021	Great Wall Supermarket (Pop-up Event with informational booth)
November 13, 2021	Lotte Plaza Market (Pop-up Event with informational booth)
November 19, 2021	Megamart (Pop-up Event with informational booth)
November 19, 2021	H Mart (Pop-up Event with informational booth)
November 20, 2021	Adarash Market (Pop-up Event with informational booth)
November 20, 2021	Lotte Plaza Market (Pop-up Event with informational booth)
November 23, 2021	Patel Brothers Farms Market (Pop-up Event with informational booth)

4 AGENCY AND STAKEHOLDER COORDINATION

The FHWA and MDOT SHA actively engaged the Federal, state, regional, and local agencies, as well as the adjacent counties, Metropolitan Planning Organizations (MPO), and other agency stakeholders throughout the Study process, simultaneously with other public involvement efforts. Additional detail on agency correspondence received on the project is provided in the **FEIS, Appendix S**.

4.1 Agency and Stakeholder Coordination Meetings

Since the DEIS was published in July 2020, MDOT SHA has continued to meet with FHWA, as the Lead Federal Agency, the Cooperating Agencies and other state and local agencies and stakeholders. The meetings are listed in **Table 4-1** and focused on discussing individual agencies’ and stakeholders’ DEIS comments and working towards a resolution of critical study topics. Other ongoing agency involved collaboration and consultation has included: Section 106 Consulting Parties meetings, Executive Steering Committee meetings, and the establishment of the Environmental Justice Working Group. MDOT SHA continues to address DEIS comments and further minimized the limits of disturbance based in part on agency coordination. Areas of substantial resource avoidance or minimization include the American Legion Bridge area where impacts have been reduced by over fifty percent since the DEIS; the Morningstar Tabernacle No. 88 Moses Hall and Cemetery where design refinements resulted in complete avoidance; and M-NCPPC parkland where MDOT SHA continues to address location specific comments and outfall stabilization. These avoidance and minimization efforts were based on the extensive agency coordination as detailed in **Table 4-1 through Table 4-3** and **Table 5-1 through Table 5-2**. Another focus area for avoidance and minimization was located adjacent to the I-495 inner loop just south of Cabin John Parkway.

Table 4-1: Agency & Stakeholder Coordination Meetings Post-DEIS Publication

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
August 3, 2020	Stream Mitigation Calculator Coordination	US Army Corps of Engineers (USACE) and Maryland Department of the Environment (MDE)
August 6, 2020	Water and Science Administration Working Meeting	MDE
August 17, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
September 3, 2020	Wetland Mitigation Meeting	National Park Service (NPS) and FHWA
September 21, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
September 28, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Prince George’s County
September 29, 2020	Informal Section 7 Consultation	US Fish and Wildlife Service (USFWS), FHWA, and Maryland Department of Natural Resources (MDNR)

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
October 5, 2020	Wetland Mitigation Meeting	NPS
October 20, 2020	Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
October 20, 2020	Bicycle and Pedestrian Improvements Coordination Meeting	M-NCPPC Prince George's County and Prince George's County DPW&T
November 2, 2020	Right-of-Way Coordination Meeting	M-NCPPC Montgomery County
November 23, 2020	Permitting Strategy Meeting	FHWA, USACE, MDE, and EPA
December 1, 2020	Biweekly FHWA Coordination Meeting	FHWA
December 1, 2020	Northwest Branch Stormwater Management Meeting	M-NCPPC Montgomery County
December 2, 2020	Permitting Strategy Meeting	USACE, MDE, EPA, and FHWA
December 8, 2020	Plummers Island Avoidance and Minimization Efforts Meeting	NPS, MDNR, USFWS, MDE, USACE, and FHWA
December 11, 2020	Bicycle and Pedestrian Improvements Coordination Meeting	M-NCPPC Montgomery County and Montgomery County Department of Transportation (DOT)
December 11, 2020	Culvert Field Meeting	EPA, MDE, USACE and FHWA
December 14, 2020	DEIS Comments Review Meeting	NPS and FHWA
December 15, 2020	Reoccurring FHWA Coordination Meeting	FHWA
December 17, 2020	Permitting Strategy Meeting	FHWA, USACE, MDE, and EPA
January 12, 2021	Reoccurring FHWA Coordination Meeting	FHWA
January 19, 2021	Issue Resolution Kick-off Meeting	M-NCPPC Montgomery and Prince George's County
January 20, 2021	Northwest Branch Stormwater Management Meeting	M-NCPPC Montgomery County
February 1, 2021	Collaborative Leadership Summit	FHWA, USACE, EPA, NPS, National Park and Planning Commission (NCP), USFWS, US Postal Service (USPS), National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA NMFS), US NAVY, MDNR, MDE, M-NCPPC, VDOT, Maryland Historical Trust (MHT), MDP, MDTA, Maryland Transit Authority (MTA), MC DOT, and PG DW&T
February 3, 2021	DEIS Comments Review Meeting	NCP and FHWA
February 3, 2021	Reoccurring FHWA Coordination Meeting	FHWA
February 8, 2021	American Legion Bridge and Baltimore-Washington Parkway Impacts Coordination Meeting	NPS and FHWA
February 9, 2021	MLS and I-495 NEXT Coordination Meeting	VDOT
February 9, 2021	DEIS Comments Review Meeting	MDNR and FHWA
February 10, 2021	DEIS Comments Review Meeting	USACE, MDE, and FHWA
February 11, 2021	Reoccurring FHWA Coordination Meeting	FHWA
February 18, 2021	DEIS Comments Review Meeting	EPA and FHWA
February 25, 2021	Executive Steering Committee	FHWA, USACE, US Department of Agriculture (USDA), EPA, NPS, NCP, USFWS, USPS, NOAA NMFS, US Navy, US Airforce Joint Base Andrews (JBA), MDNR, MDE, M-NCPPC, VDOT, MHT, MDP, MDTA, MTA, MC DOT, and PG DPW&T
February 26, 2021	Carderock and Bethesda Property Impacts Meeting	US Navy and FHWA
March 2, 2021	Reoccurring FHWA Coordination Meeting	FHWA
March 4, 2021	American Legion Bridge, Baltimore-Washington Parkway, and George	NPS and FHWA

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
	Washington Memorial Parkway Impacts Coordination Meeting	
March 10, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Montgomery County
March 15, 2021	DEIS Comments Review Meeting	M-NCPPC Montgomery County
March 17, 2021	Reoccurring FHWA Coordination Meeting	FHWA
March 19, 2021	Stormwater Management Meeting	M-NCPPC Prince George's County
March 24, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Prince George's County
April 1, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
April 6, 2021	American Legion Bridge and Resources Update Meeting	USACE and MDE
April 6, 2021	Reoccurring FHWA Coordination Meeting	FHWA
April 9, 2021	DEIS Comments Review and Stormwater Management Meeting	M-NCPPC Prince George's County
April 12, 2021	Rock Creek DEIS Comments Review Meeting	M-NCPPC Montgomery County
April 13, 2021	Stormwater Management Site Meeting	M-NCPPC Montgomery County
May 4, 2021	Reoccurring FHWA Coordination Meeting	FHWA
May 12, 2021	Phase 1 South Park Impacts and Mitigation Meeting	M-NCPPC Montgomery County
May 18, 2021	SDEIS Air and Noise Coordination Meeting	FHWA
May 26, 2021	Executive Steering Committee	FHWA, USACE, EPA, NPS, NCPC, USFWS, USPS NOAA NMFS, US Navy, JBA, MDNR, MDE, M-NCPPC, VDOT, MHT, MDP, MDTA, MC DOT, and PG DPW&T
June 1, 2021	Reoccurring FHWA Coordination Meeting	FHWA
June 2, 2021	Mosses Hall Cemetery and First Agape AME Zion Church Bicycle and Pedestrian Connection on Seven Locks Road Meeting	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA
June 8, 2021	Air Quality Conformity Determination Meeting	FHWA
June 10, 2021	Compensatory Stormwater Management Plan Meeting	FHWA
June 21, 2021	Park Impacts and Mitigation Meeting	NPS and FHWA
June 21, 2021	American Legion Bridge Trail Connection Meeting	M-NCPPC, MCDOT, NPS, and FHWA
June 21, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
June 23, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
June 30, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
July 7, 2021	Air Quality Conformity	FHWA
July 8, 2021	Transportation Use and Property Boundary Meeting	NPS and FHWA
July 12, 2021	Park Impacts	NCPC, NPS, FHWA
July 13, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
July 14, 2021	NPS Parkland Impacts	FHWA

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
July 20, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
July 27, 2021	NEPA and Section 106 Process	FHWA
August 3, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
August 9, 2021	Air Quality and Environmental Justice Meeting	FHWA
August 16, 2021	SDEIS Comments	FHWA
August 17, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
August 18, 2021	Highway Deed Easement Process with NPS and SDEIS Comments	FHWA
August 18, 2021	Reoccurring FHWA Coordination Meeting	FHWA
August 23, 2021	I-495 NEXT and MLS Coordination Meeting	VDOT and Fairfax County Department of Transportation
August 25, 2021	SDEIS Comments	FHWA
August 26, 2021	Air Quality SDEIS Comments	FHWA
August 30, 2021	SDEIS Comments	FHWA
August 31, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
September 1, 2021	Review of Common SDEIS Comments	FHWA, NPS, USACE, EPA, NCPC, MDE, M-NCPPC, MCDOT
September 7, 2021	Park Mitigation Field Meeting	M-NCPPC
September 7, 2021	Reoccurring FHWA Coordination Meeting	FHWA
September 14, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
September 16, 2021	Coordination Meeting	M-NCPPC, FHWA
September 22, 2021	Coordination Meeting	NPS, FHWA
September 27, 2021	Highway Easement Deed Discussion	FHWA
September 28, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
September 28, 2021	Fairfax Board of Transportation Committee	Fairfax County, VDOT
September 29, 2021	I-495 NEXT Virtual Public Meeting	VDOT
September 30, 2021	Coordination Meeting	NPS, VDOT, FHWA
September 30, 2021	Coordination Meeting	M-NCPPC, FHWA
October 4, 2021	Leadership Meeting	Montgomery County
October 12, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
October 13, 2021	Noise Wall Discussion	VDOT
October 14, 2021	Coordination Meeting	NPS, FHWA
October 14, 2021	Coordination Meeting	M-NCPPC, FHWA
October 28, 2021	Coordination Meeting	NPS, FHWA
October 28, 2021	Coordination Meeting	M-NCPPC, FHWA
November 2, 2021	Tuckerman Lane Bike / Ped Discussion	M-NCPPC
November 2, 2021	Reoccurring FHWA Coordination Meeting	FHWA
November 5, 2021	Mitigation Field Meeting	M-NCPPC
November 9, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
November 10, 2021	Mitigation Field Meeting	M-NCPPC

DATE	PURPOSE	AGENCIES AND/OR STAKEHOLDERS REPRESENTED
November 17, 2021	Reoccurring FHWA Coordination Meeting	FHWA
November 18, 2021	Coordination Meeting	NPS, FHWA
November 23, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
December 7, 2021	Maryland and Virginia 495 Interface Technical Coordination	VDOT
December 14, 2021	Environmental Justice: Morningstar Cemetery Discussion	FHWA
December 14, 2021	Mitigation Coordination Meeting	M-NCCPC, FHWA
December 15, 2021	Coordination Meeting	NPS, FHWA
January 4, 2022	Maryland and Virginia 495 Interface Technical Coordination	VDOT
January 7, 2022	Stormwater Management Discussion	M-NCPPC, DNR, MDE, NOAA, USACE, USEPA, FHWA, USFWS
January 11, 2022	I-495 NEXT / Phase 1 South Technical Coordination Meeting	VDOT
January 18, 2022	Maryland and Virginia 495 Interface Technical Coordination	VDOT
January 19, 2022	Coordination Meeting	M-NCPPC
January 19, 2022	Coordination Meeting	City of Rockville, FHWA
January 27, 2022	Coordination Meeting	NPS, FHWA
February 24, 2022	Coordination Meeting	NPS, FHWA
March 8, 2022	Reoccurring FHWA Coordination Meeting	FHWA
March 17, 2022	GWMP Signing Discussion	NPS, FHWA

Note: All meetings held virtually unless otherwise denoted.

4.2 Interagency Working Group Meetings

Since the DEIS was published in July 2020, MDOT SHA held four virtual Interagency Agency Working Group (IAWG) meetings with members from 27 Cooperating and Participating Agencies. The focus of the IAWG meetings was to provide Study updates, present common DEIS comment themes, discuss proposed responses to common comments, discuss ongoing public and agency collaboration, present avoidance and minimization measures, and to identify the recommended preferred alternative, present justification for recommending the alternative and to listen to feedback on the alternative (**Table 4-2**).

Table 4-2: IAWG Meetings Post-DEIS Publication

DATE	IAWG MEETING #	PURPOSE	AGENCIES REPRESENTED
January 27, 2021	13	Provide MLS Study Update, Review Summary of DEIS Comments, Announce Recommended Preferred Alternative and Associated Commitments, and a New Agency and Stakeholder Collaboration Process	Advisory Council on Historic Preservation (ACHP), EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDP, MDTA, MHT, M-NCPPC, MC DOT, Metropolitan Washington Council of Governments (MWCOG), US Navy, NCPC, National Institute of Standards and Technology (NIST), NPS, PG DPW&T, USACE, USPS, and VDOT
February 17, 2021	14	Provide Update on Agency and Stakeholder Collaboration Efforts, Design Efforts to address common DEIS Comments, Review	ACHP, EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDP, MHT, M-NCPPC, MC DOT, MWCOG, US Navy, NCPC, NIST, NPS, PG DPW&T, USACE, USDA, USDA, USPS, VDOT, JBA

DATE	IAWG MEETING #	PURPOSE	AGENCIES REPRESENTED
		Recommended Preferred alternative	
May 12, 2021	15	Provide MLS Update, Announce a New Recommended Preferred Alternative based off of Agency and Public Feedback, Announce the SDEIS, and Provide an Updated MLS Schedule	ACHP, EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDOT MDTA, MHT, M-NCPPC, MC DOT, MWCOG, US Navy, NIST, PG DPW&T, USACE, USDA, USPS, VDOT, JBA
December 15, 2021	16	Provide Update on MLS efforts since the SDEIS publication, review of SDEIS comments, Ongoing activities towards the FEIS, and Provide an Updated MLS Schedule	ACHP, EPA, FHWA, USFWS, MDE, MDNR, MDOT MTA, MDOT MDTA, MDP, MHT, M-NCPPC, MC DOT, MWCOG, US Navy, NCP, NIST, NOAA, NPS, PG DPW&T, USACE, USPS, VDOT

4.3 City of Rockville and City of Gaithersburg Meetings

MDOT SHA also met with the City of Rockville and City of Gaithersburg to discuss DEIS comments, property impacts, proposed stormwater management, parkland impacts and mitigation, bicycle and pedestrian improvements, traffic and structure design within the applicable City’s limits (Table 4-3).

Table 4-3: City of Rockville and City of Gaithersburg Meetings Post-DEIS Publication

DATE	MEETING
March 19, 2021	City of Rockville Coordination Meeting
April 14, 2021	City of Rockville Stormwater Management Coordination Meeting
April 29, 2021	City of Rockville Parkland and Mitigation Meeting
July 22, 2021	City of Gaithersburg Parkland and Mitigation Meeting
September 2, 2021	City of Rockville Design, Traffic, and Mitigation Meeting
September 14, 2021	City of Gaithersburg Coordination Meeting
November 4, 2021	City of Rockville Design and Parkland Mitigation Meeting
November 22, 2021	City of Rockville Coordination Meeting
January 19, 2022	City of Rockville Coordination Meeting

5 REGULATORY AGENCY CONSULTATION

Concurrent with the public involvement efforts and general agency coordination, consultation with regulatory agencies with jurisdiction and/or special expertise over environmental resources was required for several resource evaluations. Details on consultation and related correspondence are provided in the respective resource-specific technical reports. Note that resource-specific agency consultation is an ongoing effort that will continue through the FEIS and Record of Decision to the extent appropriate through development and will focus on impact avoidance and minimization strategies and mitigation opportunities for unavoidable impacts.

5.1 Natural Resource Agency Coordination

The regulatory and permitting process was conducted concurrently with NEPA and required agency consultation with the goal of gaining approval for a USACE Individual Section 404 Permit; MDE Wetlands and Waterways Permit; USFWS ESA Section 7; and MDE 401 Water Quality Certification. These approvals required meetings for the following purposes:

- Jurisdictional Determination;
- Permitting strategy;
- Avoidance, minimization, and mitigation;
- Wetland delineation; and
- Rare, Threatened, and Endangered Species coordination.

Table 5-1 summarizes the meetings held since July 2020. For additional detail on agency correspondence received on the project regarding natural resources, refer to the **FEIS, Appendix S**.

Table 5-1: Natural Resource Related Meetings

DATE	AGENCIES	GENERAL TOPICS COVERED
July 9, 2020	MDE and USACE	Discussion of the logistics of the MLS Joint Public Hearings, both virtual and in-person, for 404/401 purposes
July 21, 2020	DNR	Review Additional Potential Fish Blockages noted by MDE and USFWS Upstream and Downstream of the Paint Branch Fish Passage Site (AN-6)
July 22, 2020	M-NCPPC Montgomery County	Montgomery County M-NCPPC Comments on the Tributary to Seneca Creek Site (CA-5) Concept Design
July 24, 2020	Washington Suburban Sanitary Commission (WSSC)	Logistics for Proposed Mitigation Site Work Over WSSC Sewer and Water Lines.
August 12, 2020	M-NCPPC Montgomery County	Montgomery County M-NCPPC & WSSC Comments on the Crabbs Branch Site (AN-1) 404 Mitigation Concept Design
August 12, 2020	USACE	Discussion of new regulatory definition of Waters of the US and any implications on the Jurisdictional Determination
August 27, 2020	MDE	Discussion of impacts within the MDE Tier II boundary and the Tier II package requirements
September 3, 2020	NPS	Discussion of the Statement of Findings requirement as it pertains to MLS and path forward for coordination meetings.
September 4, 2020	USACE and MDE	Discussion with the regulatory agencies about how to apply the MSMF stream calculator and which stream assessments to use.
September 29, 2020	M-NCPPC Montgomery County	404 Mitigation Magruder Branch (CA-2/3) Site Preliminary Design
September 29, 2020	FHWA	Culvert and permitting
September 29, 2020	USACE and MDE	Provide project updates and receive updates from the regulatory agencies related to MLS permitting.
September 29, 2020	DNR and USFWS	MLS Informal Section 7 Consultation – 2020 Bat Survey Results
October 5, 2020	NPS	Wetland Mitigation Meeting for CHOH and GWMP
October 14, 2020	NPS	Wetland Mitigation for NPS National Capital Parks- East
October 15, 2020	FHWA, USACE, and MDE	Permitting
October 16, 2020	MDE, USACE, DNR, and EPA	404 Mitigation Magruder Branch (CA-2/3) and Pebblestone Dr. Tributary Preliminary Designs

DATE	AGENCIES	GENERAL TOPICS COVERED
October 29, 2020	USACE and MDE	404 Permitting Update Meeting
November 9, 2020	FHWA, USACE, and MDE	Permitting
November 12, 2020	USACE and MDE	404 Permitting Update Meeting
November 18, 2020	M-NCPPC Montgomery County	Stormwater Field Meeting
November 19, 2020	USACE and MDE	Stream Assessment Field Meeting
November 19, 2020	MDE and USACE	404 Mitigation Magruder Branch (CA-2/3) Wetland Delineation Field Review
November 24, 2020	USACE and MDE	Permitting
December 1, 2020	M-NCPPC Montgomery County	Stormwater Field Meeting
December 2, 2020	M-NCPPC Prince George's County	ROE Agreement Extension
December 8, 2020	USACE, MDE, FHWA, DNR, USFWS, and NPS	Plummers Island Coordination
December 10, 2020	USACE and MDE	404 Permitting Update Meeting
December 11, 2020	EPA, MDE, USACE, and FHWA	Culvert Field Meeting
December 14, 2020	EPA, FHWA, USACE, and MDE	Phased Permit Process
December 21, 2020	MDE and USACE	Culvert Field Meeting
January 7, 2021	USACE and MDE	404 Permitting Update Meeting
January 14, 2021	MDE and USACE	Seneca Creek Tributary (CA-5) and Crabbs Branch (AN-1) Wetland Delineation Field Reviews
January 19, 2021	MDE, USACE, and EPA	401 Water Quality Certification (WQC) Working Session
January 21, 2021	USACE and MDE	404 Permitting Update Meeting
January 22, 2021	MDE	404 Mitigation Henson Creek (RFP-5) and Mill Swamp Creek (RFP-6) Wetland Delineation Field Reviews
February 4, 2021	USACE and MDE	404 Permitting Update Meeting
February 16, 2021	USACE and MDE	A presentation to the regulatory agencies of how the Maryland Stream Mitigation Framework stream calculator is being applied to the MLS.
February 18, 2021	USACE and MDE	404 Permitting Update Meeting
February 22, 2021	MDE, USACE, and EPA	401 WQC Working Session
March 1, 2021	NPS	Washington Biologists Field Club Coordination Meeting
March 4, 2021	USACE and MDE	404 Permitting Update Meeting
March 9, 2021	MDE and USACE	Cabin Branch (RFP-2) and Pebblestone Dr. Tributary (AN-3) Wetland Delineation Field Reviews
March 18, 2021	USACE and MDE	404 Permitting Update Meeting
March 19, 2021	PEPCO	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Design
March 24, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Design
April 1, 2021	MDE and USACE	404 Mitigation Indian Creek and Tributaries at Konterra (RFP-1) Wetland Delineation Field Review
April 9, 2021	MDOT SHA Plan Review Division (PRD)	404 Mitigation PRD Comments on the Magruder Branch (CA-2/3) Site Development Submittal
April 16, 2021	MDE and USACE	404 Mitigation Indian Creek and Tributaries at Konterra (RFP-1) Wetland Delineation Field Review
April 22, 2021	MDE and USACE	404 Permitting Update Meeting

DATE	AGENCIES	GENERAL TOPICS COVERED
May 6, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Magruder Branch (CA-2/3) Semi-Final Design
May 20, 2021	MDE and USACE	404 Permitting Update Meeting
June 15, 2021	MDE and USACE	Discussion of impact presentation in JPA and NEPA Documents
June 25, 2021	MDE and USACE	Compensatory SWM Site Wetlands & Waterways Delineation Field Review
June 30, 2021	DNR	Mussel Survey
June 30, 2021	M-NCPPC Montgomery County, MDE, and USACE	404 Mitigation Tributary to Seneca Creek (CA-5) Semi-Final Field Meeting
July 1, 2021	MDE and USACE	404 Permitting Update Meeting
July 12, 2021	M-NCPPC Montgomery County and MDE	404 Mitigation M-NCPPC Comments on the Magruder Branch (CA-2/3) Semi-Final Design
July 15, 2021	MDE and USACE	404 Permitting Update Meeting
July 23, 2021	DNR	Rare, Threatened, and Endangered Species and Boring Locations
August 4, 2021	MDE and USACE	LOD Review Meeting
August 19, 2021	USACE	Change in Jurisdiction for Navigable Waters Protection Rule
August 26, 2021	MDE and USACE	404 Permitting Update Meeting
September 7, 2021	M-NCPPC Montgomery County	4(f) Mitigation Cabin John Creek Field Meeting
September 9, 2021	MDE and USACE	404 Permitting Update Meeting
September 24, 2021	USACE, MDE, USFWS, MDNR, EPA, M-NCPPC	Compensatory SWM Field Review
October 13, 2021	USACE, MDE	LOD Review Meeting- review minor changes
October 14, 2021	M-NCPPC	M-NCPPC Coordination Meeting
November 3, 2021	USACE, MDE	Permitting Update Meeting
November 9, 2021	VDOT	I-495 NEXT Project Coordination
November 29, 2021	MHT, NPS, FHWA	Washington Biologists' Field Club Coordination Meeting
December 21, 2021	USACE, MDE	JPA Package Review Meeting
January 7, 2022	USACE, EPA, FHWA MDE, M-NCPPC, Montgomery County, MDNR	Stormwater management discussion

5.2 Section 106 Consultation

Agency and interested parties consultation is being conducted in accordance with Section 106 of the National Historic Preservation Act of 1966 that considers the effects of the proposed action on historic properties. FHWA and MDOT SHA notified the agencies and other consulting parties of an update to the undertaking's Area of Potential Effects (APE), new architectural eligibility determinations, and effects assessments on July 23, 2020. The agencies and other consulting parties received archaeological reports documenting archaeological and architectural survey and evaluation efforts for stream and wetland mitigation areas identified by the Study, as added to the APE in July 2020, as well as determination of eligibility forms for architectural resources associated with the proposed off-site wetlands and water quality mitigation sites on February 11, 2021.

The FHWA and MDOT SHA held a fourth consulting parties' meeting virtually on March 10, 2021. A draft Programmatic Agreement was distributed for review and comment to the consulting parties on March 10, 2021 with the comment period ending April 12, 2021. MDOT SHA has continued to coordinate with

individuals consulting parties through informal meetings, email and other means as impacts to specific resources are evaluated. MDOT SHA has conducted additional field work at the Moses Hall Cemetery, and closely coordinated this effort with key consulting parties including the Friends of Moses Hall, the trustees of the property, and the First Agape AME Zion Church at Gibson Grove. A draft report documenting the fieldwork effort at Moses Hall Cemetery, with additional information on the Gibson Grove AME Zion Church was provided to consulting parties for comment on May 27, 2021.

On September 8, 2021, MDOT SHA provided additional consultation materials including: additional Ground Penetrating Radar results at the Morningstar Tabernacle No. 88 Moses Hall and Cemetery, a revision to the APE to reflect the Phase 1 South limits including avoidance and minimization measures, archaeological and historic architectural assessments of the proposed stormwater mitigation locations, new determinations of eligibility, and revised effect determinations to reflect the reduced APE based on the Phase 1 South limits. Additionally, a comment from VDHR was addressed to revise the effect determination on one archaeological site in Virginia. Concurrence was requested from MHT on the eligibility determinations and revised effect determinations, in accordance with each agency’s jurisdictional authority.

The FHWA and MDOT SHA have also held separate meetings with consulting parties to discuss avoidance, minimization, and mitigation efforts on adversely affected historic properties within the APE (**Table 5-2**). Note that Section 106 public involvement is being fulfilled through the same processes used for general public involvement and NEPA compliance. For additional detail on agency correspondence received on the project regarding cultural resources, refer to the **FEIS, Appendix S**.

Table 5-2: Section 106 Consultation Meetings Post-DEIS Publication

DATE	ORGANIZATION
September 16, 2020	Friends of Moses Hall
November 10, 2020	Friends of Moses Hall
February 10, 2021	Friends of Moses Hall
March 10, 2021	Consulting Parties
April 6, 2021	First Agape AME Zion Church at Gibson Grove
May 5, 2021	Virginia Department of Historic Resources (VDHR), VDOT, and NPS
June 2, 2021	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA
September 8, 2021	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, and FHWA
October 18, 2021	ACHP, MHT, VDHR, NPS, FHWA
January 4, 2022	First Agape AME Zion Church at Gibson Grove, Friends of Moses Hall, M-NCPPC Montgomery County, MCDOT, MHT, and FHWA

5.3 Section 4(f) Agency Coordination

Section 4(f) of the US Department of Transportation Act of 1966 mandates that use of a publicly-owned park, recreation area, wildlife/waterfowl refuge, or historic site for a transportation project cannot be approved unless there is no feasible and prudent alternative that avoids such use and all possible planning to minimize harm to Section 4(f) properties has been included in the project. In reaching the determination that no feasible and prudent avoidance alternative exists and all possible planning to minimize harm has been included in the project, Section 4(f) regulations require the Draft Section 4(f) Evaluation be made available for coordination and comment to officials with jurisdiction over the Section 4(f) resources. The Draft Section 4(f) Evaluation was available for review and comment with the DEIS comment period July 10 through November 9, 2020. The Draft Section 4(f) Evaluation is available on the project website: https://495-270-p3.com/wp-content/uploads/2020/07/DEIS_AppF_Draft-Section-4f-Eval_web.pdf.

Since July 2020, MDOT SHA has conducted conference calls, meetings, and field reviews with or sent letters to the following officials with jurisdiction over parkland along the study corridors: NPS, M-NCPPC Montgomery County, M-NCPPC Prince George's County, NCPC, City of Rockville, City of Gaithersburg, City of Greenbelt, City of New Carrollton, and Montgomery County Department of Education. FHWA and MDOT SHA have also held meetings and coordinated with the agencies with jurisdiction over historic sites, including NPS, the Advisory Council on Historic Preservation (ACHP), MHT, and VDHR. Through this extensive coordination, MDOT SHA has provided detailed explanations of the proposed project design and its associated impacts on Section 4(f) properties. MDOT SHA has also worked closely with the officials with jurisdiction to further reduce impacts and minimize harm to Section 4(f) properties. These minimization efforts are presented in **Chapter 6** of this FEIS. Additionally, MDOT SHA has developed preliminary Section 4(f) mitigation opportunities and provided them to the officials with jurisdiction for feedback. Coordination with the officials with jurisdiction will continue, as needed, through the development of the Final Section 4(f) Evaluation and will focus on efforts to further reduce impacts and harm to Section 4(f) properties and the development of appropriate Section 4(f) mitigation and enhancement opportunities.

In addition to Officials with Jurisdiction, the Section 4(f) Evaluation must be made available to the US Department of the Interior (USDOI) and as needed, to the USDA and the Department of Housing and Urban Development (23 C.F.R. §774.5). In accordance with 23 CFR §774.5, USDOI has been provided an opportunity to review and comment on the Draft Section 4(f) and Updated Section 4(f) which included a preliminary conclusion on the avoidance and least overall harm analysis. DOI consultation will continue with review of the Final Section 4(f) Evaluation in coordination with the FEIS which will enable USDOI to provide comments on FHWA's conclusions regarding the existence of feasible and prudent avoidance alternatives, the inclusion of all possible planning to minimize harm to Section 4(f) properties (including mitigation), and the least overall harm alternative. The Preferred Alternative would not affect resources requiring coordination with USDA and HUD and, therefore, consultation with these agencies is not necessary.

For additional detail on agency correspondence received on the project regarding Section 4(f), refer to the **FEIS, Appendix S**.

6 INCORPORATION OF PUBLIC AND AGENCY INPUT INTO THE STUDY

Following the publication of the DEIS in July 2020, MDOT SHA has considered nearly 5,000 comments submitted via email, phone, online and hard copy comment forms, and public testimony. MDOT SHA communicated with many agencies, stakeholders, and members of the public to address their questions and concerns. As a result of this continued involvement and engagement effort with agencies, stakeholders, and members of the public, comments have been incorporated into the project the following ways (not all-inclusive):

- Aligned the Preferred Alternative and permitting process with the phased delivery approach focusing on addressing the severe congestion at the ALB as priority.
- Committed to constructing a shared use path on the east side of the ALB to support regional pedestrian and bicycle connectivity.
- Avoided and significantly reducing property, community, historic, natural resource and parkland impacts.
- Avoided all residential and business displacements.
- Avoided impacts at the historic Morningstar Tabernacle No. 88 Moses Hall and Cemetery.
- Identified appropriate on-site and off-site stormwater management to meet regulatory requirements and removed or relocated stormwater management facilities from sensitive resources including parks and National Park Service (NPS) property, where feasible.
- Monitored and analyzed traffic impacts associated with the COVID-19 Pandemic to understand any impacts to the Study.
- Committed to priority bicycle, pedestrian, and transit improvements to increase affordable multi-modal options for travel within the study corridors.
- Included toll-free travel under the Preferred Alternative for High Occupancy Vehicles with three (3) or more user, transit buses, carpool/vanpool and motorcyclists to reduce the reliance on single occupancy vehicles and provide equitable travel options.
- Removed the existing Collector-Distributor system on I-270 to largely stay within the existing roadway footprint on I-270 to avoid and minimize environmental and property impacts.
- Modified direct access ramps to the managed lanes in consideration of local land use and the potential for community, property and environmental impacts.
- Established a Transit Work Group to further explore opportunities for new or expanded transit service on managed lanes.
- Established an Economic Work Group to determine the economic impacts of the project to the National Capital Region.
- Established an Environmental Justice Work Group to support the Environmental Justice analysis and engagement efforts
- Incorporated closed roadway sections with retaining walls where feasible to avoid and minimize environmental and property impacts.

- Included underground stormwater management vaults to avoid and minimize environmental and property impacts.
- Significantly revised the constructability plan for the ALB by removing construction access in three of the four quadrants to avoid and minimize impacts to National Park Service property.
- Elimination of flyover ramps at MD 190/River Road by adjusting the location of the HOT lane direct access ramps between I-495 and MD 190. All HOT lanes direct access ramps within this interchange are now proposed to connect at a new intersection on the MD 190 bridge over I-495 without the use of flyover ramps.

This effort was possible through the extensive agency and stakeholder coordination that occurred since publication of the DEIS in July 2020 including:

- Establishing Economic, Transit and Environmental Justice Working Groups
- Holding over 50 individual stakeholder Meetings with municipalities, non-governmental organizations, elected officials and communities.
- Holding over 60 resource and regulatory agency meetings to discuss DEIS comments, avoidance, minimization, and mitigation opportunities; and
- Holding over 40 field and office meetings with regulatory agencies to discuss natural resource impacts, stormwater management, culvert augmentation and permitting.

APPENDIX A:DEIS Comment Period Materials



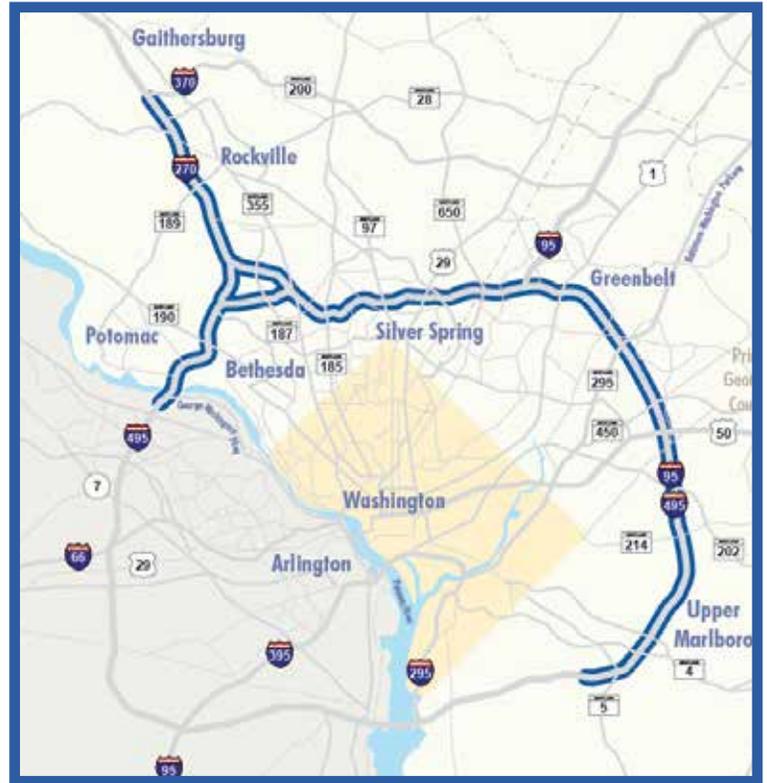
JOINT PUBLIC HEARINGS FOR THE DEIS AND JPA

Introduction

The National Capital Region is one of the most congested in the nation, and Marylanders face the second-highest commuting times in the country. With projected population growth in the National Capital Region, Marylanders will continue to see those numbers increase. Multiple studies show that a comprehensive transportation network, including improvements to I-495 and I-270 coupled with investment in transit, is necessary to address congestion and move people, goods and services throughout the region.

To address these challenges today and for the future, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are completing the I-495 & I-270 Managed Lanes Study in compliance with the National Environmental Policy Act (NEPA). The study seeks to identify a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel, including transit and ridesharing, along portions of I-495 and I-270.

Extensive public outreach has been completed for the Managed Lanes Study, including four Scoping Open Houses in April 2018, four Public Workshops presenting the Preliminary Range of Alternatives in July 2018, eight Public Workshops presenting the Alternatives Retained for Detailed Study in April and May 2019, and more than 180 meetings and events with communities, property owners, stakeholder groups and elected officials.



Purpose of Joint Public Hearings

FHWA and MDOT SHA have completed the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Managed Lanes Study, with the Notice of Availability published in the Federal Register on July 10, 2020. The DEIS includes traffic, environmental, engineering, and financial analyses of the Build Alternatives and the No Build Alternative. This DEIS is the first step of the procedural process prescribed in NEPA and provides an opportunity for the public, interest groups and other agencies to review and provide comment on the proposed federal action and the adverse and beneficial environmental impacts and proposed mitigation for unavoidable impacts.

With the DEIS milestone, we are seeking public and agency comment between July 10, 2020 and October 8, 2020. **The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.**

FHWA, MDOT SHA, and the Maryland Department of the Environment (MDE) will conduct six Joint Public Hearings. The U.S. Army Corps of Engineers (USACE) will participate in one hearing on August 25 to meet the Department of the Army requirements. Comments will also be accepted on the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland. USACE is responsible for reviewing the JPA per the Clean Water Act, Section 404(b)(1) and MDE is responsible for reviewing the Application per Environment Article §5-503 and §5-906, Annotated Code of Maryland.

The comment period and Joint Public Hearings enables FHWA, MDOT SHA, MDE, and USACE to receive written and oral comments to consider in the further evaluation of the impacts of the proposed Study. In addition to the hearings, comments will also be accepted via an online comment form, email and letters using traditional mail.



COVID-19 Considerations

MDOT's number one priority is the health and safety of Marylanders. MDOT SHA recognizes the substantial impact of the COVID-19 stay-at-home order on current transportation patterns throughout the region and our day-to-day lives including the reduced traffic on interstates such as I-495 and I-270. We are continuing with our efforts to ensure transportation improvements are being developed to meet the needs of Marylanders for today and for the future.

Purpose and Need

Purpose: To develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility.

Needs:

- Accommodate existing traffic and long-term traffic growth
- Enhance trip reliability
- Provide additional roadway travel choices
- Accommodate homeland security
- Movement of goods and services

Goals:

- Financial viability
- Environmental responsibility

Travel Benefits

Delays can be caused by slow travel due to congestion on the highway. If one of the Build Alternatives is implemented, commuters on I-495 and I-270 would expect to see reduced travel times. The

Average Annual Hours of Savings per Commuter in 2040	
Alternative 1 No Build	0
Alternative 8	59
Alternative 9	73
Alternative 9M	58
Alternative 10	72
Alternative 13B	65
Alternative 13C	64

table below summarizes the number of hours per year of travel time savings an average commuter on I-495 and I-270 would experience in 2040, assuming two commute trips per working day (to and from home) and 260 working days per year.

Road users would benefit from implementing a Build Alternative, including those travelers

in the managed lanes, travelers using the general purpose lanes, trucks (freight), transit buses, and even those using the local road network. Travel time savings would be the greatest for people using the managed lanes, including carpoolers and bus riders (as managed lanes would provide the opportunity for a toll-free, reliable trip for buses). Users of the general purpose lanes, who would continue to travel for free, would also have reduced travel times.

% Decrease in Delay Compared to No Build in 2040	I-270 and I-495	Local Road Network
Alternative 8	29%	6.6%
Alternative 9	34%	7.0%
Alternative 9M	30%	5.9%
Alternative 10	35%	6.5%
Alternative 13B	24%	6.8%
Alternative 13C	31%	6.4%

Delays on the local roads would be reduced because some travelers who use the local network due to highway congestion would be able to use the additional capacity on the highway. The projected percent decrease in delay on highways and local roads in 2040 is summarized for each alternative. Travelers on I-495 and I-270 would experience the most benefit, with a reduction in delay between 29% and 35%, respectively compared to the No Build. Travelers on surrounding local roadways would also have a 6% to 7% reduction in delay.

In addition to the travel time savings, the Build Alternatives would each provide a reliable trip when needed. Tolling would ensure speeds of 45 mph or faster are maintained in the managed lanes. Similar projects have shown real-world benefits, including managed lanes on the Northwest Corridor in Atlanta, GA; I-95 in Miami, FL; I-95 north of Baltimore, MD; and throughout northern Virginia. In these locations, speeds have increased, delays due to congestion have decreased, and bus ridership and carpools along the managed lane corridors have increased.

What Could the Toll Rates Be?

The planning study and the DEIS do not provide recommendations as to the proposed toll rate ranges for the managed lanes. However, potential toll rates were estimated to meet the goals of the Public-Private Partnership (P3) Program (manage traffic demand/congestion) and to determine if the Build Alternatives would be financially viable. Therefore, **for planning purposes only**, the 2025 average weekday toll rates per mile (in 2020 \$) for all time periods for passenger cars using an *E-ZPass* transponder were estimated to be:

- \$0.70/mile for Alternative 8
- \$0.69/mile for Alternative 9
- \$0.77/mile for Alternative 9M
- \$0.68/mile for Alternative 10
- \$0.73/mile for Alternative 13B
- \$0.71/mile for Alternative 13C

The actual toll rate ranges will be set by the Maryland Transportation Authority (MDTA) Board in a process prescribed by the Code of Maryland Regulations (COMAR) 11.07.05 – *Public Notice of Toll Schedule Revisions*, and will include public hearings in each county affected by the toll rates and a public comment period of at least 60 days. An analysis of data indicates that currently, the average trip in the study area is 8 miles, and that 37% of trips are 5 miles or less.

Pedestrian/Bicycle Access

Existing sidewalks, shared-use paths, bikeable shoulders, and bikeways impacted by the proposed improvements will be replaced and upgraded. Additionally, new pedestrian and bicycle facilities are being evaluated in collaboration with local stakeholders to enhance connectivity, including a new pedestrian and bicycle facility on the new American Legion Bridge.

Proposed Access Locations

PROPOSED ACCESS LOCATION	PROVIDES DIRECT ACCESS TO MANAGED LANES	PROVIDE ACCESS LOCATIONS (Transit Stations)
I-270 at I-370 (access to Shady Grove Metro)	✓	✓
I-270 at Gude Drive	✓	
I-270 at Wootton Parkway (access to Twinbrook Metro)	✓	✓
I-270 at Westlake Terrace (access to Montgomery Mall Transit Center)	✓	✓
I-270 east of MD 187	✓	
I-495 at George Washington Parkway	✓	
I-495 north of Clara Barton Parkway	✓	
I-495 at MD 190/Cabin John Parkway	✓	
I-495 at I-270 West Spur	✓	
I-495 west of MD 187	✓	
I-495 at MD 187 (access to Medical Center Metro)	✓	✓
I-495 at I-270 East Spur	✓	
I-495 at MD 185 (access to Medical Center Metro & Kensington MARC)	✓	✓
I-495 at US 29 (access to Silver Spring Metro/MARC)	✓	✓
I-495 at MD 650	✓	
I-495 at I-95	✓	
I-95/I-495 at US 1	✓	
I-95/I-495 at Cherrywood Lane (access to Greenbelt Metro/MARC)	✓	✓
I-95/I-495 at Baltimore-Washington Parkway	✓	
I-95/I-495 south of Baltimore-Washington Parkway	✓	
I-95/I-495 at US 50 (direct access to New Carrollton Metro/MARC/AMTRAK)	✓	✓
I-95/I-495 at MD 202 (north leg only) (access to Largo Town Center Metro)	✓	✓
I-95/I-495 at MD 214 (south leg only) (access to Largo Town Center Metro)	✓	✓
I-95/I-495 north of Ritchie Marlboro Road	✓	
I-95/I-495 at Ritchie Marlboro Road	✓	
I-95/I-495 at MD 4	✓	
I-95/I-495 at MD 5 (access to Branch Avenue Metro)	✓	✓

What is Congestion Pricing?

- Per FHWA*, congestion pricing is a way of harnessing the power of the market to reduce the waste associated with traffic congestion.
- Congestion pricing enables the system to flow much more efficiently, allowing more vehicles and people to move through the same physical space.
- Toll rates vary based on time of day or dynamically measured congestion to ensure a specified travel speed.

* <https://ops.fhwa.dot.gov/congestionpricing/>

How Does Dynamic Pricing Work?

Toll Rates are adjusted in response to real-time conditions, such as: travel speeds, traffic density, or traffic volumes.



Alternatives Currently Under Consideration in the DEIS

ALT 1: No Build (Existing)

All projects in the Financially Constrained Long-Range Transportation Plan (CLRPT) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, and increased trip capacity and frequency along all MARC lines



ALT 8: 2 ETL Managed Lanes on I-495 and 1 ETL and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270



ALT 9: 2 HOT Managed Lanes

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270



ALT 9M: 2 HOT Managed Lanes on West side and East side of I-495 and I-270; 1 HOT Managed Lane on Top side of I-495

Add two HOT managed lanes in each direction on I-495 between the study limits south of the George Washington Memorial Parkway and the I-270 West Spur, including the American Legion Bridge and on I-495 between I-95 and the study limits west of MD 5. Add one HOT managed lane in each direction on I-495 between the I-270 West Spur and I-95. On I-270, convert one existing HOV lane to HOT managed lane and add one HOT managed lane in each direction.

I-495 from south of the ALB and I-270 west spur and I-495 from I-95 to west of MD 5



I-495 from I-270 west spur to I-95



I-270



ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only



ALT 13B: 2 HOT Managed Lanes on I-495 and 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining general purpose lanes



ALT 13C: 2 ETL Managed Lanes on I-495 and Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to general purpose lanes



What are Managed Lanes?

- Highway facilities that use strategies, such as lane use restrictions or congestion pricing, to optimize the number of vehicles that can travel the highway to maintain free-flow speeds and person-throughput.
- Managed lanes may include high-occupancy vehicle (HOV) lanes, high-occupancy toll (HOT) lanes, express toll lanes (ETLs), and bus-only lanes.

What are High-Occupancy Vehicle (HOV) Lanes?

- Separate and dedicated lanes for carpool vehicles.
- Lanes are not tolled.

What are High-Occupancy Toll (HOT) Lanes?

Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and HOV motorists may use by paying a discounted toll or no toll at all. Toll payments may vary by time of day and level of congestion.

What are Express Toll Lanes (ETL)?

Dedicated managed lanes within highway rights-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll, depending on time of day and level of congestion.

What Transit Components are Included in the Build Alternatives?

Opportunities to accommodate existing and planned multimodal mobility and connectivity are included with each Build Alternative, including:

- Free bus usage in the managed lanes to provide an increase in travel speed, assurance of a reliable trip, and connection to bus transit on arterials that directly connect to activity and economic centers.
- Access (direct and/or indirect) to existing transit stations and planned Transit-Oriented Developments at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Montgomery Mall Transit Center (Westlake Terrace), Medical Center Metro (MD 187 and MD 185), Kensington MARC (MD 185), Silver Spring Metro and MARC (US 29), Greenbelt Metro and MARC (Cherrywood Lane), New Carrollton Metro, MARC, and Amtrak (US 50), Largo Town Center Metro (MD 202 and MD 214) and Branch Avenue Metro (MD 5).

A Transit Work Group, with representatives from transit providers from Montgomery, Prince George's, Frederick, Anne Arundel, Charles, and Howard counties and representatives from MDOT SHA, MDOT Maryland Transit Administration, FHWA, Federal Transit Administration, Metropolitan Washington Council of Governments, and Washington Metropolitan Area Transit Authority, worked together to collaboratively identify opportunities to enhance transit services on the proposed managed lanes and create an interconnected transit/highway system in the National Capital Region. The Transit Work Group report was made available to the public in June 2020 on the P3 Program website.

Comparison of the No Build and Build Alternatives

	Resource	Alternative 1 No Build	Alternative 5	Alternative 8	Alternative 9	Alternative 9M	Alternative 10	Alternative 13B	Alternative 13C
ENVIRONMENTAL	Total Potential Impacts to Section 4(f) Properties including park and historic properties (acres)	0	141.7	146.8	146.8	144.7	149.0	145.5	146.7
	Number of Historic Properties with Adverse Effect [Adverse effect cannot be determined ²]	0	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]
	100-Year Floodplain (acres)	0	114.3	119.5	119.5	116.5	120.0	119.5	119.9
	Unique and Sensitive Areas (acres)	0	395.3	408.2	408.2	401.8	410.8	406.7	408.6
	Forest canopy (acres)	0	1,433.8	1,497.4	1,497.4	1,477.2	1,514.5	1,488.8	1,503.2
	Wetlands of Special State Concern	0	0	0	0	0	0	0	0
	Wetlands Field-Reviewed (acres)	0	15.4	16.3	16.3	16.1	16.5	16.3	16.5
	Wetland 25-foot buffer (acres)	0	51.2	53.1	53.1	52.7	53.6	53.1	53.5
	Waters of the US (linear feet)	0	153,702	155,922	155,922	155,229	156,984	155,822	156,632
	Tier II Catchments (acres)	0	55.2	55.3	55.3	55.3	55.3	55.3	55.3
Noise Receptors Impacted	0	3,661	4,470	4,470	4,249	4,581	4,411	4,461	
TRAFFIC	System-wide Delay Savings vs. No Build (AM/PM)	0	20%/22%	23%/33%	34%/33%	30%/30%	35%/34%	27%/22%	26%/34%
ENGINEERING	Total Right-of-way Required (acres)	0	284.9	323.5	323.5	313.4	337.3	318.9	329.3
	Number of Properties Directly Affected	0	1,240	1,475	1,475	1,392	1,518	1,447	1,479
	Number of Residential Relocations	0	25	34	34	25	34	34	34
	Number of Business Relocations	0	4	4	4	4	4	4	4
	Width of Pavement on I-495 (feet)	138–146	170–174	194–198	194–198	170–198	194–198	194–198	194–198
	Width of Pavement on I-270 (feet)	228–256	194–198	218–222	218–222	218–222	242–248	202–206	226–230
Capital Cost Range [Construction & ROW] (billions)	N/A	\$7.8–\$8.5	\$8.7–\$9.6	\$8.7–\$9.6	\$8.5–\$9.4	\$9.0–\$10.0	\$8.7–\$9.6	\$8.8–\$9.7	

NOTES: ¹ MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative because it does not meet the Study's Purpose and Need, but it is included in the DEIS for comparison purposes only.

² Based on current design information, effects cannot be fully determined on these seven historic properties. MDOT SHA will evaluate these properties further as design advances.

- Preliminary impacts represented above assume total impacts; permanent and temporary impacts will be distinguished in the FEIS.
- The right-of-way is based on State records research and filled in with county right-of-way, as necessary. With the Section 4(f) properties, some boundaries vary based on the presence of easements and differences in the size and location of historic and park boundaries.
- Noise receptors are noise-sensitive land uses which include residences, schools, places of worship, and parks, among other uses. Note that these numbers include receptors that do not have an existing noise wall as well as receptors that have an existing noise wall which is expected to be replaced.

Avoidance and Minimization Efforts

To the greatest extent practicable, efforts have been made to avoid and minimize impacts to parklands, wetlands, wetland buffers, waterways, forests, and FEMA 100-year floodplains. These included elimination of the collector-distributor system on I-270, utilization of closed drainage systems, use of underground stormwater management instead of above-ground, use of reinforced steep slopes and/or retaining walls, minimization of interchange footprints, and roadway alignment shifts in key locations. Further avoidance and minimization efforts will continue as design develops.

Property Needs

A variety of elements contribute to the need for additional property rights outside of MDOT SHA's property, including roadway construction, grading, landscaping, stormwater management, and noise barriers. Adjacent property rights would be needed where MDOT SHA right-of-way is limited.

MDOT SHA complies with State and Federal laws to determine "just" compensation for impacts to your property. Just compensation is based on the fair market value of the property and includes all elements that may be appropriate in determining value.

For full details on the acquisition process, please refer to the MDOT SHA Your Land and Your Highways: Your Rights and Benefits Guide.

<https://www.roads.maryland.gov/mdotsha/pages/index.aspx?pageid=411>

Section 4(f)

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 as amended (49 U.S.C. 303(c)) is a Federal law that protects significant publicly-owned parks, recreation areas, wildlife and/or waterfowl refuges, or any significant public or private historic sites. Section 4(f) applies to all transportation projects that require funding or other approvals by the USDOT.

Preliminary Noise Barrier Mitigation

The assessment of noise abatement feasibility, in general, focuses on whether it is physically possible to build an abatement measure (i.e., noise barrier) that achieves a minimally acceptable level of noise reduction. Barrier feasibility considers three primary factors: acoustics, safety and access, and site constraints. The assessment of noise abatement reasonableness, in general, focuses on whether it is practical to build an abatement measure. Barrier reasonableness considers three primary factors: viewpoints, design goal, and cost effectiveness. These findings are based on preliminary design information and will be re-evaluated as part of final design phase. Engineering changes reflected in final design could alter these conclusions which could change MDOT SHA's recommendations. The views and opinions of all benefited property owners and residents will be solicited through public involvement activities during final design.

Noise Barrier System Mitigation	Count of Mitigation Type
Existing Noise Barriers that would remain in place as currently constructed	7
Existing Noise Barriers that would be relocated	42
Existing Noise Barriers that would be reconstructed and extended	20
New Noise Barriers constructed	23
Noise Barriers not proposed for construction	19*

* An additional 19 barriers were evaluated but are not proposed for construction because they do not meet MDOT SHA's feasibility and/or reasonableness criteria. Abatement for the portion of the study area within Virginia is being evaluated in coordination with VDOT and in compliance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. The results of this evaluation will be included in the FEIS.

- 111 Section 4(f) properties were inventoried consisting of national parks, county and local parks, parkways, stream valley units of larger park facilities, local neighborhood parks, and historic sites that are listed in or eligible for listing in, the National Register of Historic Places.
- 43 properties would be avoided and 68 would experience an impact as a result of the Build Alternatives.
- 22 properties would experience a use that warrants an Individual Section 4(f) Evaluation.
- FHWA intends to apply *de minimis* impact findings at 36 properties because many of the anticipated uses of Section 4(f) properties consist of minor impacts along the edge of the properties in question adjacent to the existing transportation facility.
- The impacts to the 10 Section 4(f) properties meet the criteria of exceptions to a Section 4(f) use.

What Are the Results of the Air Quality Analysis?

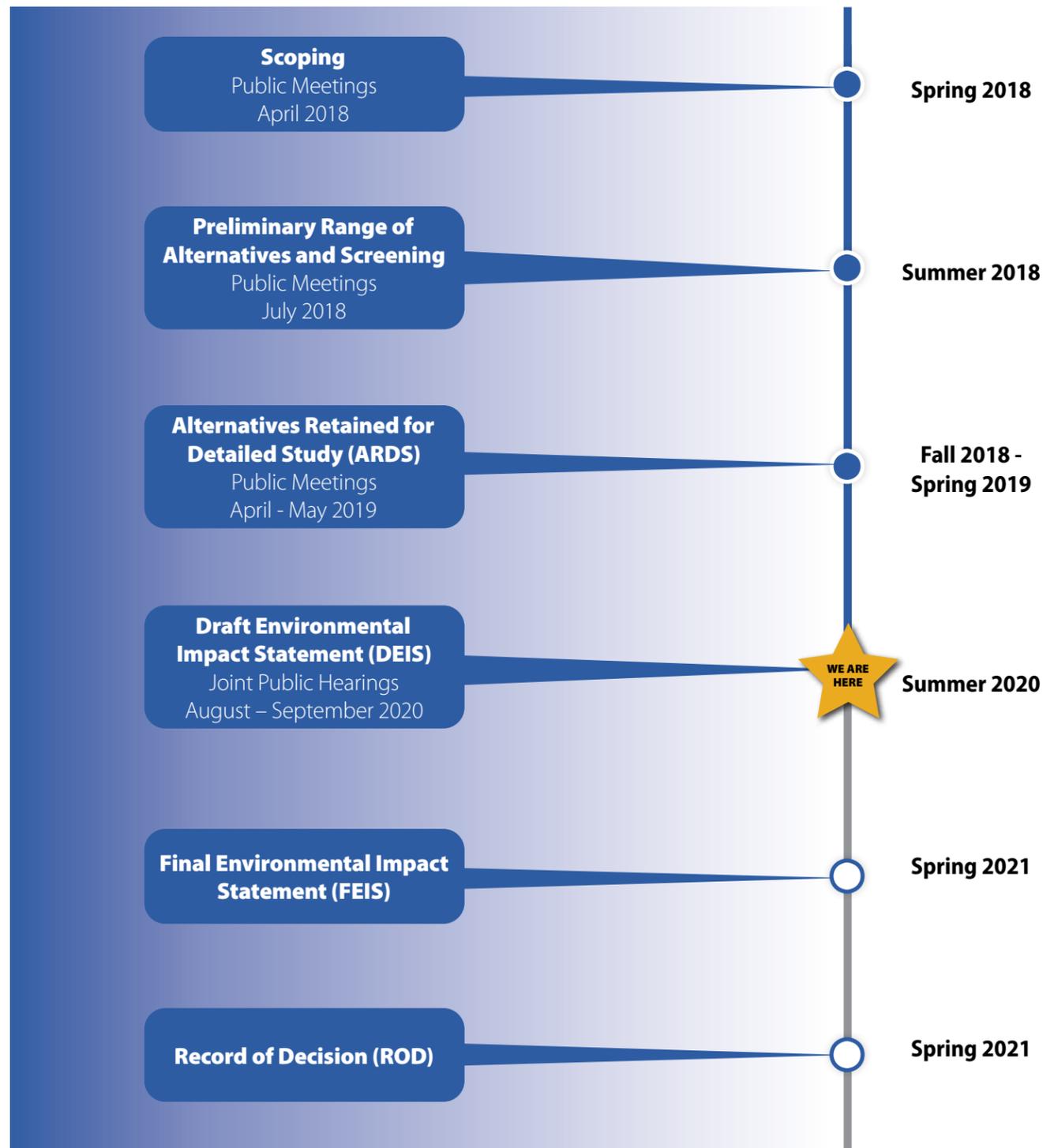
The Managed Lanes Study area is in attainment for carbon monoxide and particulate matter, meaning, the monitored air quality does not exceed the National Ambient Air Quality Standard for those pollutants. The study area is in non-attainment for ozone which means the monitored air quality exceeds the National Ambient Air Quality Standard for that pollutant; however, this Study is part of a transportation improvement program for which the total emissions from on-road travel are consistent with goals for air quality found in the State Implementation Plan.

Quantitative analyses were completed for carbon monoxide, mobile source air toxics (called M-SATs), and greenhouse gases, also known as G-H-G, per Federal Highway Administration and Environmental Protection Agency guidance. Worst-case carbon monoxide concentrations were reported to be below the National Ambient Air Quality Standards. M-SAT emissions are expected to remain the same or decrease for the Build Alternatives compared to the No Build Alternative. G-H-G emissions may increase slightly for the Build Alternatives compared to the No Build Alternative, but decrease compared to existing conditions.



Next Steps and NEPA Schedule

- Evaluate and assess public, stakeholder, and agency comments received during the Joint Public Hearings and DEIS public comment period.
- Identify Preferred Alternative and prepare Final Environmental Impact Statement (FEIS).
- Address comments formally in the FEIS.
- Prepare Record of Decision (ROD).



DEIS and JPA Document Availability

The DEIS and JPA with supporting information are available online at 495-270-P3.com/DEIS. Hard copies are now available at the following locations:

MARYLAND STATE OFFICES: Viewing hours include Monday to Friday 11 AM to 7 PM, Saturday and Sunday 12 to 5 PM

Montgomery County: MDOT SHA Gaithersburg Shop, 502 Quince Orchard Road, Gaithersburg, MD 20878 | MDTA MD 200 West Operations, 16902 Crabbs Branch Way, Rockville, MD 20855 | MDOT SHA Fairland Shop, 12020 Plum Orchard Road, Silver Spring, MD 20904 | MDOT SHA Silver Spring Study Office, 8537 Georgia Avenue, Silver Spring, MD 20910

Prince George’s County: MDOT SHA District 3 Office, 9300 Kenilworth Avenue, Greenbelt, MD 20770

VIRGINIA STATE OFFICE: Viewing hours include Monday to Friday 9 AM to 4 PM

Fairfax County: VDOT Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030

MARYLAND LIBRARIES: Hard copies are available in trailers in the library parking lots. **Viewing hours include Tuesday and Thursday 11 AM to 7 PM, and Sunday 12 to 5 PM.** Once libraries are open to the public, the hard copies will be available for review in the libraries during normal branch hours.

Montgomery County: Chevy Chase Library | Davis (North Bethesda) Library | Kensington Park Library | Potomac Library

Prince George’s County: Glenarden Branch Library | Largo-Kettering Branch Library | New Carrollton Branch Library | Spauldings Branch Library

WASHINGTON DC LIBRARY: Viewing hours include Monday through Friday from 11 AM to 2 PM and 3 to 7 PM. Should library hours change, the document will be available during normal branch hours.

Washington DC: Shepherd Park Neighborhood Library

US POST OFFICES: Viewing hours include Monday to Friday 9 AM to 5 PM, Saturday 9 AM to Varies (see below)

Montgomery County: West Lake PO (Saturday closes at 1 PM), 10421 Motor City Drive, Bethesda, MD 20817 | Rockville PO (Saturday closes at 4 PM), 500 N Washington Street, Rockville, MD 20850

Prince George’s County: Kenilworth PO (Saturday closes at 12 PM), 6270 Kenilworth Ave, Riverdale, MD 20737 | Hampton Park PO (Saturday closes at 4 PM), 9201 Edgeworth Drive, Capitol Heights, MD 20790 | Largo PO (Saturday closes at 3 PM), 9801 Apollo Drive, Upper Marlboro, MD 20774 | Temple Hills PO, 4806 Saint Barnabas Rd, Temple Hills, MD 20748

Joint Public Hearings for the DEIS and JPA

The DEIS and JPA with supporting information is available on the Program website. Hearing materials, including a presentation, informational displays, and brochure can be viewed starting July 31 at the document availability locations or on the Program website. At both the virtual and in-person hearings, members of the public will have 3 minutes each to provide testimony.

Virtual/Online Hearings

Four virtual hearings are planned from 9 AM – 8 PM:

- **TUESDAY, AUGUST 18, 2020**
- **THURSDAY, AUGUST 20, 2020**
- **TUESDAY, AUGUST 25, 2020 (Official USACE Hearing)**
- **THURSDAY, SEPTEMBER 3, 2020**

In-Person Hearings

Two in-person hearings are planned from 12 – 9 PM:

- **TUESDAY, SEPTEMBER 1, 2020** – Prince George’s County – Homewood Suites by Hilton, 9103 Basil Court, Largo, MD 20774
- **THURSDAY, SEPTEMBER 10, 2020** – Montgomery County – Hilton Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852

Note: MDOT SHA will make the hearing transcript available on the Program website at a later date after the hearings have been concluded; hearings could be postponed if COVID-19 conditions change.

REQUEST FOR ASSISTANCE:

The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the Program toll-free number at 833-858-5960 by August 3, 2020.

Chinese:

如需<中文版>的简报，请发电子邮件到 m1s-nepa-p3@mdot.maryland.gov。请在电子邮件主题栏标出

Amharic:

ይህንን ጋዜጣ በ-አማርኛ- ለማግኘት፣ እባክዎ በግብተኛው አድራሻ አ.ግ.ደ.ል ይላኩ። m1s-nepa-p3@mdot.maryland.gov። እባክዎ በአ.ግ.ደ.ል- ርዕስ ላይ -በለው- ያመልከቱ።

Vietnamese:

Để nhận được bản tin này bằng <tiếng Việt>., xin vui lòng gửi email đến: m1s-nepa-p3@mdot.maryland.gov. Xin vui lòng biếu thị trong dòng tiêu đề email.

Spanish:

Para recibir este boletín en, por favor envíe un correo electrónico a: m1s-nepa-p3@mdot.maryland.gov. Por favor indique en el asunto del correo electrónico.

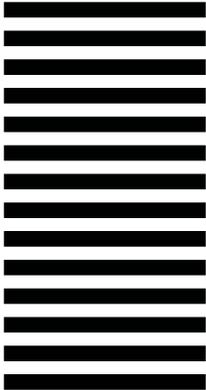




ATTN: LISA B. CHOPLIN, DBIA
 DIRECTOR, 1495 & 1270 P3 OFFICE
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 707 NORTH CALVERT STREET MS P-601
 BALTIMORE MARYLAND 21298-6521

POSTAGE WILL BE PAID BY ADDRESSEE

FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD
BUSINESS REPLY MAIL



NO POSTAGE
 NECESSARY
 IF MAILED
 IN THE
 UNITED STATES



This questionnaire is for the purpose of evaluating the effectiveness of the Joint Public Hearings.

1. The information presented was easy to understand?

Good



Okay



Poor



2. The presentation was informative and useful?

Good



Okay



Poor



3. The presenters responded well to my questions?

Good



Okay



Poor



4. Meeting information was in the language I requested?

Good



Okay



Poor



5. How can MDOT communicate more effectively?



JOINT PUBLIC HEARINGS FOR THE I-495 & I-270 MANAGED LANES STUDY

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation and Joint Permit Application

Station 1	<ul style="list-style-type: none"> What is the purpose of the Joint Public Hearing? What is the NEPA process? 	<ul style="list-style-type: none"> Why is this Study needed? What is the Purpose & Need?
Station 2	<ul style="list-style-type: none"> What Alternatives are considered in the DEIS? How will transit, biking, and walking be enhanced? 	<ul style="list-style-type: none"> What are managed lanes? What is congestion pricing?
Station 3	<ul style="list-style-type: none"> How do the Build Alternatives reduce congestion and delay? 	<ul style="list-style-type: none"> How will traffic operations move more people through the study corridors?
Station 4	<ul style="list-style-type: none"> What are the environmental effects? What are the Study needs, and how are you reducing the needs? 	<ul style="list-style-type: none"> What is the potential mitigation? What avoidance and minimization has been considered?
Station 5	<ul style="list-style-type: none"> What happens if my property is needed? 	
Station 6	<ul style="list-style-type: none"> What happens if my property is impacted by noise? 	
Station 7	<ul style="list-style-type: none"> What is the JPA process? 	
Station 8	<ul style="list-style-type: none"> How have we engaged the public, stakeholders, and agencies? 	
Station 9	<ul style="list-style-type: none"> How do I comment on the DEIS and JPA? 	





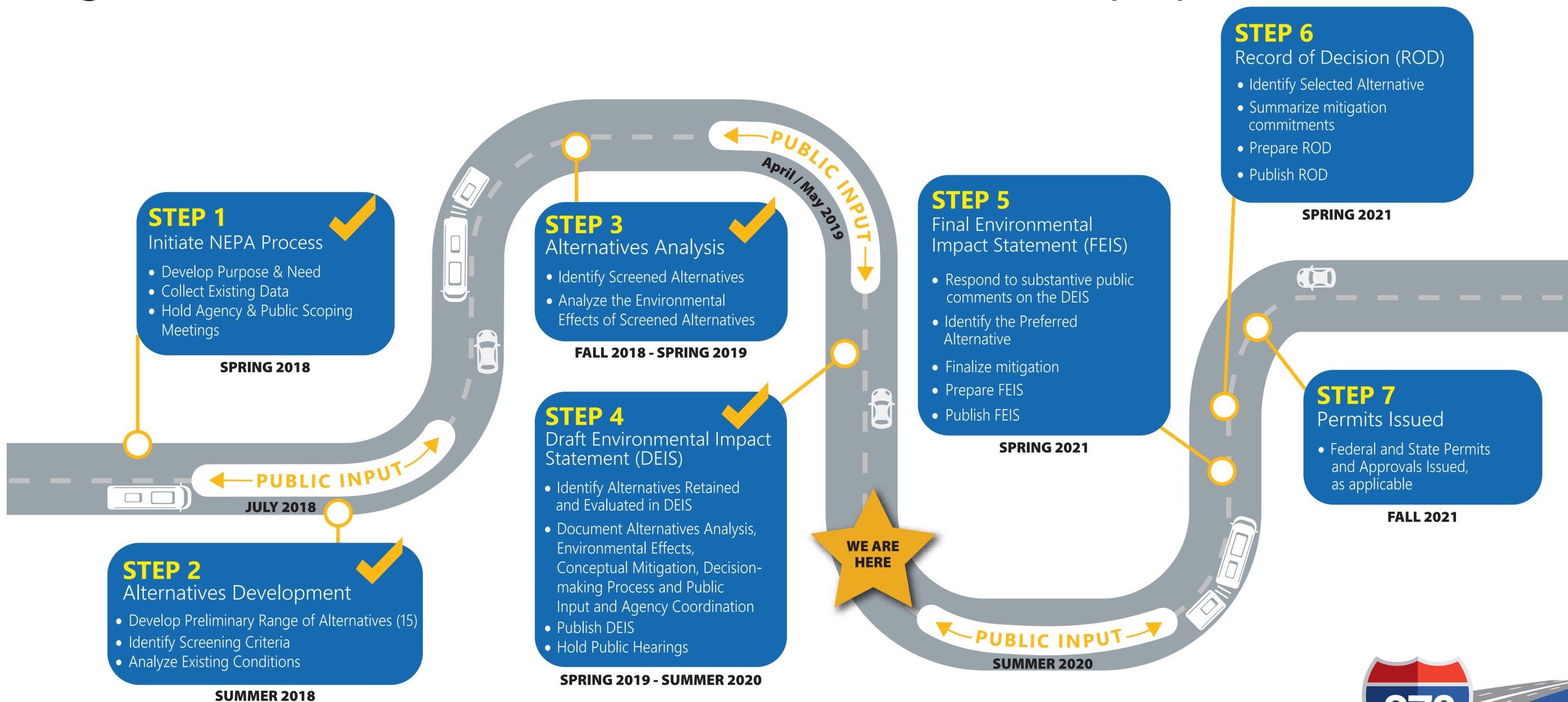
What Is the Purpose of the Joint Public Hearing?

- To provide the public an opportunity to comment on the following:
 - Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation prepared by MDOT and FHWA in accordance with the National Environmental Policy Act (NEPA), which documents the proposed improvements and the associated environmental impacts for the I-495 & I-270 Managed Lanes Study.
 - Alterations of nontidal wetlands, wetland buffers, waterways, and floodplains associated with the proposed improvements, as presented in the Joint Federal/State Application (JPA) for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland, being evaluated by the US Army Corps of Engineers (USACE)-Baltimore District and the Maryland Department of the Environment (MDE).



What Is the NEPA Process?

The National Environmental Policy Act (NEPA) of 1969 requires Federal agencies to evaluate the environmental effects of their proposed actions.





I-495 & I-270 P3 PROGRAM ELEMENTS

The I-495 & I-270 P3 Program includes more than 70 miles of highway improvements.

I-495 & I-270 Managed Lanes Study

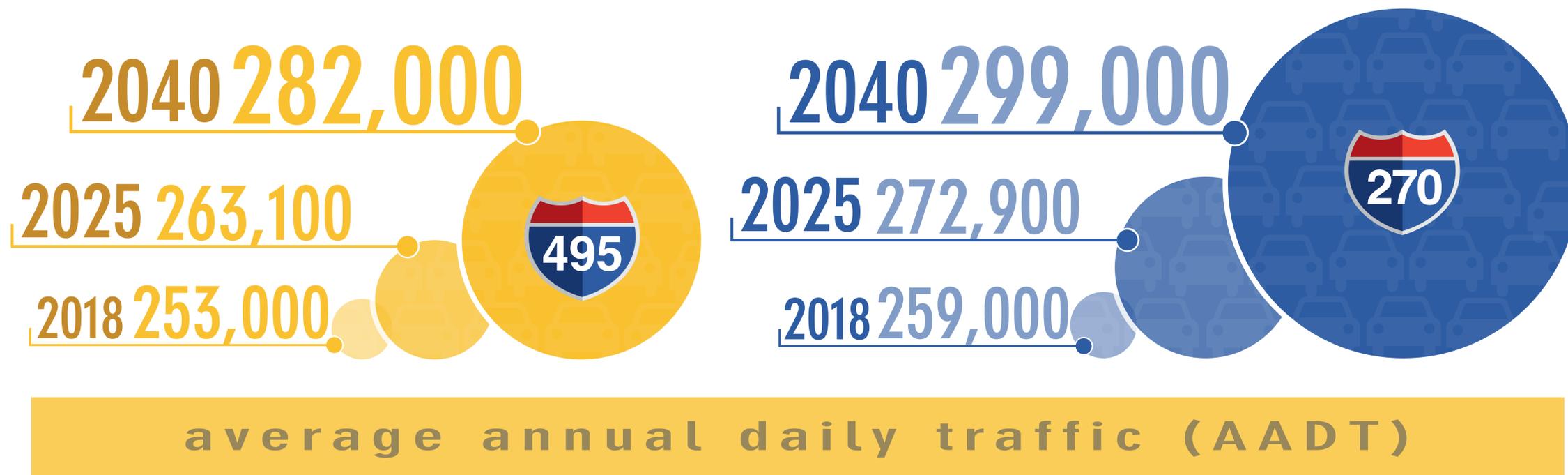
The Managed Lanes Study covers 48 miles of those improvements, and begins south of the George Washington Memorial Parkway on I-495 in Virginia, including the American Legion Bridge, and extends to west of MD 5 and along I-270 from the Capital Beltway to north of I-370.





Why Is This Study Needed?

- To Address Existing and Future Traffic Congestion
 - Traffic congestion limits economic growth opportunities
 - Traffic congestion diminishes the quality of life for Marylanders
 - Severe congestion averages 10 hours on I-495 and 7 hours on I-270 each weekday





What Is the Study's Purpose & Need?

PURPOSE

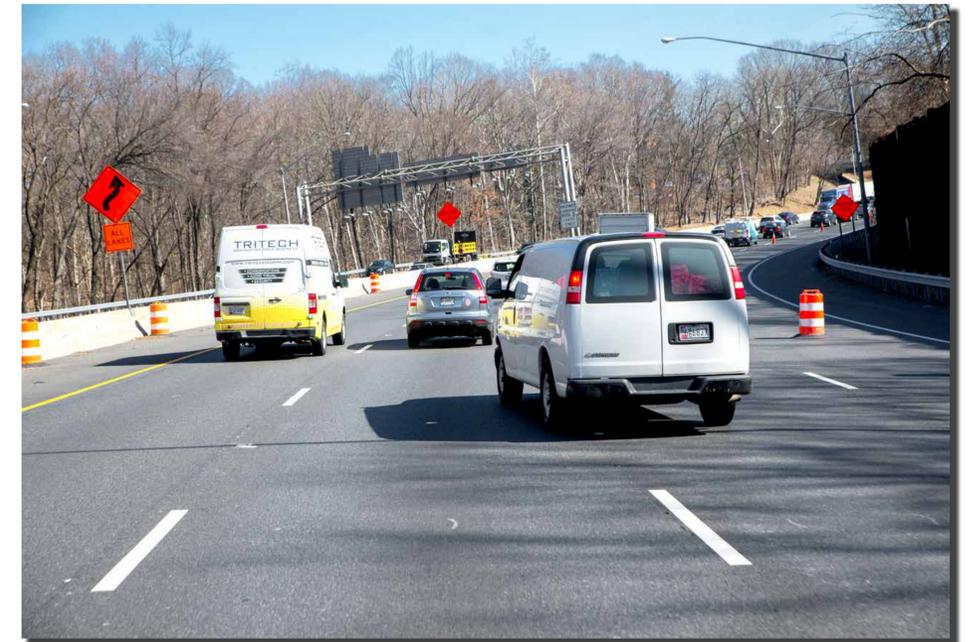
Develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits and enhances existing and planned multimodal mobility and connectivity.

NEEDS

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Improve Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility





How Has the COVID-19 Pandemic Impacted the Study?

- MDOT's number one priority is the health and safety of Marylanders.
- MDOT SHA recognizes the impact of the COVID-19 stay-at-home order on current transportation patterns throughout the National Capital Region, including how we work, travel, and spend our free time. We are aware of the reduced traffic on interstates such as I-495 and I-270.
- We are continuing to ensure transportation improvements are being developed to meet our State's needs for today and in the future.
 - MDOT SHA acknowledges the uncertainty surrounding present traffic levels and transit use.
 - MDOT SHA is committed to tracking trends in travel behavior and monitoring traffic volumes over time as communities reopen, including businesses, places of worship, and schools.
- We will evaluate and consider all new information as it becomes available to ensure the solutions will meet the needs of Marylanders now and in the future.



What Are Managed Lanes?

- Highway facilities that use strategies, such as lane-use restrictions or congestion pricing, to optimize the number of vehicles that can travel the highway to maintain free-flow speeds and keep people moving.

What Are HOV Lanes?

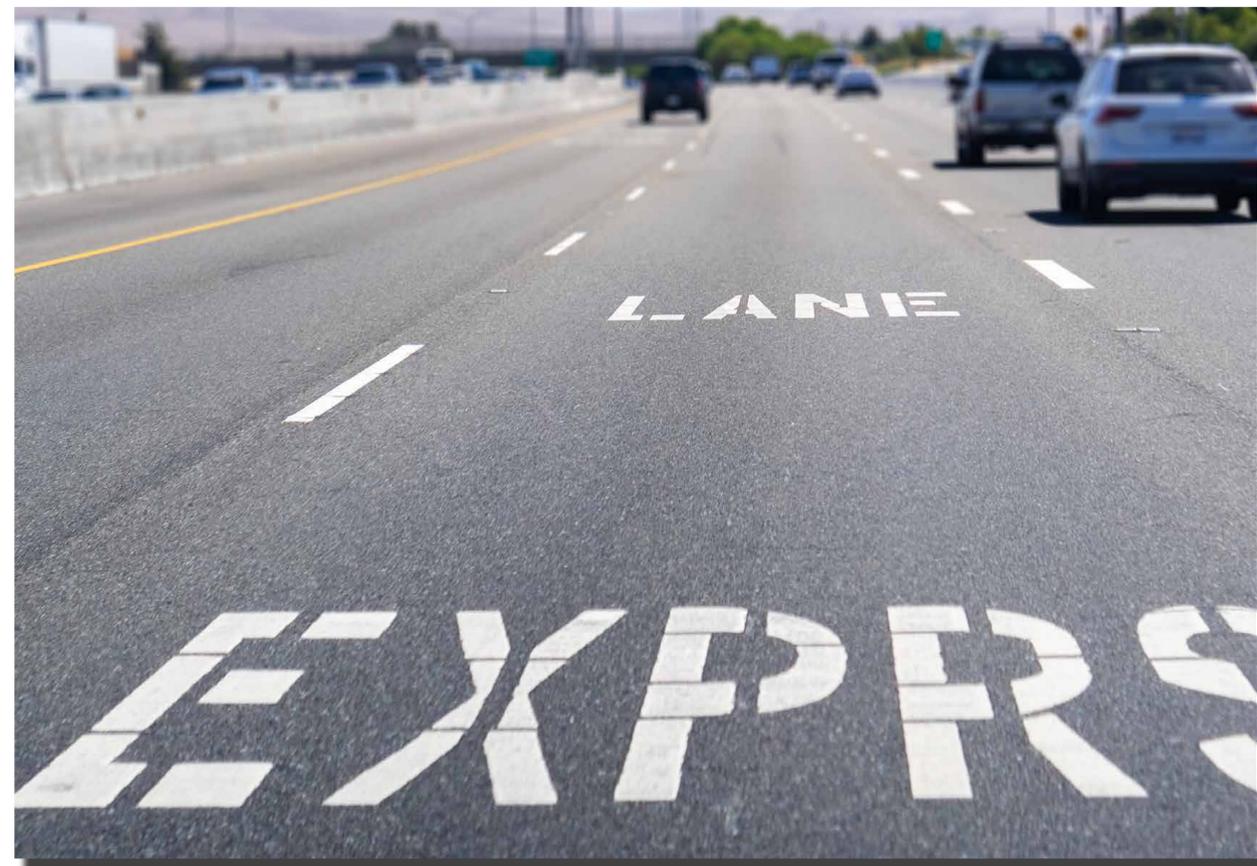
- Separate and dedicated lanes for carpool vehicles.
- Lanes are not tolled.

What Are HOT Lanes?

- Dedicated managed lanes within highway right-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll. High-Occupancy Vehicle (HOV)-eligible vehicles may use HOT lanes without paying a toll.
- Toll payments may vary by time of day and level of congestion.

What Are Express Toll Lanes (ETLs)?

- Dedicated managed lanes within highway right-of-way that any motorist, regardless of vehicle occupancy, may use by paying a variably priced toll, depending on time of day and level of congestion.





What Alternatives Are Considered in the DEIS?

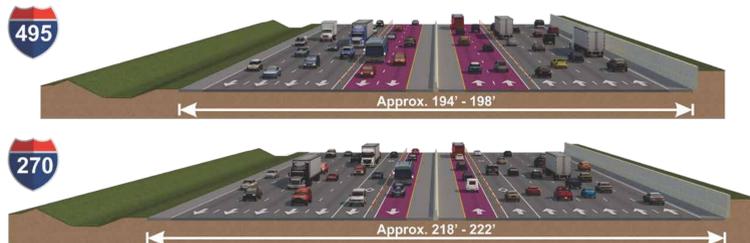
ALT 1: No Build (Existing)

All projects in the Financially Constrained Long Range Transportation Plan (CLRPT) including I-270 Innovative Congestion Management (ICM) Improvements, Purple Line, Corridor City Transitway Bus Rapid Transit, and increased trip capacity and frequency along all MARC lines.



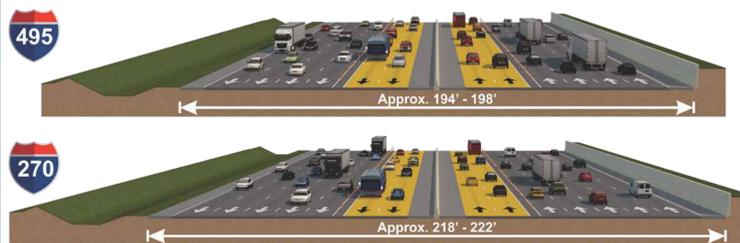
ALT 8: 2 ETL Managed Lanes on I-495 1 ETL and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and add one ETL managed lane and retain one HOV lane in each direction on I-270.



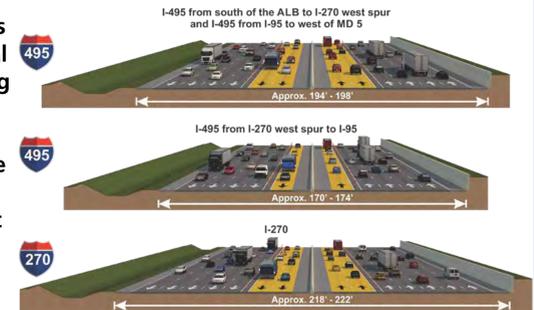
ALT 9: 2 HOT Managed Lanes

Add two HOT managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction on I-270.



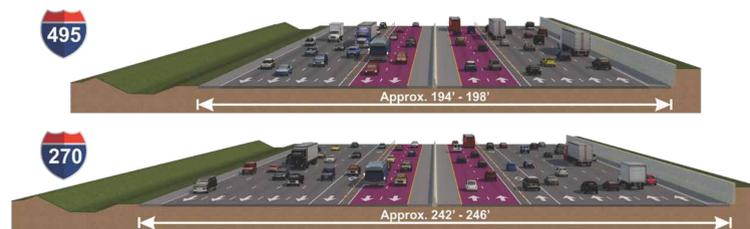
ALT 9M: 2 HOT Managed Lanes on West side and East side of I-495 and I-270; 1 HOT Managed Lane on Top side of I-495

Add two HOT managed lanes in each direction on I-495 between the study limits south of the George Washington Memorial Parkway and the I-270 West Spur, including the American Legion Bridge (ALB) and on I-495 between I-95 and the study limits west of MD 5. Add one HOT managed lane in each direction on I-495 between the I-270 West Spur and I-95. On I-270, convert one existing HOV lane to a HOT managed lane and add one HOT managed lane in each direction.



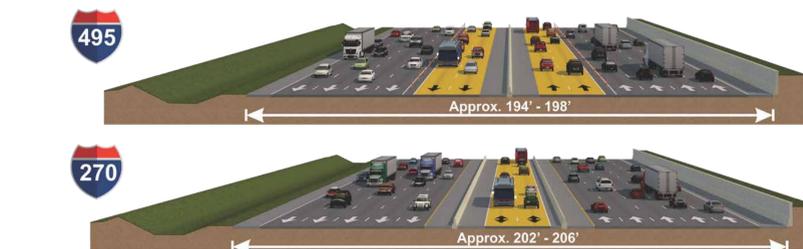
ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane on I-270

Add two ETL managed lanes in each direction on I-495 and on I-270 and retain one existing HOV lane in each direction on I-270 only.



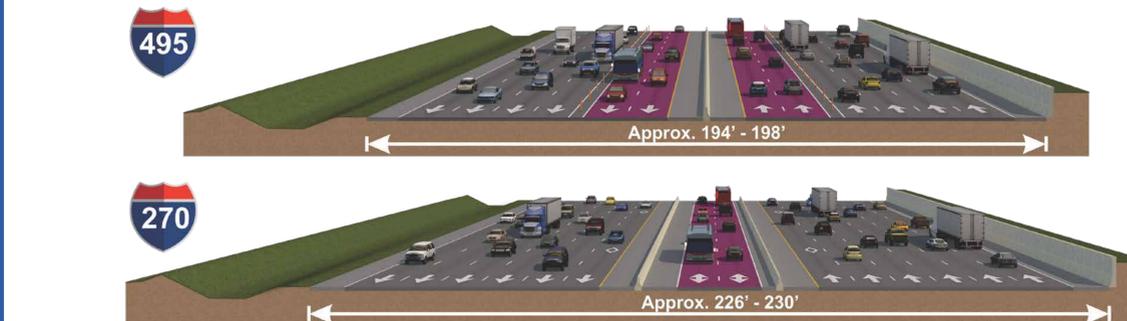
ALT 13B: 2 HOT Managed Lanes on I-495 2 Reversible HOT Managed Lanes on I-270

Add two HOT managed lanes in each direction on I-495 and convert existing HOV lanes to two HOT managed reversible lanes on I-270 while maintaining General Purpose lanes.



ALT 13C: 2 ETL Managed Lanes on I-495 Reversible ETL Managed Lane plus 1 HOV Managed lane on I-270

Add two ETL managed lanes in each direction on I-495 and add two managed, reversible ETLs on I-270 while retaining HOV lanes adjacent to General Purpose lanes.





What Transit Elements Are in the Build Alternatives?

- Free bus usage in the managed lanes to provide an increase in travel speed, assurance of a reliable trip, and connection to bus transit on arterials that directly connect to activity and economic centers.
- Access (direct and/or indirect) to existing transit stations and planned Transit-Oriented Developments will be included at the following:
 - Shady Grove Metro (I-370)
 - Twinbrook Metro (Wootton Parkway)
 - Montgomery Mall Transit Center (Westlake Terrace)
 - Medical Center Metro (MD 187 and MD 185)
 - Kensington MARC (MD 185)
 - Silver Spring Metro and MARC (US 29)
 - Greenbelt Metro and MARC (Cherrywood Lane)
 - New Carrollton Metro, MARC, and Amtrak (US 50)
 - Largo Town Center Metro (MD 202 and MD 214)
 - Branch Avenue Metro (MD 5)



California Transit

What Other Transit Initiatives Are Being Considered?

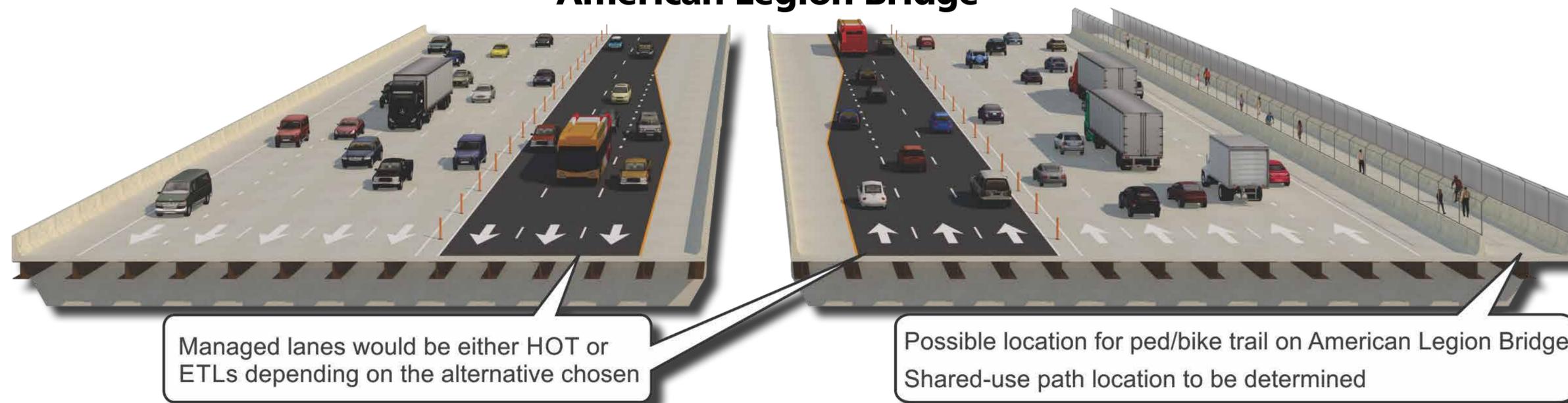
- A Transit Work Group, with representatives from transit providers from Montgomery, Prince George's, Frederick, Anne Arundel, Charles, and Howard counties and representatives from MDOT SHA, MDOT Maryland Transit Administration, FHWA, Federal Transit Administration, Metropolitan Washington Council of Governments, and Washington Metropolitan Area Transit Authority, works together to collaboratively identify opportunities to enhance transit services on the proposed managed lanes and create an interconnected transit/highway system in the National Capital Region.
- The Transit Work Group report is available on the P3 Program website.



What Pedestrian/Bicycle Considerations Are in Build Alternatives?

- Existing sidewalks, shared-use paths, bikeable shoulders, and bikeways impacted by proposed improvements will be replaced and upgraded.
- The new American Legion Bridge will include new pedestrian and bicycle access to connect with existing trails on both sides of the Potomac River.
- New pedestrian and bicycle facilities to enhance connectivity and provide safe accommodation are being evaluated along the corridor in collaboration with local stakeholders.

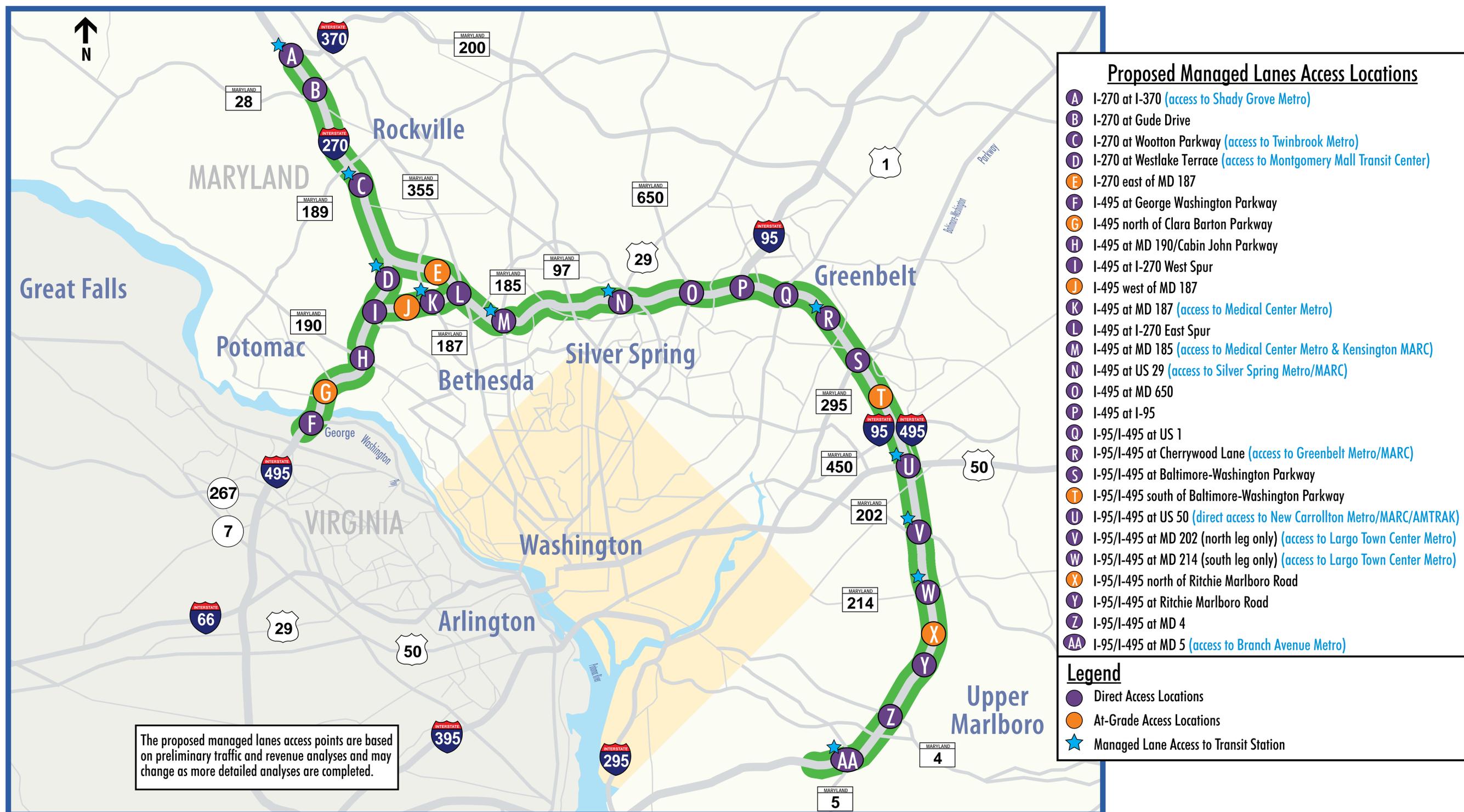
American Legion Bridge



View of ALB from Virginia, looking north towards Maryland



Where are the Proposed Interchanges & Managed Lanes Access Locations?





What Is Congestion Pricing?

- Per FHWA*, congestion pricing is a way of harnessing the power of the market to reduce the waste associated with traffic congestion.
- Congestion pricing enables the system to flow much more efficiently, allowing more vehicles and people to move through the same physical space.
- Toll rates vary based on predicted (time of day) or dynamically measured congestion to ensure a specified travel speed.

How Does Dynamic Pricing Work?

- Maryland Transportation Authority (MDTA) Board will establish a public hearing process with a public review for the toll rate range for the facility.
- Toll Rates are adjusted in response to real-time conditions, such as:
 - Travel speeds
 - Traffic density
 - Traffic volumes

* <https://ops.fhwa.dot.gov/congestionpricing/>



File/Credit: Maryland Transportation Authority





How Will the Managed Toll Lanes Work?

- The tolls would be collected electronically at highway speeds, with no toll plazas or toll booths.
- Toll rates would be adjusted dynamically within the approved toll rate range and could change in response to real-time changes in traffic conditions every 5 to 15 minutes to manage traffic flow and maintain a minimum average operating speed of 45 mph.

How Will the Toll Rates Be Set?

- Toll rate ranges will be set as required by the Code of Maryland Regulations (COMAR 11.07.05, *Public Notice of Toll Schedule Revisions*).
 - Toll rates will be developed to manage traffic flow.
 - Toll range will include upper limit on toll rate per mile.
 - Public will have minimum 60-day comment period, anticipated for 2021.
 - Public hearings for the toll rate range will be held in each county in which a toll is proposed to be implemented.

What Will the Toll Rates Be?

- DEIS does not recommend final proposed toll rate ranges; however, potential toll rates were estimated to meet the goals of the project and to determine if the Build Alternatives would be financially viable.
- For planning purposes only, the estimated opening year (2025) average weekday toll rates per mile (in 2020 \$) for all time periods for passenger cars using an *E-ZPass* transponder were:

Build Alternatives	Potential Toll Rate
8	\$0.70/mile
9	\$0.69/mile
9M	\$0.77/mile
10	\$0.68/mile
13B	\$0.73/mile
13C	\$0.71/mile





How Much Would the Alternatives Reduce Congestion and Delay?

- Average delay per vehicle quantifies the amount of time motorists are delayed in traffic congestion on the highways within the study area.
- All Build Alternatives are projected to reduce delay by 20% or more compared to the No Build condition, as shown below.

Alternatives	I-495 & I-270 Delay Reduction vs. No Build	
	AM Peak	PM Peak
Alternative 1 (No Build)	0%	0%
Alternative 8	23%	33%
Alternative 9	34%	33%
Alternative 9M	30%	30%
Alternative 10	35%	34%
Alternative 13B	27%	22%
Alternative 13C	26%	34%

*Source: VISSIM Simulation Model. Values reflect delay in all lanes (GP & HOT/IETL) in the year 2040, and also include interchange ramps and junctions.

Legend

- > 30% decrease in average delay
- 25% - 30% decrease in average delay
- 20% - 25% decrease in average delay
- < 20% decrease in average delay

- By serving more traffic on I-495 and I-270, each of the Build Alternatives are projected to reduce demand on the surrounding local roadway system, resulting in delay savings for local travelers, as shown below.

Alternatives	% Decrease Daily Delay Local Roads
Alternative 1 (No Build)	0%
Alternative 8	6.6%
Alternative 9	7.0%
Alternative 9M	5.9%
Alternative 10	6.5%
Alternative 13B	6.8%
Alternative 13C	6.4%

*Source: MWCOG Regional Forecasting Model

Legend

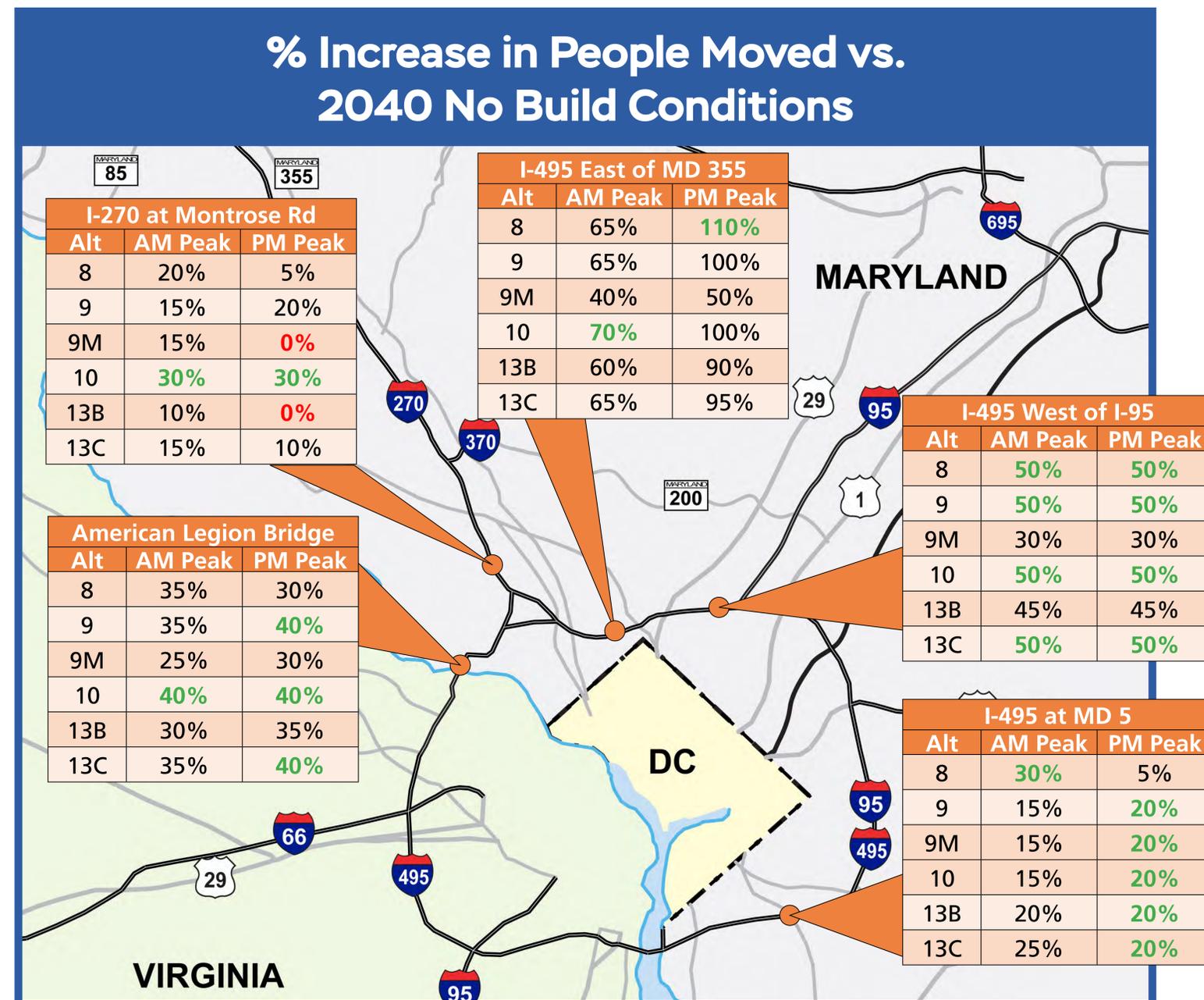
- No benefit vs. No Build
- < 5% reduction in daily delay on local roadway network
- > 5% reduction in daily delay on local roadway network





How Will Traffic Operations Move People Through the Study Corridors?

- “Person-throughput” quantifies the efficiency of the roadway network in getting people to their destinations.
 - Equals the number of people that pass by a given point on the roadway in a set amount of time.
 - Accounts for high-occupancy vehicles and buses.
 - Higher numbers are better.
- Benefits of high “person-throughput” on the highway:
 - More efficient use of the roadway.
 - Reduced peak spreading (i.e. less congestion in the off-peak hours).
 - Reduced burden on the surrounding local roadway network (less cut-through traffic).



Legend

XX% Highest increase in “person-throughput” per location XX% No Benefit compared to 2040 No Build





How Will the Build Alternatives Improve Travel Time?

HOT/ETLs would offer RELIABLE free-flow travel at or above 45 mph.

Commute from College Park to Bethesda (AM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	14	43	-	-	-
Alt 8 (GP)	40	15	28	7,280	120
Alt 9 (GP)	37	16	27	7,020	115
Alt 9M (GP)	36	17	26	6,760	115
Alt 10 (GP)	45	13	30	7,800	130
Alt 13B (GP)	29	21	22	5,720	95
Alt 13C (GP)	34	18	25	6,500	110
HOT/ETL (All Alts)	60	10	33	8,580	145

Commute from American Legion Bridge to ICC (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	24	32	-	-	-
Alt 8 (GP)	23	33	-	-	-
Alt 9 (GP)	33	23	9	2,340	40
Alt 9M (GP)	30	25	7	1,820	30
Alt 10 (GP)	37	21	11	2,860	50
Alt 13B (GP)	42	18	14	3,640	60
Alt 13C (GP)	40	19	13	3,380	55
HOT/ETL (All Alts)	52	15	17	4,420	75

- Average travel speeds (mph) and travel time (minutes) in the general purpose (GP) lanes for each Alternative are shown for four common weekday commute trip pairs in 2040. Data for managed lanes (HOT/ETL) are common to all Build Alternatives.
- Annual savings per commuter quantifies the time savings per person compared to the No Build condition, assuming 260 commuting days in a year.



Commute from Suitland to Greenbelt Metro Station (AM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	37	27	-	-	-
Alt 8 (GP)	56	18	9	2,340	40
Alt 9 (GP)	56	17	10	2,600	45
Alt 9M (GP)	56	17	10	2,600	45
Alt 10 (GP)	56	17	10	2,600	45
Alt 13B (GP)	56	17	10	2,600	45
Alt 13C (GP)	56	17	10	2,600	45
HOT/ETL (All Alts)	60	15	12	3,120	50

Commute from Silver Spring to Rockville (PM Peak Period)					
Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	27	28	-	-	-
Alt 8 (GP)	48	15	13	3,380	55
Alt 9 (GP)	49	15	13	3,380	55
Alt 9M (GP)	49	15	13	3,380	55
Alt 10 (GP)	37	20	8	2,080	35
Alt 13B (GP)	48	15	13	3,380	55
Alt 13C (GP)	40	19	9	2,340	40
HOT/ETL (All Alts)	53	14	14	3,640	60

GP - General Purpose Lane (existing free lane) ETL - Express Toll Lane HOT - High-Occupancy Toll Lane





What Environmental Resources Were Analyzed?

The DEIS and Supporting Technical Reports

The DEIS presents the environmental resources identified along the study corridors, the anticipated effects to the resources, and measures to avoid, minimize, and mitigate unavoidable effects to those resources. The environmental resources and topics analyzed included:

- Land Use and Zoning
- Demographics
- Communities and Community Facilities
- Parks and Recreational Facilities
- Property Acquisitions and Relocations
- Visual and Aesthetic Resources
- Historic Architecture and Archaeological Resources
- Air Quality
- Noise
- Hazardous Materials
- Topography, Geology and Soils
- Waters of the US and Waters of the State, including Wetlands
- Watersheds and Surface Water Quality
- Groundwater Hydrology
- Floodplains
- Vegetation and Terrestrial Habitat
- Terrestrial Wildlife
- Aquatic Biota
- Rare, Threatened and Endangered Species
- Unique and Sensitive Areas
- Environmental Justice
- Indirect and Cumulative Effects
- Consequences of Construction
- Commitment of Resources



COMPARISON OF THE NO BUILD AND BUILD ALTERNATIVES

	Resource	Alternative 1 No Build	¹ Alternative 5	Alternative 8	Alternative 9	Alternative 9M	Alternative 10	Alternative 13B	Alternative 13C
ENVIRONMENTAL	Total Potential Impacts to Section 4(f) Properties including park and historic properties (acres)	0	141.7	146.8	146.8	144.7	149.0	145.5	146.7
	Number of Historic Properties with Adverse Effect [Adverse effect cannot be determined ²]	0	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]	13 [7]
	100-Year Floodplains (acres)	0	114.3	119.5	119.5	116.5	120.0	119.5	119.9
	Unique and Sensitive Areas (acres)	0	395.3	408.2	408.2	401.8	410.8	406.7	408.6
	Forest canopy (acres)	0	1,433.8	1,497.4	1,497.4	1,477.2	1,514.5	1,488.8	1,503.2
	Wetlands of Special State Concern	0	0	0	0	0	0	0	0
	Wetlands Field-Reviewed (acres)	0	15.4	16.3	16.3	16.1	16.5	16.3	16.5
	Wetland 25-foot buffer (acres)	0	51.2	53.1	53.1	52.7	53.6	53.1	53.5
	Waters of the US (linear feet)	0	153,702	155,922	155,922	155,229	156,984	155,822	156,632
	Tier II Catchments (acres)	0	55.2	55.3	55.3	55.3	55.3	55.3	55.3
	Noise Receptors Impacted	0	3,661	4,470	4,470	4,249	4,581	4,411	4,461
TRAFFIC	System-wide Delay Savings vs. No Build (AM/PM)	0	20%/22%	23%/33%	34%/33%	30%/30%	35%/34%	27%/22%	26%/34%
ENGINEERING	Total Right-of-way Required (acres)	0	284.9	323.5	323.5	313.4	337.3	318.9	329.3
	Number of Properties Directly Affected	0	1,240	1,475	1,475	1,392	1,518	1,447	1,479
	Number of Residential Relocations	0	25	34	34	25	34	34	34
	Number of Business Relocations	0	4	4	4	4	4	4	4
	Width of Pavement on I-495 (feet)	138–146	170–174	194–198	194–198	170-198	194–198	194–198	194–198
	Width of Pavement on I-270 (feet)	228–256	194–198	218–222	218–222	218-222	242–248	202–206	226–230
	Capital Cost Range [Construction & ROW] (billions)	N/A	\$7.8–\$8.5	\$8.7–\$9.6	\$8.7–\$9.6	\$8.5-\$9.4	\$9.0–\$10.0	\$8.7-\$9.6	\$8.8-\$9.7

NOTES: ¹ MDOT SHA and FHWA determined Alternative 5 is not a reasonable alternative because it does not meet the Study's Purpose and Need, but it is included in the DEIS for comparison purposes only.

² Based on current design information, effects cannot be fully determined on these 7 historic properties. MDOT SHA will evaluate these properties further as design advances.

- Preliminary impacts represented above assume total impacts; permanent and temporary impacts will be distinguished in the FEIS.
- The right-of-way is based on State records research and filled in with county right-of-way, as necessary. With the Section 4(f) properties, some boundaries vary based on the presence of easements and differences in the size and location of historic and park boundaries.
- Noise receptors are noise-sensitive land uses which include residences, schools, places of worship, and parks, among other uses. Note that these numbers include receptors that do not have an existing noise wall as well as receptors that have an existing noise wall which is expected to be replaced.
- Efforts to avoid and minimize impacts have occurred throughout the planning process and will continue during the final design phase.





What Avoidance and Minimization Opportunities Have Been Considered for Effects to Environmental Resources?

At this stage in the NEPA Study, opportunities to avoid and minimize impacts to the following resources have been coordinated with the regulatory and resource agencies and have been incorporated into the Build Alternatives:

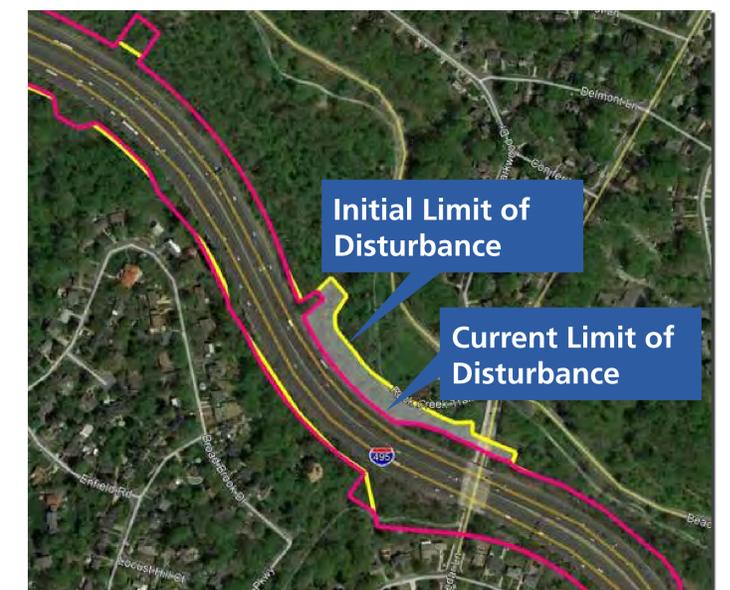
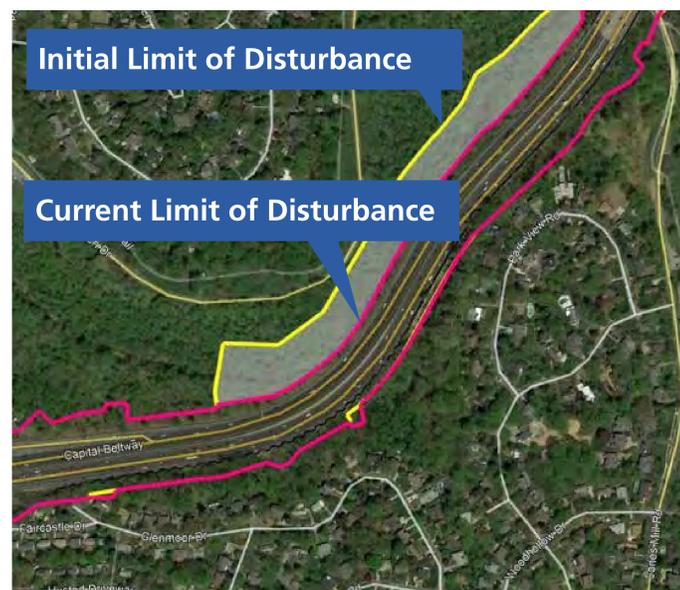
- parklands
- wetlands
- wetland buffers
- waterways
- forests
- FEMA 100-year floodplains

Impacts were avoided or minimized to the greatest extent practicable at this stage of the Study, and avoidance and minimization techniques were further advanced in some areas of sensitive or recreationally valuable resources.

The effort to avoid, minimize and mitigate unavoidable impacts will continue through ongoing and future coordination with the applicable regulatory and resource agencies and be documented in the FEIS.

Examples of Results of Minimization Efforts

- **Rock Creek:** reduction in parkland impacts of approximately 10 acres and reduction in stream impacts by 3,287 linear feet
- **Thomas Branch:** reduction in stream impacts by 592 linear feet
- **Paint Branch Mainstem:** reduction in stream impacts by 2,393 linear feet



■ Initial LOD ■ Current LOD



What Are the Results of the Air Quality Analysis?

- Study area is in attainment (meaning, the area has monitored air quality that meets the National Ambient Air Quality Standard) for Carbon Monoxide (CO) and Particulate Matter and non-attainment for 2015 Ozone standard.
- The Study is currently included in the National Capital Region Transportation Planning Board FY 2019 – 2024 Transportation improvement program (TIP) and the Visualize 2045 Long Range Plan (LRTP) and the accompanying Air Quality Conformity Analysis.
- The estimated emissions from on road travel in the TIP and LRTP adhere to the motor vehicle emissions budgets for ozone pollutants and therefore demonstrate conformity with the State Implementation Plan.
- Quantitative CO, Mobile Source Air Toxics (MSATs) and greenhouse gas (GHG) analysis completed.
 - Worst-case CO concentrations for all Build Alternatives remain well below the CO National Ambient Air Quality Standards (NAAQS) at all receptor locations for each interchange and intersection location analyzed.
 - MSATs emissions expected to remain the same or slightly decrease for all Build Alternatives when compared to the No Build condition for 2040.
 - GHG emissions expected to increase slightly for all Build Alternatives when compared to the No Build condition for 2040, but decrease compared to existing conditions.



What Are the Section 4(f) Regulations?

- Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, as amended (49 U.S.C. 303(c)) is a Federal law that protects publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, or any public or private historic sites.
- Section 4(f) applies to all transportation projects that require funding or other approvals by the USDOT.
- Considerable efforts to avoid and minimize impacts to Section 4(f) properties have taken place throughout the planning process and will continue. However, all of the Build Alternatives would impact parks and historic sites along the study corridors.

FHWA cannot approve a transportation project that uses any Section 4(f) property, unless:

- There is no feasible and prudent avoidance alternative to the use and the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 774.3(a)); or
- The use of Section 4(f) property, including any measures to minimize harm (i.e., avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property (23 CFR 774.3(b)).

A use of Section 4(f) property occurs:

- When land is permanently incorporated into a transportation facility.
- Where there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d); that is when one of the following criteria are not met.
- When there is a constructive use, which occurs only when a project does not incorporate land from a Section 4(f) property, and the proximity impacts of a project on adjacent or nearby property result in substantial impairment of the activities, features, or attributes that qualify a property for Section 4(f) protection.



USDA BARC



Cabin John Stream Valley Park



Greenbelt Park



What Are the Results of the Draft Section 4(f) Evaluation?

Inventory of Section 4(f) Properties

111 Section 4(f) properties were inventoried within the corridor study boundary, including national parks, county and local parks, parkways, stream valley units of larger park facilities, and historic sites that are listed in or eligible for listing in the National Register of Historic Places.

- 43 properties would be avoided by the Build Alternatives
- 68 properties would experience an impact from the Build Alternatives

Properties Requiring Individual Evaluations	Properties with <i>De Minimis</i> Impacts	Exceptions
<p>22 of the 68 properties would experience an impact qualifying as a Section 4(f) use resulting in an individual evaluation.</p> <ul style="list-style-type: none"> • Considers if there is a feasible and prudent alternative that completely avoids the use of all Section 4(f) properties • Includes all possible planning to minimize harm to Section 4(f) properties • Includes extensive agency coordination and public involvement 	<p>36 of the 68 properties would experience an impact so minor as to not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f).</p> <ul style="list-style-type: none"> • <i>De minimis</i> impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur <p>The process to determine a <i>de minimis</i> impact is different for historic sites and parks.</p> <ul style="list-style-type: none"> • There are 13 historic sites that would experience a <i>de minimis</i> impact, including 4 properties that contribute to significance of an historic district. The State Historic Preservation Officer has concurred that the Study would have no adverse effect on each of these properties and provided written acknowledgment of FHWA's intent to make a <i>de minimis</i> impact determination (in compliance with 23 CFR 774.5 (b)(1)). • There are 27 publicly owned park properties that would experience a <i>de minimis</i> impact. FHWA intends to make a <i>de minimis</i> impact determination if the Officials with Jurisdiction over these parks concur that the Study, after measures to mitigate harm are employed, would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f); and in consideration of public comments in compliance with 23 CFR 774.5(b)(2)). 	<p>10 of the 68 properties, including 6 archaeological sites, would experience an impact from the Study but those impacts meet one or more exception to Section 4(f) use criteria (23 CFR 774.13).</p>



POTENTIAL MITIGATION

- **Publicly Owned Parks:** Discussions with Officials with Jurisdiction over publicly owned park resources are ongoing to determine meaningful mitigation for impacts. Possible mitigation may include:
 - Replacement with lands of at least comparable value, and of reasonably equivalent usefulness and location.
 - Replacement of facilities impacted by the proposed improvements, including sidewalks, paths, benches, lights, trees, fields, courts, stormwater facilities, parking lots, trails, swales, buildings, and other facilities.
 - Relocation of recreational facilities outside of environmentally compromised areas (i.e., floodplains).
 - Restoration and landscaping of disturbed areas.
- **Historic Sites:** Discussions with Section 106 Consulting Parties is ongoing. All mitigation for impacts to historic properties will be covered in a Section 106 Programmatic Agreement.



Mill Creek Stream Valley Park



Meadow Branch



What Does the Section 106 Process Include?

- Section 106 of the National Historic Preservation Act requires consideration of historic properties (including archaeology and historic architecture) in Federal projects, and avoiding, minimizing, or providing mitigation for adversely affected resources.
- Historic properties are those generally more than 50 years of age and that meet the National Register of Historic Places Eligibility Criteria.



Washington Coca-Cola Building Bottling Plant (Silver Spring)



View of Edwards Lane (Town of Glenarden)



Congressional Country Club

What Are the Results of the Draft Section 106 Evaluation?

- MDOT SHA has evaluated more than 300 properties within the study corridor (see <http://bit.ly/495-270-DOE>). Thirteen properties may experience adverse effects and several properties require additional evaluation to assess effects as the design is developed further.
- Section 106 consultation is ongoing and will be completed via a Programmatic Agreement with consulting parties that stipulates mitigation and additional evaluation and treatment of historic properties.



What Is Title VI?

Title VI, 42 U.S.C.,* Section 2000d et seq., was enacted as part of the Civil Rights Act of 1964. Title VI-related statutes and regulations provide that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Why Is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

Filing a Complaint / Seeking Assistance

Should you need LEP assistance or if you believe MDOT SHA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Shabnam Izadi, Title VI Manager
MDOT State Highway Administration
Office of Equal Opportunity
211 E. Madison Street, MS-LL3
Baltimore, MD 21201
Email | sizadi@mdot.maryland.gov
Phone | 410-545-0377
Fax | 410-208-5008

Please Fill Out a Survey. MDOT SHA strives to involve all groups relevant to its Study in its public involvement activities. Please fill out a Demographic Information Survey to assist MDOT SHA in planning outreach to communities during the course of the Study.

*United States Code



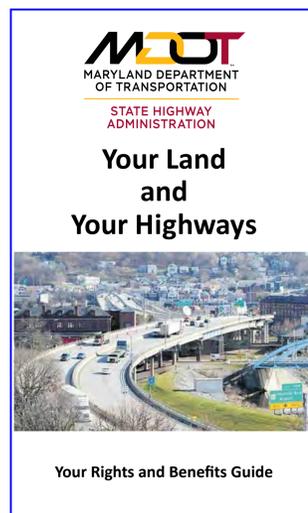
PROPERTY NEEDS

What determines if my property is needed?

- A variety of elements contribute to the need for additional property rights outside of MDOT SHA's property. These elements include roadway construction, grading, clearing, landscaping, stormwater management, and noise barrier replacement/construction. Adjacent property rights would be needed in areas where MDOT SHA right-of-way is limited and where these elements cannot be located elsewhere.

What are my rights related to property acquisition?

- MDOT SHA complies with State and Federal laws to determine "just" compensation for impacts to your property.
- Just compensation is based on the fair market value of the property and includes all elements that may be appropriate in determining value.
- For full details on the acquisition process, please refer to the MDOT SHA *Your Land and Your Highways: Your Rights and Benefits Guide*.



<https://www.roads.maryland.gov/mdotsha/pages/index.aspx?pageid=411>

How will I know that my property is needed?

- MDOT SHA will advise you well in advance of actual negotiations. A letter will be mailed to you explaining that your property will be needed.

What will I be paid for my property if it is needed?

- MDOT SHA will offer fair market value of your property, which will include just compensation for the property needed. Relocation assistance is a separate benefit that is provided, if eligible.

Will I be compensated for indirect impacts, such as noise?

- MDOT SHA can only provide compensation as part of the property acquisition process. However, we will work with you to address concerns related to any possible impacts on your property. See information on noise in STATION 6.



REDUCTION OF POTENTIAL PROPERTY NEEDS

Have property needs been reduced?

- MDOT SHA has attempted to stay within existing ROW to the extent possible to avoid and/or minimize potential property needs.
- Design and engineering options were analyzed to reduce the potential impacts by reducing grass and grading areas, adding retaining walls, modifying interchange ramp designs, adjusting direct access locations, shifting the centerline alignment, and locating stormwater facilities underground.

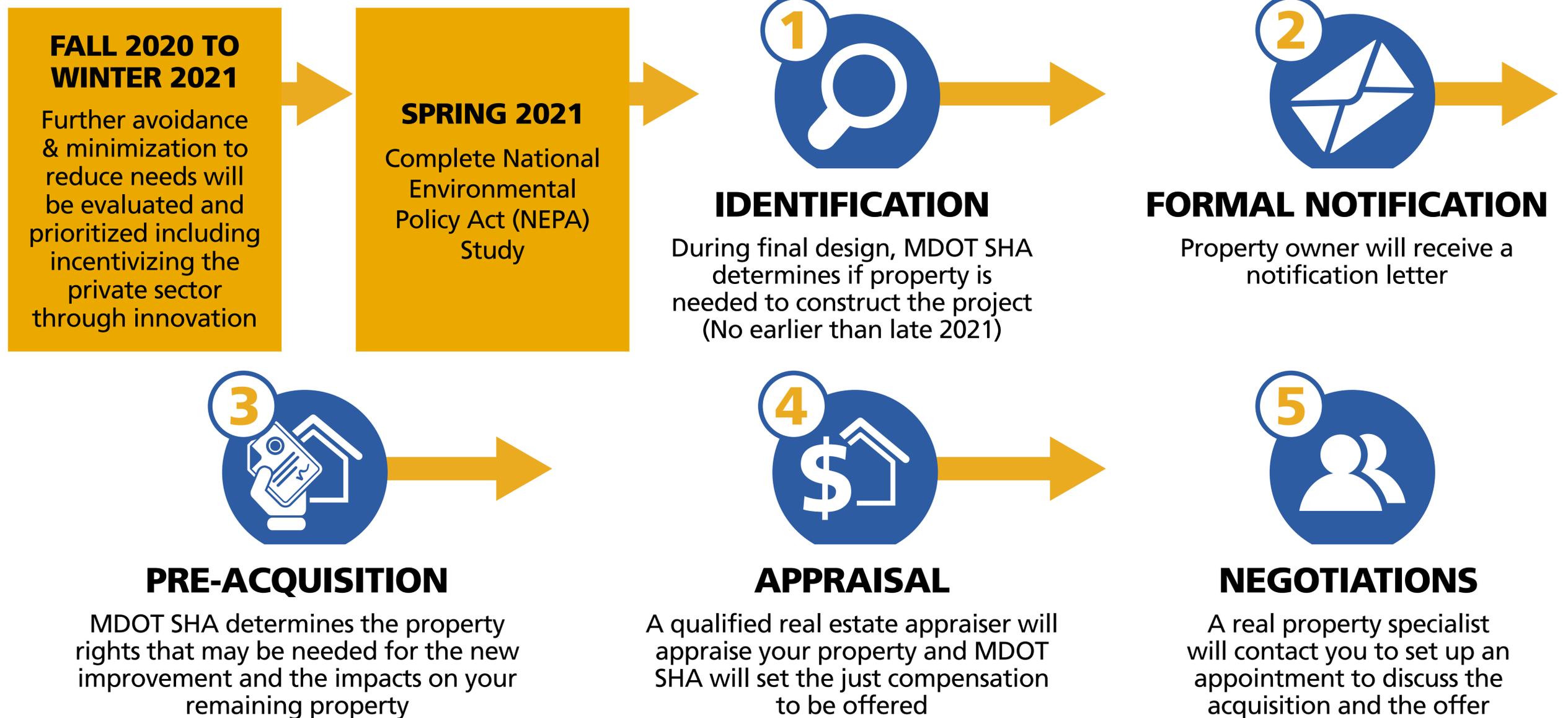
Are there opportunities to further reduce property needs?

- MDOT SHA has identified reasonable measures to reduce potential property needs as part of the preliminary design for NEPA. As this process moves forward, MDOT SHA is committed to identifying approaches that could further reduce potential property needs or mitigate any impacts to property.
- More importantly, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.



What Happens If My Property Is Directly Impacted?

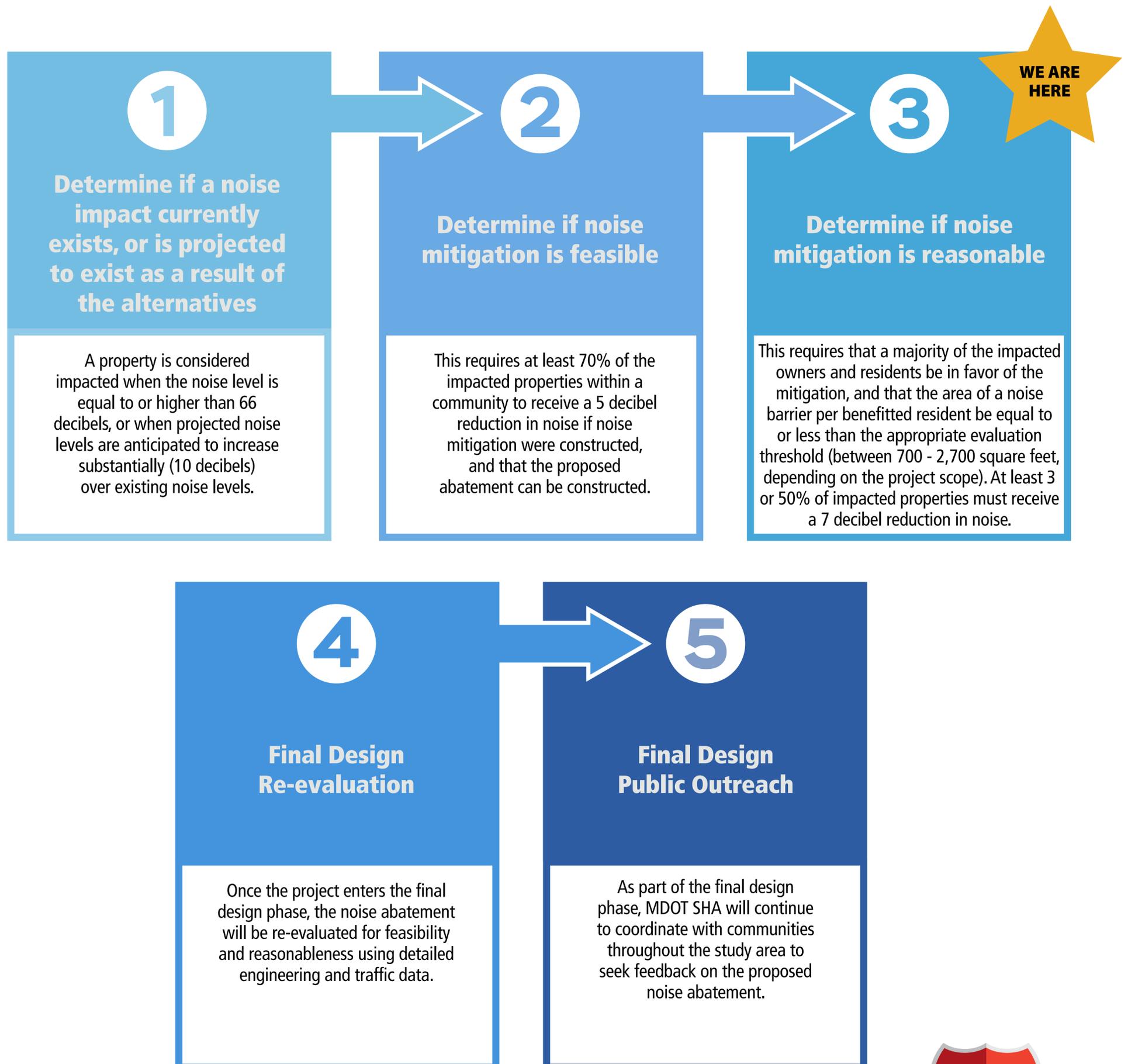
TIMELINE OF THE ACQUISITION PROCESS





How Do We Study Noise Impacts?

As part of NEPA, MDOT SHA evaluates the need for noise mitigation when alternatives propose changes to the existing noise environment. The analysis follows MDOT SHA's *Highway Noise Policy* approved by FHWA. This evaluation includes five requirements:



https://www.roads.maryland.gov/OHD2/SHA_Noise_Policy.pdf



What Is the Proposed Noise Mitigation?

Noise Barrier System Mitigation	Number of NSAs
Existing Noise Barriers that would remain in place as currently constructed	7
Existing Noise Barriers that would be relocated	42
Existing Noise Barriers that would be reconstructed and extended	20
New Noise Barriers constructed	23
Noise Barriers not proposed for construction	19*



NSA: Noise-sensitive Area

* An additional 19 barriers were evaluated but are not proposed for construction because they do not meet MDOT SHA's feasibility and/or reasonableness criteria.

- The findings in this analysis are based on preliminary design information and will be evaluated as part of the final design phase.
- Engineering changes reflected in final design could alter the conclusions reached in this analysis, which could change MDOT SHA's recommendations.
- A Final Design Noise Analysis will be performed for this Study based on detailed engineering information during the final design phase.
- The views and opinions of all benefited property owners and residents will be solicited through public involvement and outreach activities during final design.

What is Being Considered for Virginia?

Abatement for the portion of the study area within Virginia is being evaluated in coordination with the Virginia Department of Transportation (VDOT) and in compliance with the VDOT Highway Traffic Noise Impact Analysis Guidance Manual. The results of this evaluation will be included in the FEIS.



What Is the Joint Permit Application (JPA) and Permitting Process?

- The United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE) are soliciting comments from the public; Federal, State, and local agencies; Native American Tribes; and other interested parties on the impacts to wetlands, wetland buffers, waterways, and FEMA 100-year floodplains as part of the permitting process.
- Comments received will be:
 - Considered by the USACE and MDE to determine whether to issue, modify, condition or deny permits and authorizations for this Study;
 - Used to assess impacts on endangered species, essential fish habitat, historic resources, tribal resources, and civil works projects, water quality, and Maryland's Coastal Zone;
 - Used in the preparation of an Environmental Impact Statement, pursuant to NEPA;
 - Part of the public record; and
 - Used to determine the overall public interest of this Study.
- State and Federal permits are required for unavoidable impacts to wetlands, wetland buffers, waterways, and the FEMA 100-year floodplains from the I-495 & I-270 Managed Lanes Study. The Federal permit decision for these impacts is required to be made within 90 days of the NEPA Record of Decision, per Executive Order 13807-One Federal Decision.
- Permits are required from:
 - USACE for impacts to Waters of the US;
 - MDE for the alteration of FEMA 100-year floodplains, wetlands, their buffers, and Waters of the State; and
 - Virginia Department of Environmental Quality (VDEQ) for impacts to wetlands and waterways in Virginia.



What Are the Impacts to Wetlands, Waterways, and Floodplains?

Unavoidable impacts to wetlands, wetland buffers, waterways, and the FEMA 100-year floodplains are summarized below. Impacts vary slightly between USACE and MDE based on their specific jurisdictional responsibilities.

	Alternatives 8 & 9		Alternative 9M		Alternative 10		Alternative 13B		Alternative 13C	
	MDE	USACE	MDE	USACE	MDE	USACE	MDE	USACE	MDE	USACE
Waterways (linear feet)	141,177	135,192	141,116	134,527	142,807	136,245	141,677	135,104	142,458	135,902
Wetlands (acres)	16.17	16.18	15.91	15.92	16.36	16.35	16.15	16.15	16.31	16.32
Wetland Buffer (acres)	52.99	–	52.50	–	53.48	–	52.93	–	53.35	–
FEMA Floodplains (acres)	119.5	–	116.5	–	120.0	–	119.5	–	119.9	–
Palustrine Open Water (sq. ft.)	61,134									

Note: Impacts presented in the JPA are more detailed than in the DEIS.

What Were the Avoidance and Minimization Efforts for Wetlands, Waterways, and Floodplains?

Efforts have been made throughout the Study to avoid and minimize impacts to wetlands and their buffers, waterways, and the FEMA 100-year floodplains to the greatest extent practicable. Avoidance and minimization of impacts to these resources is an integral part of the permitting process and is required by Federal and State regulations.

Design revisions to avoid and minimize direct impacts to natural resources to date have included:

- Minimization of the constructed roadway footprint:
 - Elimination of the collector-distributor system on I-270
 - Utilization of closed drainage systems
 - Minimization of above ground stormwater management areas utilizing underground stormwater management practices
 - Use of engineered slopes and/or retaining walls
- Minimization of interchange footprint, revised ramp design.
- Roadway alignment shifts in key locations.

Further avoidance and minimization efforts will continue as design develops.



What Is the Draft Compensatory Mitigation Plan?

The Compensatory Mitigation Plan accompanies the JPA and identifies potential mitigation for impacts to wetlands and waterways. Mitigation will include stream restoration/enhancement and wetland creation/enhancement focused on replacement of lost function in impacted watersheds within the study area in both Virginia and Maryland.

VIRGINIA MITIGATION

Virginia Wetland Mitigation Summary

Watershed	Impact Type	MLS Mitigation Requirement (Ac)
Middle Potomac-Catoctin	Palustrine Forested	0.1

Virginia Stream Mitigation Summary

Watershed	MLS Mitigation Requirement (Lf)
Middle Potomac-Catoctin	729

- Mitigation for impacts are calculated using Standard Ratios for Wetlands and the Unified Stream Method (USM) for streams.
- USM factors in functional loss associated with stream impacts and as a result, does not require mitigation for all stream impacts.
- Mitigation credits will be purchased from existing mitigation banks to meet mitigation requirements in Virginia.

MARYLAND MITIGATION

Maryland Wetland Mitigation Summary

Watershed	MLS Mitigation Requirement (Ac)	Proposed Mitigation Sites
Middle Potomac-Anacostia-Ococoquan	18.53	4
Middle Potomac-Catoctin	2.51	4
Patuxent	9.05	1
Total	30.09	9

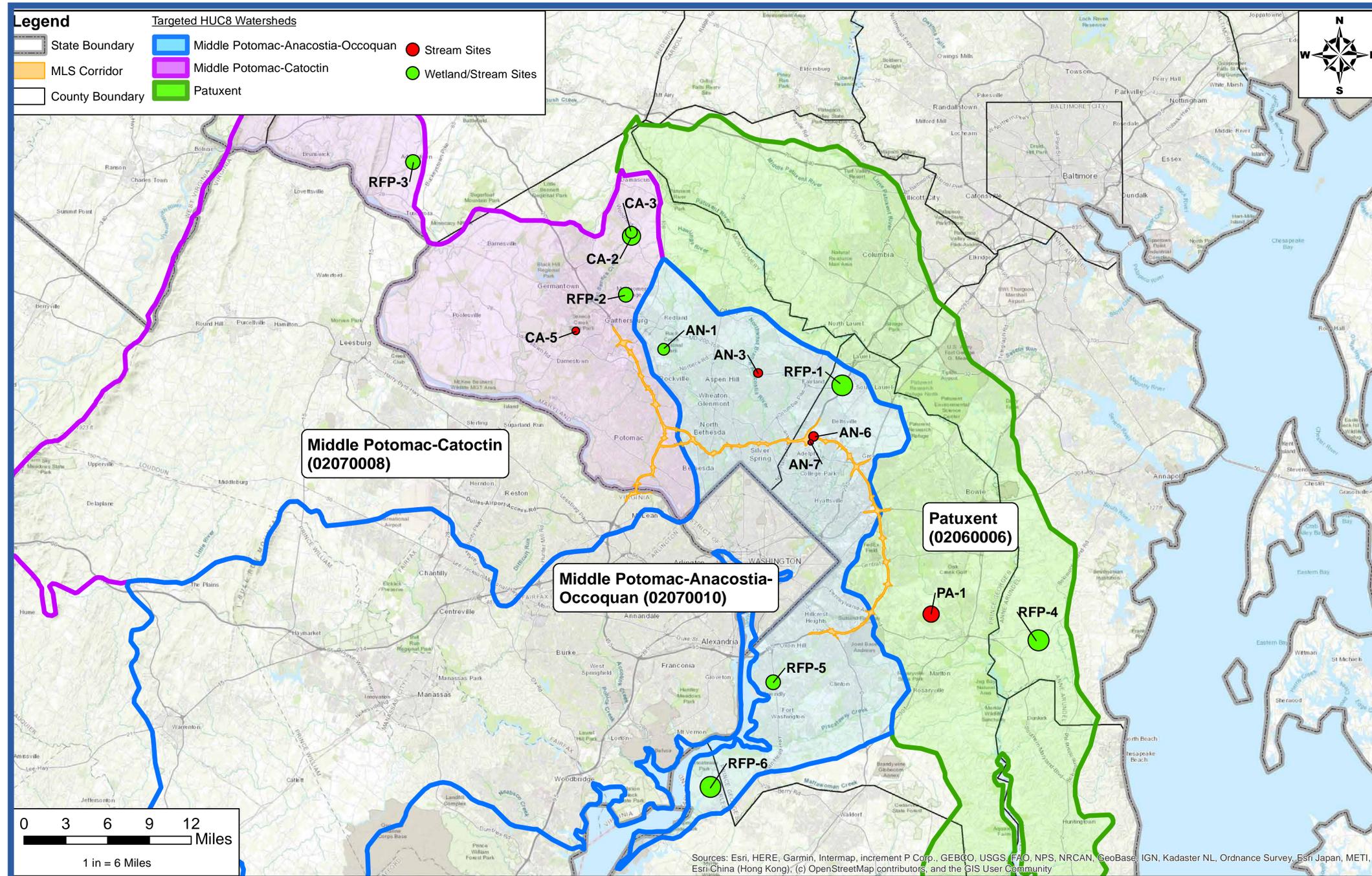
Maryland Stream Mitigation Summary

Watershed	MLS Mitigation Requirement (Lf)	Proposed Mitigation Sites
Middle Potomac-Anacostia-Ococoquan	20,045	7
Middle Potomac-Catoctin	15,134	5
Patuxent	5,317	2
Total	40,496	14

- Some stream impacts will not result in permanent loss of function and will not require mitigation.
 - Approximately 52,500 linear feet of stream impacts will not require mitigation.

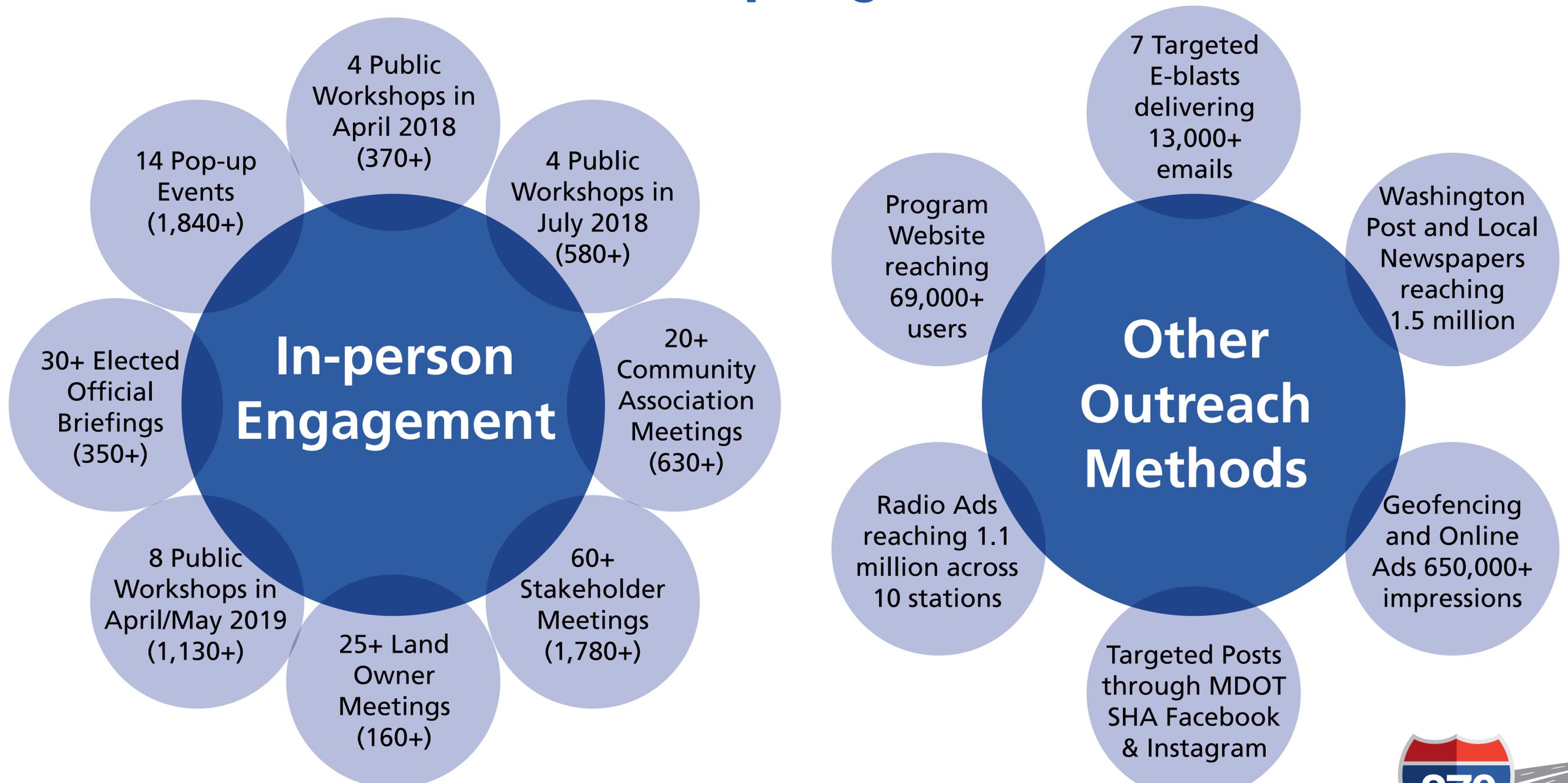


POTENTIAL WETLAND AND STREAM MITIGATION SITES





How Have We Engaged the Public & Stakeholders Since Spring 2018?



Approximate number of attendees are shown in parentheses



How Have the Agencies Been Engaged With the Managed Lanes Study?

- Interagency Working Group (IAWG) Meetings held monthly or as needed with approximately 35 Federal, State and local agencies.
- Initiated in March 2018, coincident with NEPA Notice of Intent.
- IAWG meetings held to provide an opportunity for full Federal, State and local agency engagement and participation in the study by developing, reviewing and discussing comments on study milestones, including purpose and need, alternatives, potential impacts and proposed avoidance, minimization and mitigation measures.
- More than 100 individual Federal, State and local agency coordination meetings to discuss resources, impacts, and mitigation.

Cooperating Agencies	Participating Agencies
<p>Federal:</p> <ul style="list-style-type: none"> • National Park Service • National Capital Planning Commission • US Army Corps of Engineers • US Environmental Protection Agency <p>State:</p> <ul style="list-style-type: none"> • Maryland Department of the Environment • Maryland Department of the Natural Resources • Virginia Department of Transportation <p>Local:</p> <ul style="list-style-type: none"> • Maryland-National Capital Park and Planning Commission 	<p>Federal:</p> <ul style="list-style-type: none"> • Federal Transit Administration, US Fish & Wildlife Service (USFWS), Federal Railroad Administration (FRA), National Marine Fisheries Service, Joint Base Andrews, US Navy, US Postal Service, US Department of Agriculture-Beltsville Agricultural Research Center (USDA-BARC), US Coast Guard <p>State:</p> <ul style="list-style-type: none"> • Maryland Historical Trust (MHT), Maryland Department of Planning (MDP), Maryland Transit Administration (MDOT MTA), Maryland Transportation Authority (MDTA), Virginia Department of Historic Resources, Virginia Department of Conservation and Recreation <p>Local:</p> <ul style="list-style-type: none"> • Montgomery County Department of Transportation, Prince Georges County Department of Public Works & Transportation (DPW&T)





ALL COMMENTS received, whether at the hearing through oral testimony OR through other methods (comment form, email, and letter), will be given **EQUAL CONSIDERATION**.

What Are Ways to Comment on the Draft Environmental Impact Statement and the Joint Permit Application at the Hearing?

- “ Oral testimony to panelists at in-person or virtual hearing
- “ Oral testimony to court reporter at in-person hearing
- 📞 Oral testimony via voicemail (855-432-1483) during in-person or virtual hearing times
- 💬 Written comments in comment box at in-person hearing

Comments must be received by 11:59 PM on October 8, 2020.*

*The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.



ALL COMMENTS received, whether at the hearing through oral testimony OR through other methods (comment form, email, and letter), will be given **EQUAL CONSIDERATION**.

What Are Other Ways to Comment on the Draft Environmental Impact Statement and the Joint Permit Application?

Other Ways to Comment on the DEIS

-  Comment Form on 495-270-p3.com/DEIS/
-  Email at MLS-NEPA-P3@mdot.maryland.gov
-  Send a written letter about **DEIS**:
Lisa B. Choplin, Director
I-495 & I-270 P3 Office
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Mail Stop P-601, Baltimore, MD 21202

Other Ways to Comment on the JPA

-  Email at
john.j.dinne@usace.army.mil (**USACE**)
MDE.SHAprojects@maryland.gov (**MDE**)
-  Send a written letter about **JPA**:

USACE	MDE
Baltimore District	Wetlands and Waterways Program
Attn: Mr. Jack Dinne	Attn: Mr. Steve Hurt
2 Hopkins Plaza	1800 Washington Blvd., Suite 4300
Baltimore, MD 21201-2930	Baltimore, MD 21230

Comments must be received by 11:59 PM on October 8, 2020.*

*The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.



APPENDIX B: SDEIS Comment Period Materials



MANAGED LANES STUDY



INTRODUCTION

The Maryland Department of Transportation State Highway Administration (MDOT SHA) and Federal Highway Administration (FHWA) published the Supplemental Draft Environmental Impact Statement (SDEIS) on October 1, 2021, in compliance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study. The SDEIS has been prepared to consider new information developed after the Draft Environmental Impact Statement (DEIS) was published in July 2020 and presents results and recommendations relevant to the **Preferred Alternative, Alternative 9 - Phase 1 South: American Legion Bridge I-270 to I-370**. While the Managed Lanes Study considers ways to relieve congestion and improve trip reliability, mobility and connectivity for modes of travel, including transit, in the National Capital Region, this alternative focuses on building a new American Legion Bridge and delivering two high occupancy toll (HOT) managed lanes in each direction within Phase 1 South: American Legion Bridge I-270 to I-370. The scope of the SDEIS builds upon the analysis and information that remains valid in the existing DEIS but is limited to new information about the Preferred Alternative. It also provides an opportunity for the public, agencies and all stakeholders to review and provide comment on the Preferred Alternative and associated impacts as presented in the SDEIS.

Comments on the SDEIS will be accepted between Friday, October 1, and 11:59 PM on Monday, November 15, 2021. MDOT SHA and FHWA will conduct one virtual public hearing through two sessions on Monday, November 1, 2021.

The scope of the SDEIS builds upon the analysis and information that remains valid in the existing DEIS but is limited to new information about the Preferred Alternative. On I-495, the Preferred Alternative consists of adding two new HOT managed lanes in each direction from the George Washington Memorial Parkway in Fairfax County, Virginia to east of MD 187, Old Georgetown Road. On I-270, the Preferred Alternative consists of converting the one existing HOV lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction on I-270 from I-495 to north of I-370 and on the I-270 east and west spurs. There is no action, or no improvements, included at this time on I-495 east of the I-270 east spur. Transit buses and HOV 3+ vehicles would be permitted to use the managed lanes toll-free.

The SDEIS and its supporting information is available on the Op Lanes Maryland website. Prior to attending a public hearing session, the public is encouraged to review the online presentation available at OpLanesMD.com/SDEIS beginning Friday, October 1. After the hearing, a transcript of public comments will be available on the website.

SDEIS Virtual Public Hearing Sessions

TWO CALL-IN TESTIMONY PUBLIC HEARING SESSIONS

MONDAY, NOVEMBER 1, 2021

Session 1 • 2:00-4:00 PM

Session 2 • 6:00-8:00 PM

Members of the public will be allotted three minutes and elected officials will be allotted five minutes, per person, for verbal testimony. Responses to questions will not be given at the hearing. MDOT SHA and FHWA will consider and respond to substantive comments in the FEIS.

PROVIDE VERBAL TESTIMONY AT THE HEARING

- Register for one of the sessions at OpLanesMD.com/SDEIS or by dialing 833-858-5960
- Advance registration is required to be admitted to the phone queue for comment—register through November 1
- Approved session time and instructions will be emailed to registrants prior to November 1

PROVIDE VERBAL TESTIMONY THROUGH VOICEMAIL

- Provide verbal testimony by dialing 855-432-1483 and leaving a single voicemail message limited to three minutes
- Advance registration is not required—voicemail testimony will be accepted throughout the 45-day comment period

WATCH OR LISTEN LIVE TO THE PUBLIC HEARING SESSIONS

- Watch the livestream at OpLanesMD.com/SDEIS (closed captioning available)
- Listen via telephone by dialing 855-432-1483

OpLanesMD.com/SDEIS

Ways to Comment on the SDEIS

- 🗣️ Provide verbal testimony at virtual **public hearing** sessions
- 📞 Provide verbal testimony via **voicemail** (855-432-1483) during virtual public hearing sessions, or throughout the 45-day comment period
- 📄 Submit an electronic **comment form** on OpLanesMD.com
- ✉️ Send an **email** to oplanesMLS@mdot.maryland.gov
- ✉️ Send a written **letter** about the SDEIS to:

Jeffrey T. Folden, P.E., DBIA
Deputy Director, I-495 & I-270 P3 Office
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

ALL COMMENTS received, regardless of method of submission, will be given EQUAL CONSIDERATION.

Request for Assistance

The Maryland Relay Service can assist teletype users at 7-1-1. Individuals requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the Op Lanes Maryland toll-free number at **833-858-5960 by October 22, 2021**.

Chinese 如需<中文版>的简报, 请发电子邮件到 oplanesMLS@mdot.maryland.gov。请在电子邮件主题栏标出

Amharic ይህንን ጋዜጣ በ-አማርኛ ለማግኘት፣ እባክዎ በሚከተለው አድራሻ ኢሜይል ይላኩ፡ oplanesMLS@mdot.maryland.gov። እባክዎ በኢሜይል ርዕስ ላይ ብለው ያመልከቱ።

Vietnamese Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: oplanesMLS@mdot.maryland.gov. Xin vui lòng biểu thị trong dòng tiêu đề email.

Spanish Para recibir este boletín en por favor envíe un correo electrónico a: oplanesMLS@mdot.maryland.gov. Por favor indique en español el asunto del correo electrónico.





I-495 & I-270 MANAGED LANES STUDY

Supplemental Draft Environmental Impact Statement (SDEIS)

Study Overview	<ul style="list-style-type: none"> What is the purpose of the SDEIS? What is the purpose of the comment period and public hearing? What are the limits of the improvements? What is the Study's Purpose And Need?
Alternatives	<ul style="list-style-type: none"> What is the Preferred Alternative? What transit components are included in the Preferred Alternative? How will the Preferred Alternative enhance biking and walking? Where are the proposed interchanges & managed lanes access locations?
Traffic Analyses	<ul style="list-style-type: none"> Why is this Study needed? How has the COVID-19 pandemic impacted the Study? Was the traffic analysis updated for the SDEIS? What traffic benefits would be expected from the Preferred Alternative?
Environmental Review	<ul style="list-style-type: none"> What are the environmental effects of the Preferred Alternative? What avoidance and minimization efforts have been considered for significant natural, community and historic resources? Why was the Draft Section 4(f) Evaluation updated?
Potential Property Needs	<ul style="list-style-type: none"> Reduction of potential property needs with the Preferred Alternative What happens if my property is directly impacted?
Noise	<ul style="list-style-type: none"> What is the proposed noise mitigation?
Public, Stakeholder & Agency Engagement	<ul style="list-style-type: none"> What stakeholder and agency engagement has occurred since the DEIS? How can I review the SDEIS? How do I comment on the SDEIS?
Public-Private Partnership (P3) Program	<ul style="list-style-type: none"> What is a P3? A P3 is not What is the status of the Phase 1 solicitation process and P3 agreement?





What is the purpose of the SDEIS?

This Supplemental Draft Environmental Impact Statement (SDEIS) has been prepared to consider new information relative to the Preferred Alternative: Alternative 9-Phase 1 South: American Legion Bridge I-270 to I-370. Building off the analysis in the existing DEIS, the SDEIS discloses new information relevant to the Preferred Alternative while referencing the DEIS for information that remains valid.

What is the purpose of the comment period and public hearing?

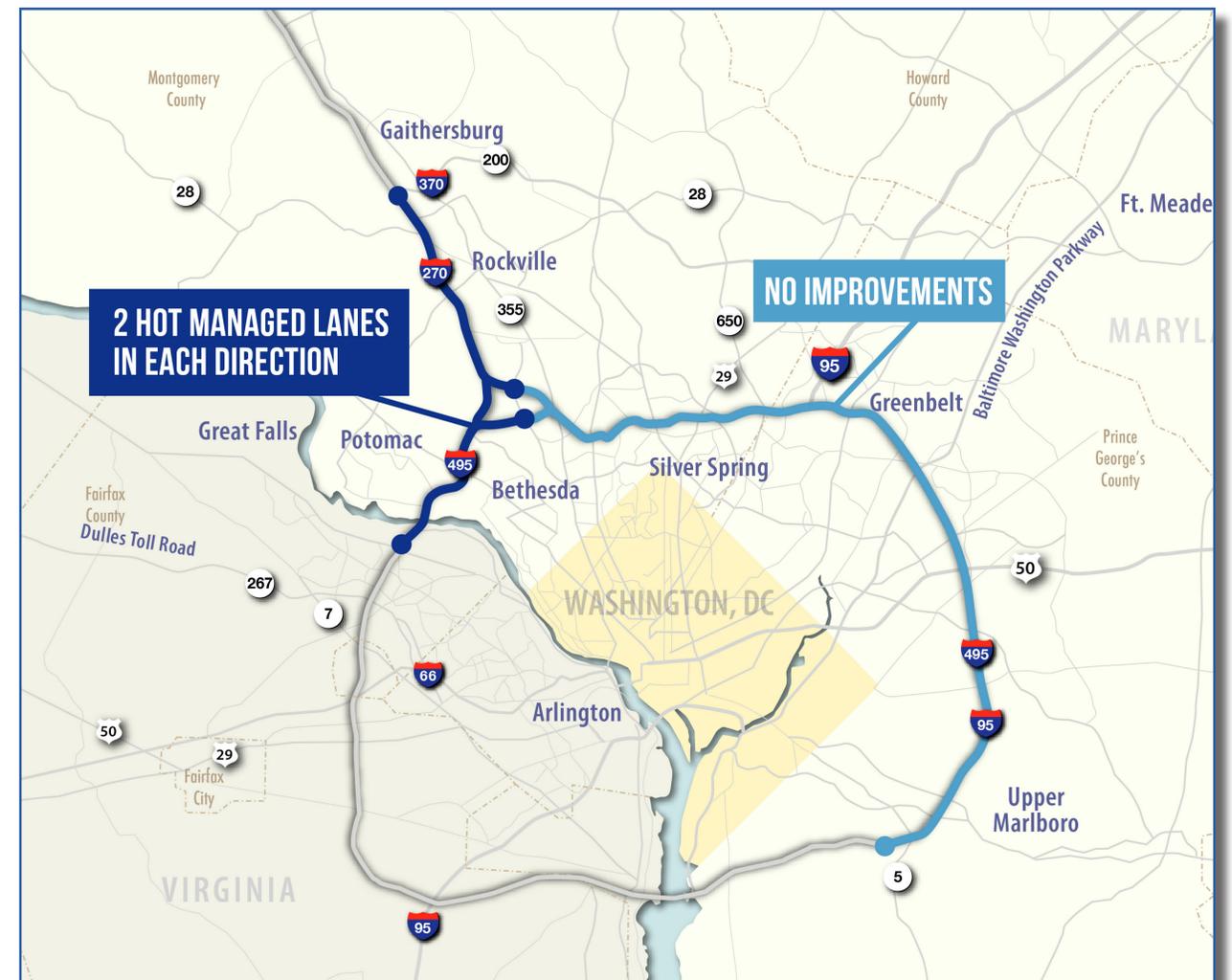
To provide the public an opportunity to comment on the Preferred Alternative and associated impacts as presented in the SDEIS. Comments will be accepted during the 45-day comment period starting on Friday, October 1, through 11:59 PM on Monday, November 15, 2021. The public can provide verbal testimony at one virtual public hearing through two sessions on Monday, November 1, 2021.



What are the limits of the improvements?

The limits of the Study from the DEIS includes 48 miles along I-495 and I-270. The Study limits on I-495 begin south of the George Washington Memorial Parkway in Virginia, across the American Legion Bridge, to west of MD 5 and on I-270 from I-495 to north of I-370 in Montgomery and Prince George's counties, Maryland.

While the limits of the Study remain unchanged, the limits of the build improvements associated with the Preferred Alternative occur only within the limits of Phase 1 South on I-495 from south of the George Washington Memorial Parkway to east of MD 187 and on I-270 from I-495 to north of I-370, including the I-270 west and east spurs.





What is the Study's Purpose and Need?

The Purpose and Need Statement remains the same as presented in the DEIS, Chapter 1 and in DEIS, Appendix A.

PURPOSE

Develop a travel demand management solution(s) that addresses congestion, improves trip reliability on I-495 and I-270 within the study limits, and enhances existing and planned multimodal mobility and connectivity.

NEEDS

- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Improve Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility



The Purpose and Need remains valid with the Preferred Alternative. MDOT SHA and FHWA identifying Alternative 9-Phase 1 South: American Legion Bridge I-270 to I-370 as the Preferred Alternative does not alter the Study's Purpose and Need. The overall need for improvements in the study area remains valid, regardless of the build alternatives evaluated and any potential change to the limits of construction for a Preferred Alternative.



What is the Preferred Alternative?

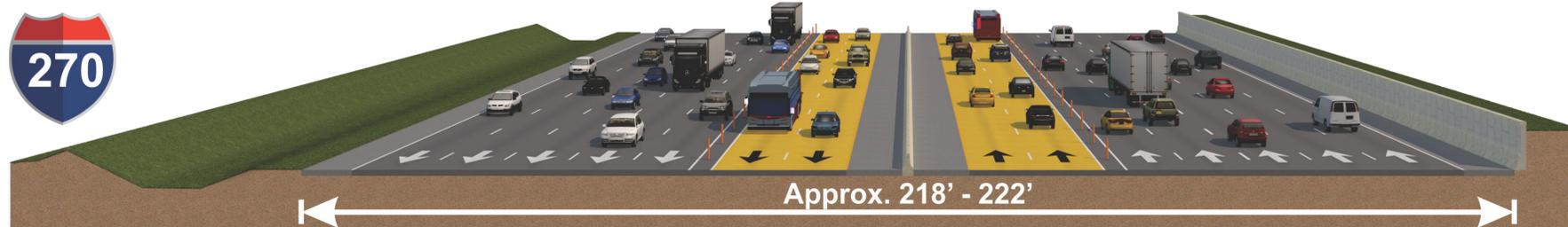
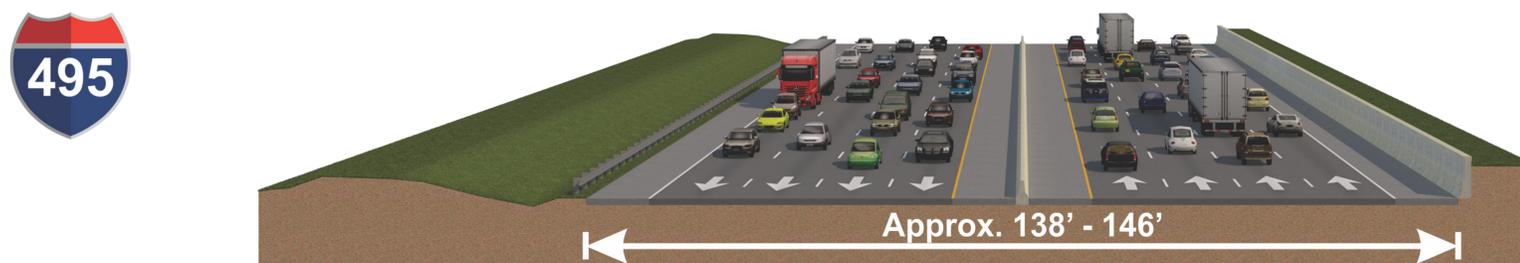
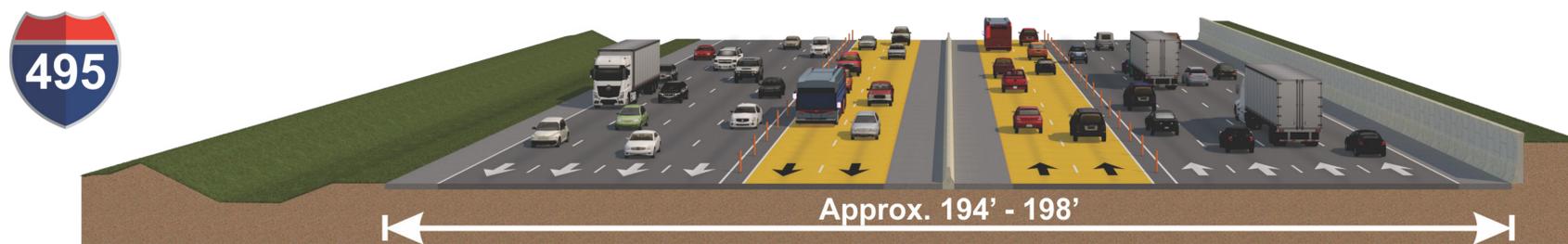
The Preferred Alternative includes a two-lane, High-Occupancy Toll (HOT) managed lanes network on I-495 and I-270 within the limits of Phase 1 South only on I-495 from south of the George Washington Memorial Parkway to east of MD 187

and on I-270 from I-495 to north of I-370, including the I-270 west and east spurs. There is no action, or no improvements, included at this time on I-495 east of the I-270 east spur to MD 5 at this time.

On I-270, the Preferred Alternative consists of converting the one existing High Occupancy Vehicle (HOV) lane in each direction to a HOT managed lane and adding one new HOT managed lane in each direction from I-495 to north of I-370 and on the I-270 east and west spurs. Along I-270, the existing collector-distributor (C-D) lanes from Montrose Road to I-370 would be removed as part of the proposed improvements.

The HOT managed lanes would be separated from the general purpose lanes using pylons placed within a buffer. Transit buses and HOV 3+ vehicles would be permitted to use the HOT managed lanes toll-free.

I-495 from the George Washington Memorial Parkway to east of MD 187





What transit components are included in the Preferred Alternative?

- Allowing toll-free use of the HOT managed lanes for bus transit to provide a reliable trip and connection to local bus service/systems on arterials that directly connect to urban and suburban activity and economic centers.
- Accommodating direct and indirect connections from the proposed HOT managed lanes to existing transit stations and planned Transit Oriented Development at the Shady Grove Metro (I-370), Twinbrook Metro (Wootton Parkway), Montgomery Mall Transit Center (Westlake Terrace), and Medical Center Metro (MD 187).



California Transit

Additionally, regional transit improvements to enhance existing and planned transit and support new opportunities for regional transit service have been committed to as part of the Preferred Alternative and include:

- Constructing new bus bays at WMATA Shady Grove Metrorail Station
- Increasing parking capacity at the Westfield Montgomery Mall Park and Ride

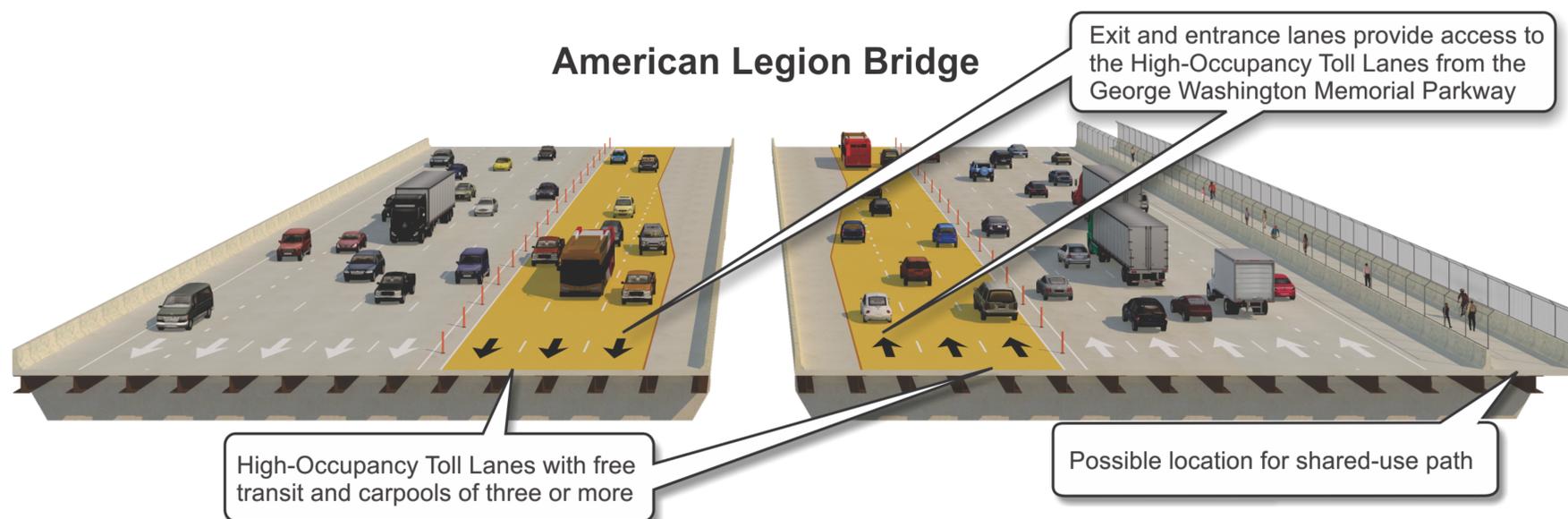


How will the Preferred Alternative enhance biking and walking?

MDOT and the Virginia Department of Transportation have agreed to reconstruct the new American Legion Bridge with a new pedestrian and bicycle shared-use path to provide multi-modal connectivity across the Potomac River, anticipated along the east side of the American Legion Bridge. The shared-use path would connect to the planned Fairfax County trail system and the Montgomery County master plan trail system at MacArthur Boulevard. An existing connection from the MacArthur Boulevard sidepath to the C&O Canal towpath exists just outside of the Study Area, supporting regional connectivity.

Other enhancements to pedestrian and bicycle connections include but are not limited to:

- Constructing new sidepaths across MD 190 over I-495
- Widening the existing sidepath along Seven Locks Road under I-495 (Cabin John Trail)
- Constructing new sidewalk along the west side of Seven Locks Road under I-495 to connect First Agape AME Zion Church (Gibson Grove Church) and Morningstar Tabernacle No. 88 Moses Hall and Cemetery
- Lengthening the I-270 bridge over Tuckerman Lane to accommodate future pedestrian/bicycle facilities along Tuckerman Lane



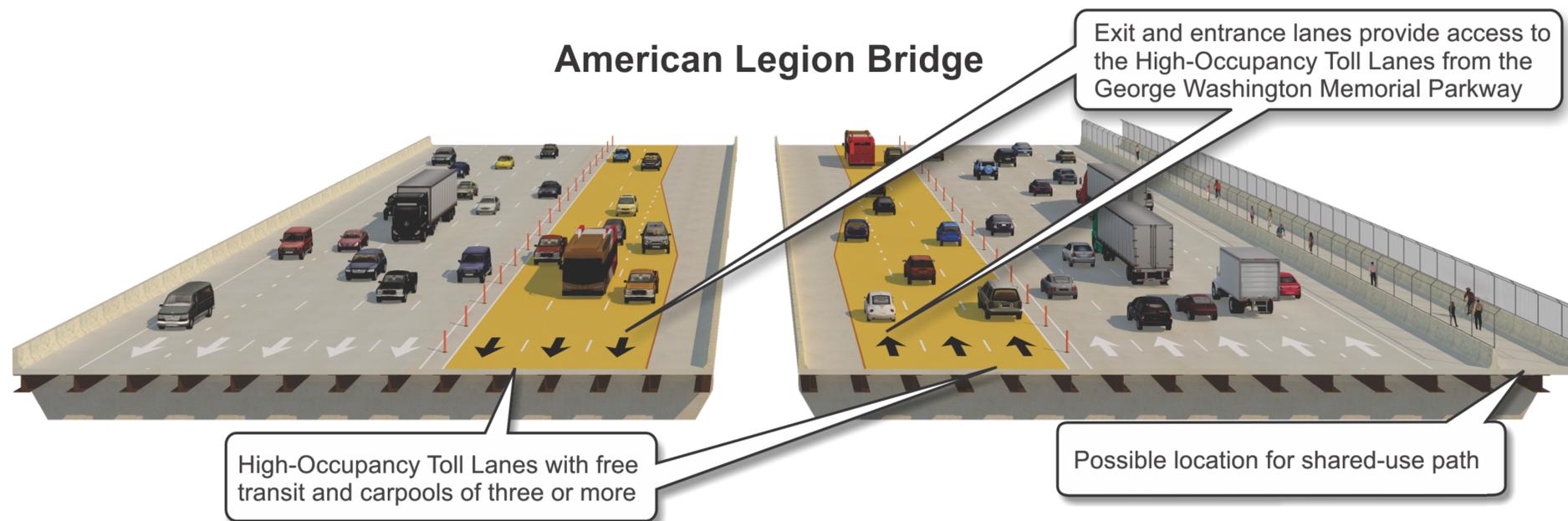
View of American Legion Bridge from Virginia, looking north towards Maryland



Is the replacement of the American Legion Bridge part of the Managed Lanes Study?

Yes, the Preferred Alternative includes the full replacement of the American Legion Bridge with a new, wider bridge (not widening of the existing bridge). The existing bridge is nearly 60 years old and would need to be replaced sometime during the next decade regardless of this Study. The new bridge would be constructed in phases to maintain the same number of existing lanes at all times, and therefore the current bridge would be replaced in the same existing location.

The American Legion Bridge will be designed to accommodate one or more future projects to achieve the full implementation of a transit line across the American Legion Bridge. These future transit options can be implemented with minimal impacts to capacity and operations of the managed lanes and general purpose lanes constructed by Phase 1 South of the P3 Program. Future transit would be accommodated by designing the new American Legion Bridge structures to allow for future superstructure modifications and additional foundation and substructure capacity capable of supporting a new transit line.



View of American Legion Bridge from Virginia, looking north towards Maryland. The reconstructed American Legion Bridge will include a shared use path to provide a bicycle and pedestrian connection between Virginia and Maryland.



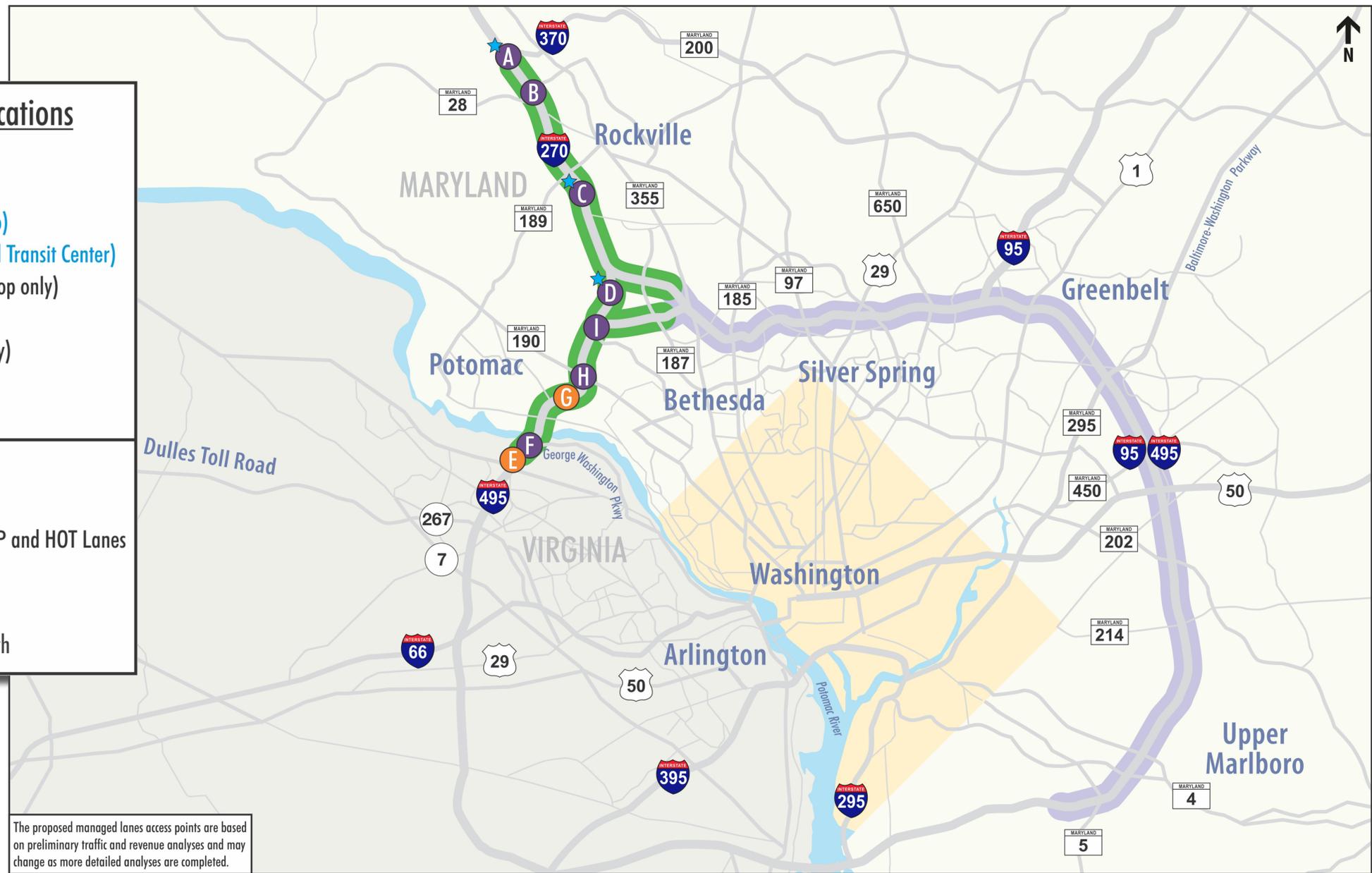
Where are the proposed interchanges & managed lanes access locations?

Proposed Managed Lanes Access Locations

- A** I-270 at I-370 (access to Shady Grove Metro)
- B** I-270 at Gude Drive
- C** I-270 at Wootton Parkway (access to Twinbrook Metro)
- D** I-270 at Westlake Terrace (access to Montgomery Mall Transit Center)
- E** I-495 south of the American Legion Bridge (Outer Loop only)
- F** I-495 at George Washington Parkway
- G** I-495 north of Clara Barton Parkway (Inner Loop only)
- H** I-495 at MD 190/Cabin John Parkway
- I** I-495 at I-270 West Spur

Legend

- Direct Access Locations
- Exchange Ramps Allowing Traffic to Move Between GP and HOT Lanes
- ★ Managed Lane Access to Transit Station
- ▬ Phase 1 South Limits
- ▬ Managed Lanes Study Limits Outside of Phase 1 South



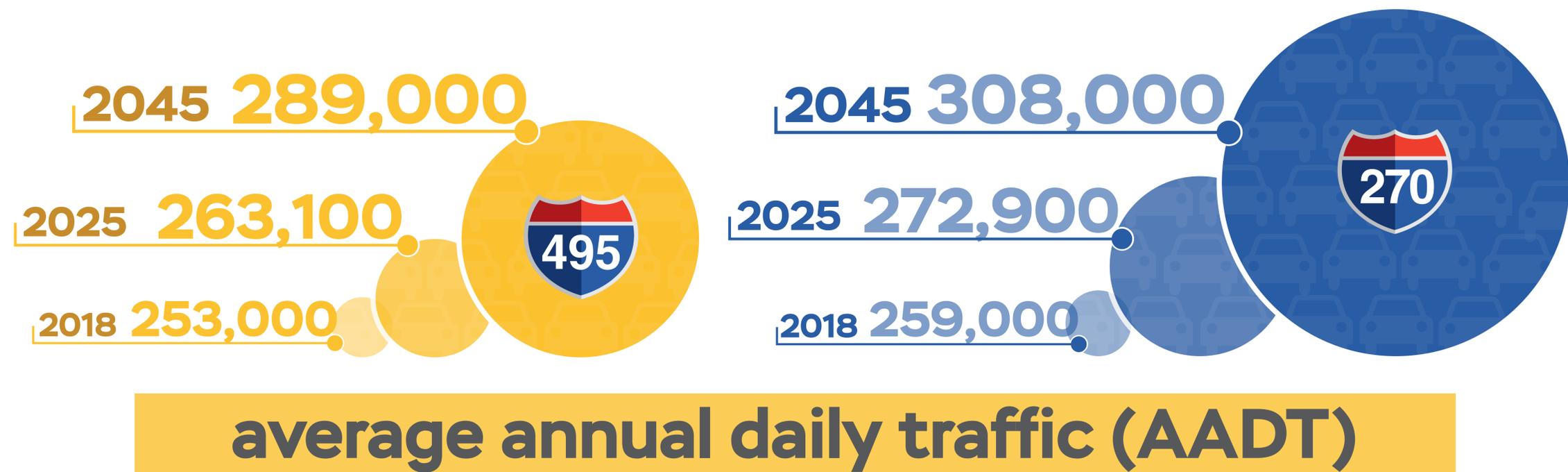
The proposed managed lanes access points are based on preliminary traffic and revenue analyses and may change as more detailed analyses are completed.



Why is this Study needed?

To address existing and future traffic congestion:

- Traffic congestion limits economic growth opportunities
- Traffic congestion diminishes the quality of life for Marylanders
- Severe congestion averages 10 hours on I-495 and 7 hours on I-270 each weekday





How has the COVID-19 pandemic impacted the Study?

The COVID-19 global pandemic has had a profound impact on the daily routines of people across the world, affecting the way residents and commuters in the National Capital Region work, travel, and spend their free time. These changes have altered traffic demand, transit use, and traffic volumes on all roadways in Maryland, the District of Columbia, and Virginia, including I-495 and I-270.



MDOT SHA has been closely monitoring the changes in traffic patterns throughout the pandemic. Traffic volumes have continued to recover following the vaccine roll-out and the gradual reopening of businesses and schools in the spring and summer of 2021. Statewide, weekly traffic volumes were down 7% in August 2021 compared to August 2019. MDOT SHA will continue to monitor changes into the fall and winter and will conduct a sensitivity analysis to evaluate potential long-term impacts, confirm the need for the project, and verify that the preferred alternative would provide benefits if future demand is less than projected as part of the COVID-19 Travel Analysis and Monitoring Plan for the Study.



Was the traffic analysis updated for the SDEIS?

The traffic analysis was updated from a design year of 2040 to a design year of 2045 for the No Build and Preferred Alternative using the regionally approved traffic model from the Metropolitan Planning Organization.



The Preferred Alternative, Alternative 9-Phase 1 South: American Legion Bridge I-270 to I-370 was evaluated and compared to the No Build condition using the updated 2045 forecasts for several key operational metrics, including:

- Speed
- Delay
- Travel time
- Level of service
- Throughput
- The effect on the local network

These metrics are the same metrics used in the DEIS to evaluate and compare the alternatives.



What traffic benefits would be expected from the Preferred Alternative?

The Preferred Alternative will significantly increase person throughput across the American Legion Bridge and on the southern section of I-270 while reducing congestion.

METRIC	TIME PERIOD	IMPROVEMENT
Network-Wide Average Delay Reduction vs. No Build	AM PEAK	18%
	PM PEAK	32%
Total Local Network Delay Reduction vs. No Build	DAILY	3.5%
American Legion Bridge Throughput Increase vs. No Build	AM PEAK	30%
	PM PEAK	25%
I-270 at Montrose Road Throughput Increase vs. No Build	AM PEAK	15%
	PM PEAK	20%
Average Speed General Purpose Lanes vs. No Build	AM & PM PEAK	+5 mph

Compared to the No Build Alternative, the Preferred Alternative will:

- Improve trip reliability
- Reduce travel times and delays

* Results reflect operations within full Study limits, including areas east of the I-270 east spur that will not include improvements in this Study.





What are the environmental effects of the Preferred Alternative?

The environmental consequences presented in Chapter 4 are described for the Preferred Alternative. Permanent (or long-term) and temporary (or short-term) construction-related effects of the Preferred Alternative are quantified and presented in this SDEIS. The summary of environmental effects of the Preferred Alternative are presented below.

Summary of quantifiable impacts from the Preferred Alternative

Resource	Permanent ¹	Temporary ¹	Total ¹
Total Potential Impacts to Park Properties (acres)	21.0	15.1	36.1
Total Right-of-Way Required ² (acres)	97.2	18.7	115.9
Number of Properties Directly Affected (count)	-	-	501
Number of Residential Relocations (count)	-	-	0
Number of Business Relocations (count)	-	-	0
Number of Historic Properties with Adverse Effect ³	-	-	11
Noise Sensitive Areas Impacted (count)	-	-	50
Hazardous Materials Sites of Concern (count)	-	-	255
Wetlands of Special State Concern	0	0	0
Wetlands ⁴ (acres)	3.7	0.6	4.3
Wetland 25-foot Buffer ⁴ (acres)	6.5	0.6	7.1
Waterways ⁴ (square feet)	673,757	343,945	1,017,702
Waterways ⁴ (linear feet)	43,852	2,701	46,553
Tier II Catchments (acres)	0	0	0
100-Year Floodplain (acres)	33.7	15.1	48.8
Forest Canopy ⁵ (acres)	479.6	20.35	500.1
Rare, Threatened and Endangered Species Habitat (acres)	33.4	23.0	56.4
Sensitive Species Project Review Area (acres)	24.5	20.0	44.5
Unique and Sensitive Areas (acres)	139.2	29.4	168.5

1 All values are rounded to the tenths place

2 The right-of-way is based on state records research and supplemented with county right-of-way, as necessary

3 Refer to Chapter 4, Section 4.7 for additional details on the effects to historic properties

4 Refer to Table 4-25, Section 4.12 for additional details on the impacts to wetlands and waterways

5 Temporary forest canopy impacts are cleared forest in areas that will not be permanently acquired or altered by roadway construction. Replanting will occur in these areas. Impacts will be avoided and minimized, and replanting will be maximized within the corridor as determined in final design.

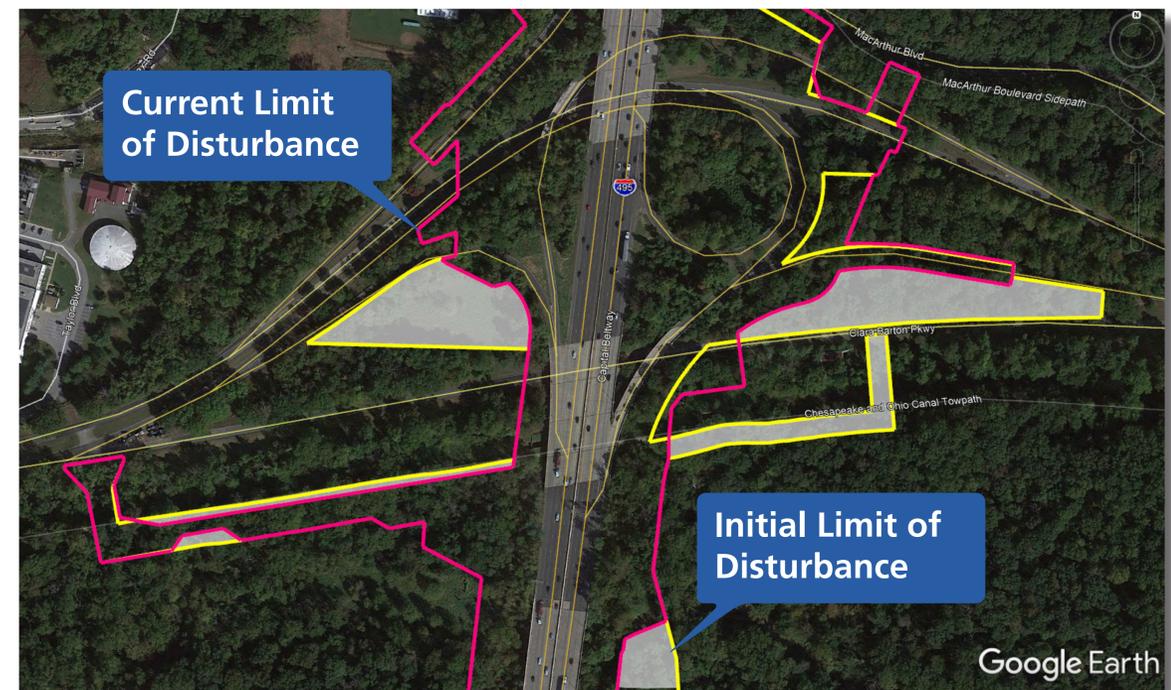
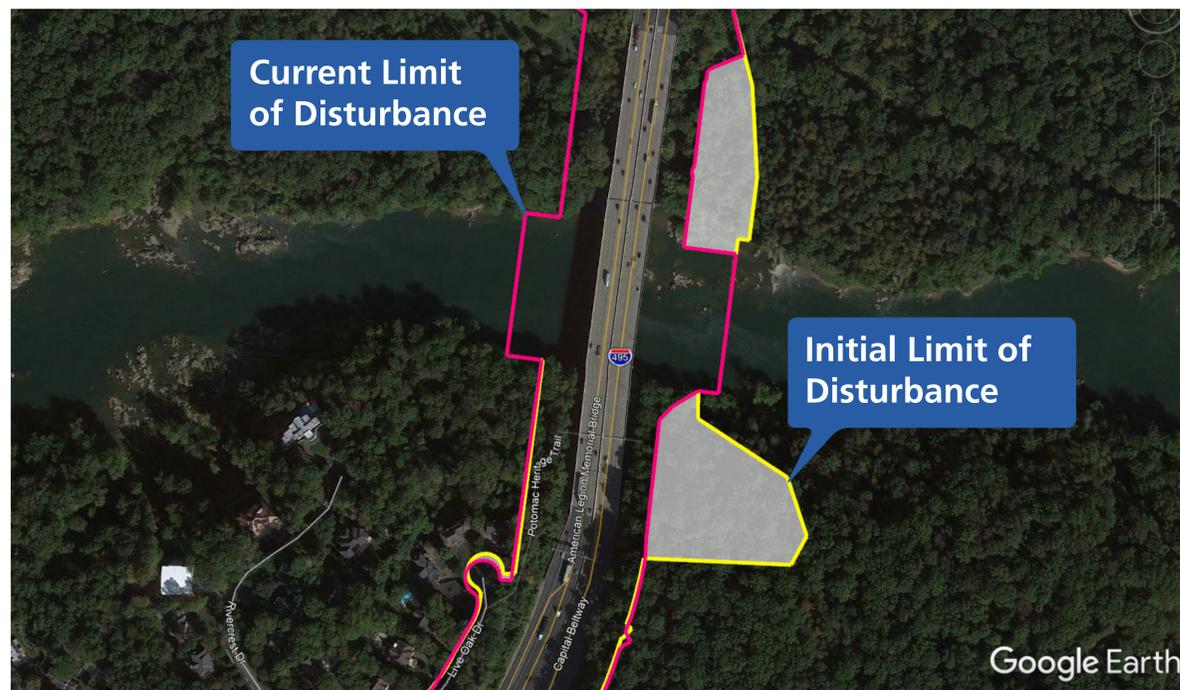




What avoidance and minimization efforts have been considered for significant natural, community and historic resources?

Since the publication of the DEIS, avoidance and minimization of historic properties, park lands, wetlands, wetland buffers, waterways, forests, and the Federal Emergency Management Agency's 100-year floodplain have advanced through coordination with the regulatory and resource agencies. The Preferred Alternative with the Phase 1 South limits avoids more than 100 acres of parkland and hundreds of wetland and stream features compared to the DEIS Build Alternative 9.

The impacts associated with the Preferred Alternative were avoided and minimized to the greatest extent practicable in all areas at this preliminary stage of the Study, and avoidance and minimization techniques were specifically refined in some areas of sensitive or recreationally valuable resources, such as the NPS park properties around the American Legion Bridge. Final avoidance and minimization efforts and mitigation for unavoidable impacts will be documented in the FEIS.



Initial Limit of Disturbance

Current Limit of Disturbance



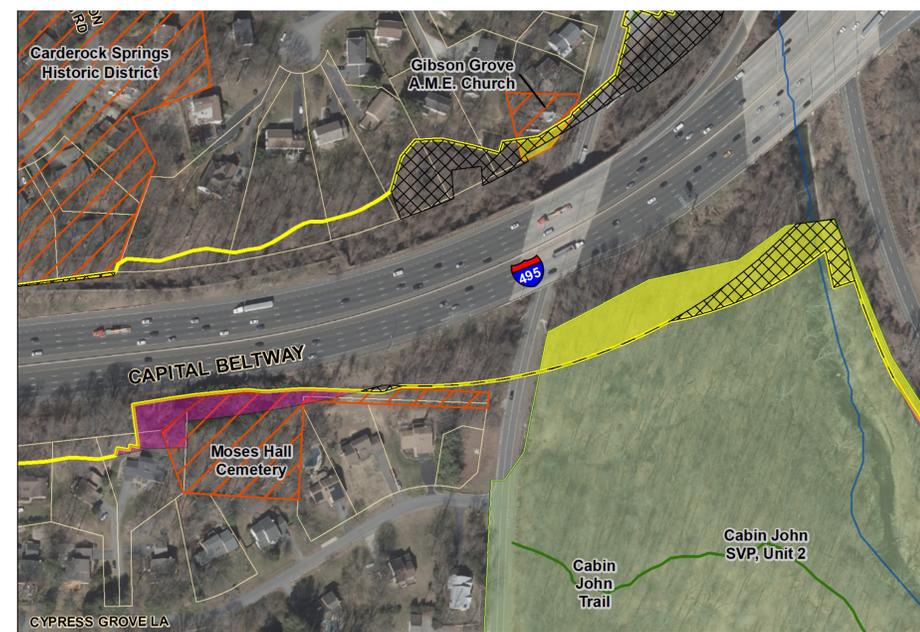
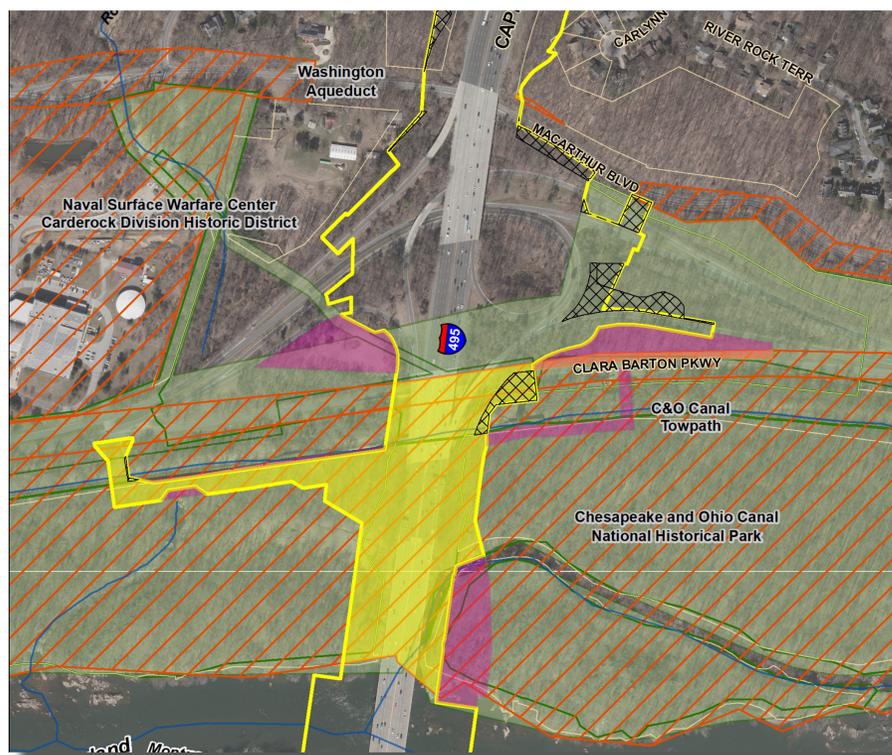
Why was the Draft Section 4(f) Evaluation updated?

Since the publication of the DEIS and Draft Section 4(f) Evaluation in July 2020, the Preferred Alternative has been identified as Alternative 9–Phase 1 South American Legion Bridge I-270 to I-370, which includes the same improvements proposed as part of Alternative 9 in the DEIS and Draft Section 4(f) Evaluation but limited to the Phase 1 South limits only. The Preferred Alternative was identified based on further coordination with agencies, including the Officials With Jurisdiction (OWJs) to avoid and minimize impacts to significant Section 4(f) properties.

The Preferred Alternative would avoid the use of 38 Section 4(f) properties that were previously reported as Section 4(f) uses in the

DEIS and Draft Section 4(f) Evaluation totaling approximately 105 acres. The Preferred Alternative would require use a total of 39.1 acres of 21 Section 4(f) properties (including temporary and permanent), compared to a total of 146.8 acres for the DEIS Build Alternative 9.

Conceptual mitigation for Section 4(f) impacts has been identified, but coordination with the OWJs for the Section 4(f) properties is still ongoing. The Final Section 4(f) Evaluation will also include finalization of the analysis to demonstrate all possible planning to minimize harm, and finalization of the Least Overall Harm Analysis, and final mitigation commitments.





Proposed property needs

What determines if my property is needed?

- A variety of elements contribute to the need for additional property rights outside of MDOT SHA's property. These elements include roadway construction, grading, clearing, landscaping, stormwater management, and noise barrier replacement/construction. Adjacent property rights would be needed in areas where MDOT SHA right-of-way is limited and where these elements cannot be located elsewhere.

What are my rights related to property acquisition?

- MDOT SHA complies with state and federal laws to determine "just" compensation for impacts to your property.
- Just compensation is based on the fair market value of the property and includes all elements that may be appropriate in determining value.
- For full details on the acquisition process, please refer to the MDOT SHA *Your Land and Your Highways: Your Rights and Benefits Guide*.

www.roads.maryland.gov/mdotsha/pages/index.aspx?pageid=411

How will I know that my property is needed?

- MDOT SHA will advise you well in advance of actual negotiations. A letter will be mailed to you explaining that your property will be needed.

What will I be paid for my property if it is needed?

- MDOT SHA will offer fair market value of your property, which will include just compensation for the property needed. Relocation assistance is a separate benefit that is provided, if eligible.

Will I be compensated for indirect impacts, such as noise?

- MDOT SHA can only provide compensation as part of the property acquisition process. However, we will work with you to address concerns related to any possible impacts on your property.



Reduction of potential property needs with the Preferred Alternative

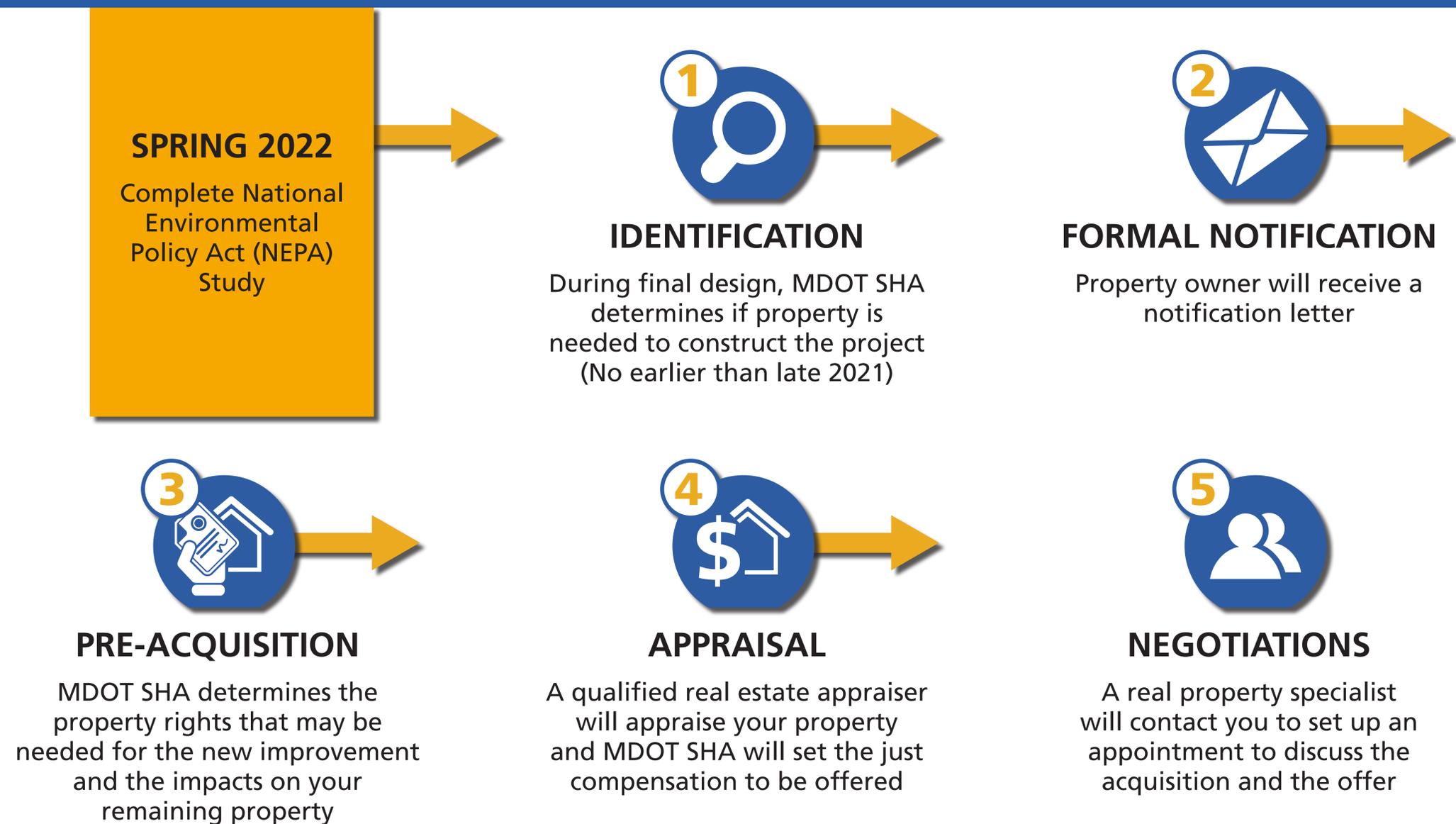
The Preferred Alternative:

- Avoids all residential and business displacements
- Currently impacts 501 properties within the Preferred Alternative limits of disturbance, resulting in 891–1,017 properties avoided from the DEIS Build Alternatives
- Results in property impacts due to:
 - Roadway widening to construct additional travel lanes
 - Reconfiguration of interchange ramps
 - Reconstruction of significant bridges and other structures
 - Augmentation and extension of culverts
 - Replacement or extension of existing noise barriers
- Construction of new noise barriers
- Utility relocation that cannot be accommodated within existing highway right-of-way
- May require proposed property acquisition for right-of-way, including:
 - Acquiring strips of land, or strip takes, from undeveloped areas or areas of trees and landscaping in yards that back up to I-495 or I-270
 - Acquisition of larger areas to accommodate stormwater management facilities or drainage improvements



What happens if my property is directly impacted?

TIMELINE OF THE ACQUISITION PROCESS





What is the proposed noise mitigation?

The results of the updated noise analysis for the Preferred Alternative are presented in the SDEIS. A summary of the noise barrier mitigation is listed below. The proposed noise barrier locations can be seen as a layer on the interactive GIS mapping and in the environmental resource mapping in Appendix D of the SDEIS. Both can be located on the Op Lanes Maryland website at OpLanesMD.com.



Noise Barrier System Mitigation	Number of Noise-Sensitive Areas (NSAs)
Existing noise barriers that would remain in place as currently constructed	3
Existing noise barriers that would be extended	2
Existing noise barriers that would be relocated and replaced with a reconstructed barrier	8
Existing noise barriers that would be reconstructed and extended	9
New noise barriers constructed	8
Noise barrier is not reasonable or feasible	9



What stakeholder and agency engagement has occurred since the DEIS?

Engagement with stakeholders and agencies continued to occur after the DEIS was published in July 2020.

The focus of this engagement was to:

- Better understand comments received on the DEIS
- Provide Study-related updates, and seek feedback on a host of topics, including:
 - Effects of covid-19 on traffic
 - Transit opportunities
 - Alternatives design
 - Managed lanes access
 - Bicycle and pedestrian improvements
 - Economic benefits
 - Environmental concerns

Post-DEIS engagement included:

- 3 Environmental Justice Working Group Meetings
- 1 Transit Working Group Meetings
- 4 Regional Economic Working Group Meetings
- 54 Agency and Stakeholder Coordination Meetings (public)
- 81 Agency and Stakeholder Coordination Meetings (government)
- 3 Interagency Working Group Meetings
- 65 Natural Resource Agency Coordination Meetings
- 8 Section 106 Consultation Meetings
- 4 Community Pop-up Events
- 42 Elected Official Meetings



How can I review the SDEIS?

The SDEIS and its supporting information is available on the Op Lanes Maryland website at OpLanesMD.com/SDEIS. Hard copies will be available for review starting on Friday, October 1, through November 15, 2021.

MONTGOMERY COUNTY LIBRARIES

Mon, Wed, Fri & Sat: 10 AM – 6 PM • Tue & Thu: 12 – 8 PM†

Gaithersburg	18330 Montgomery Village Avenue, Gaithersburg, MD 20879
Quince Orchard	15831 Quince Orchard Road, Gaithersburg, MD 20878
Rockville Memorial*	21 Maryland Avenue, Rockville, MD 20850
Potomac	10101 Glenolden Drive, Potomac, MD 20854
Davis	6400 Democracy Boulevard, Bethesda, MD 20817
Kensington Park	4201 Knowles Avenue, Kensington, MD 20895
Chevy Chase	8005 Connecticut Avenue, Chevy Chase, MD 20815
Silver Spring	900 Wayne Avenue, Silver Spring, MD 20910
White Oak	11701 New Hampshire Avenue, Silver Spring, MD 20904

FAIRFAX COUNTY LIBRARY

Mon & Tue: 10 AM – 9 PM • Wed, Thu, Fri & Sat: 10 AM – 6 PM†

Dolley Madison	1244 Oak Ridge Avenue, McLean, VA 22101
----------------	---

PRINCE GEORGE'S COUNTY LIBRARIES

Mon, Tue, Thu, & Fri: 10 AM – 6 PM • Wed: 12 – 8 PM • Sat: 10 AM – 5 PM†

Beltsville	4319 Sellman Road, Beltsville, MD 20705
Greenbelt*	11 Crescent Road, Greenbelt, MD 20770
New Carrollton	7414 Riverdale Road, New Carrollton, MD 20784
Glenarden	8724 Glenarden Parkway, Glenarden, MD 20706
Largo-Kettering	9601 Capital Lane, Upper Marlboro, MD 20772
Spauldings	5811 Old Silver Hill Road, District Heights, MD 20747
Oxon Hill	6200 Oxon Hill Road, Oxon Hill, MD 20745

WASHINGTON, D.C. LIBRARY

Mon, Tue, Wed, Fri & Sat: 10 AM – 6 PM • Thu: 12 – 8 PM†

Juanita E. Thornton/ Shepherd Park	7420 Georgia Avenue NW, Washington, DC 20012
---------------------------------------	--

* The Rockville and Greenbelt libraries will have hard copies of the SDEIS and Technical Reports available. All other libraries will have the technical reports on USB flash drives.
† In the event of changes with COVID-19, please visit the library website for hours of operation.





How do I comment on the SDEIS?

The SDEIS will be available so that interested citizens, elected officials, government agencies, businesses, and other stakeholders can comment on the Preferred Alternative and associated impacts as presented in the SDEIS during the 45-day comment period starting on Friday, October 1, through 11:59 PM on Monday, November 15, 2021. MDOT SHA and FHWA will consider comments received and will respond to substantive comments on both the SDEIS and DEIS in the FEIS.

The public can provide verbal testimony at one virtual public hearing through two sessions on Monday, November 1, 2021. Register at OpLanesMD.com/SDEIS or by dialing 855-432-1483.

Ways To Comment on the SDEIS

- “ Provide verbal testimony at virtual **public hearing** sessions
- ☎ Provide verbal testimony via **voicemail** (855-432-1483) during virtual public hearing sessions, or throughout the 45-day comment period
- 💬 Submit an electronic **comment form** on OpLanesMD.com/SDEIS
- @ Send an **email** to OpLanesMLS@mdot.maryland.gov
- ✉ Send a written **letter** about the SDEIS to:

Jeffrey T. Folden, P.E., DBIA
Deputy Director, I-495 & I-270 P3 Office
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

The Maryland Relay Service can assist teletype users at 7-1-1. Individuals requiring assistance to participate, such as an interpreter for hearing/speech difficulties or assistance with the English language, should contact the Program toll-free number at 833-858-5960 by October 22, 2021.

ALL COMMENTS received, regardless of method of submission, will be given EQUAL CONSIDERATION.



What is a P3?

A Public-Private Partnership (P3) is an alternative model for capital project delivery. A P3 is a partnership between the public or governmental sector with private entities. P3s seek to harness private sector expertise, innovation, and financing to deliver public infrastructure for the benefit of the public owner and infrastructure users.

P3s seek to successfully leverage the respective strengths of the public and private sectors to deliver large, complex infrastructure projects in a cost-effective and timely fashion. Functions under a P3 agreement may include designing, building, financing, operating, and maintaining a transportation facility.

BENEFITS OF A P3



Projects delivered faster:

P3 projects can move forward when the public owner does not have available funding.



Provides equity and financing:

Without a P3, proposed improvements of this magnitude would take decades and would use Maryland's entire transportation budget.



Operations and maintenance:

The P3 developer operates the facility and maintains it during the term of the agreement at a more economical cost.



Transfer of risks:

The public owner and the private partner share the risks based on who can best manage each risk to provide the best value to the public owner, such as revenue, design and construction, and long-term operations and maintenance risks.



A P3 is not...



A Funding Source

Projects require a funding source regardless if a P3 is used.

Privatization

The private partner does not obtain any ownership—the state is still the owner.

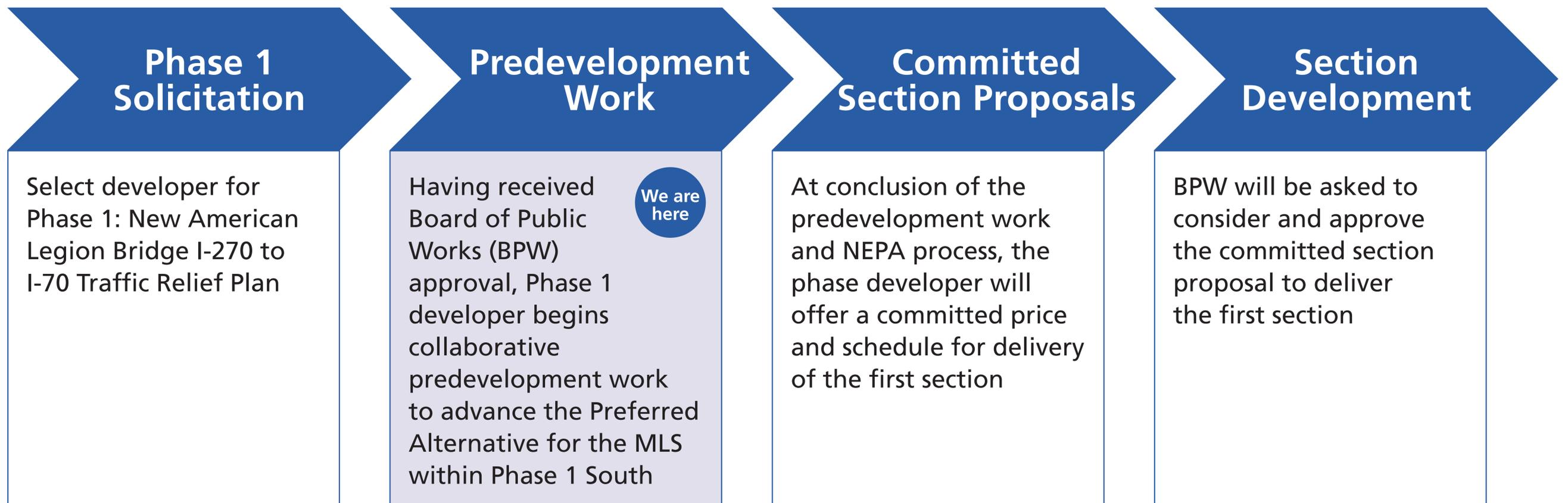
Transfer of State Responsibility

The state retains the ultimate responsibility to ensure the facility meets its intended public need. The private sector also cannot have decision making in the environmental process as it is a government function.





What is the status of the Phase 1 solicitation process and P3 agreement?



APPENDIX C: EJ Outreach and Engagement Initiative Materials

Survey

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is seeking your input on community improvements that could be considered as part of the I-495 and I-270 Managed Lanes Study. For more information on the Study, please visit our webpage at oplanesmd.com/sdeis/. Please complete this short survey to tell us what types of improvements you would like to see in your community.

1. What kind of improvements would make it easier or safer to get to the places you need or want to go? [Select no more than 3.]

- More bus services
- More Park and Ride lots
- More or improved sidewalks
- More crosswalks
- Better lighting on streets or sidewalks
- Traffic calming to make streets safer
- Safer routes for bicyclists
- Other: _____

2. What are the needs in your neighborhood? [Select no more than 3.]

- Recreational centers, parks, and playgrounds
- Job-training or adult learning centers
- Healthcare centers
- Childcare centers
- Sidewalks, trails, bike lanes
- Other: _____

3. Do you have any environmental problems in your community that need to be addressed? If so, what are they? [Select all that apply.]

- Flooding
- Water quality
- Air pollution
- Safe and healthy housing
- Noise
- Other: _____

4. Which community organizations are most helpful to you or active in your community (i.e. advocacy groups, places of worship, legal assistance organizations, etc.)? [Write the organization name below.]

Organization name(s):

5. Does your community have regular meetings or a social media page to share information? If yes, can you provide more information? [Write the response below.]

Response: _____

6. What is your zip code? [Write your zip code below.]

Zip code: _____

7. What language do you primarily speak at home? [Select one.]

- Amharic
- Chinese
- English
- French
- Korean
- Spanish
- Other: _____

8. Are there other improvements needed in your community? [Write the response below.]

Response: _____

9. If you would like to be added to the project mailing list please provide your email address:

የሜሪላንድ የትራንስፖርት ዲፓርትመንት የስቴት የመንገድ አስተዳደር (ኤም.ዲ. ኦ.ቲ. ኤስ.ኤች.ኤ) (MDOT SHA) እንደ I-495 እና I-270 የሚተዳደር የሌይን ጥናት አካል ሊወሰዱ በሚችሉ የማህበረሰብ ማሻሻያዎች ላይ የእርስዎን አስተያየት ይፈልጋል። በጥናቱ ላይ ተጨማሪ መረጃ ለማግኘት እባክዎ <https://oplanesmd.com/sdeis/> ላይ የእኛን ድረ-ገጽ ይጎብኙ። በማህበረሰብ ውስጥ ምን ዓይነት ማሻሻያዎችን ማየት እንደሚፈልጉ ለመንገር እባክዎን ይህን አጭር የዳሰሳ ጥናት ያጠናቅቁ።

1. ወደሚፈልጓቸው ቦታዎች ለመድረስ ምን ዓይነት ማሻሻያዎችን ቀላል ወይም ደህንነቱ የተጠበቀ ያደርገዋል? [ከ3 በላይ አይምረጡ።]

- ተጨማሪ የአውቶቡስ አገልግሎቶች
- ተጨማሪ ፓርክ እና ግልቢያ ዕጣ
- ብዙ ወይም የተሻሻሉ የእግረኛ መንገዶች
- ተጨማሪ የእግረኛ (ዜብራ) መሻገሪያ መንገዶች
- በጎዳናዎች ወይም በእግረኛ መንገዶች ላይ የተሻለ ብርሃን
- መንገዶችን የበለጠ አስተማማኝ ለማድረግ የትራፊክ ማረጋገጫ
- ለሳይክል ነጂዎች ደህንነቱ የተጠበቀ መንገዶች
- ሌላ: _____

2. በአካባቢዎ ውስጥ ምን አፍላጎቶች አሉ? [ከ3 በላይ አይምረጡ።]

- የመዝናኛ ማዕከላት፣ መናፈሻዎች እና የመጫወቻ ሜዳዎች
- የሥራ-ስልጠና ወይም የአዋቂዎች የመማሪያ ማዕከሎች
- የጤና እንክብካቤ ማዕከላት
- የህይወት እንክብካቤ ማዕከሎች
- የእግረኛ መንገዶች፣ መንገዶች፣ የብስክሌት መንገዶች
- ሌላ: _____

3. በእርስዎ ማህበረሰብ ውስጥ መስተካከል ያለባቸው የአካባቢ ችግሮች አሉዎት? ከሆነ ምንድናቸው? [የሚመለከተውን ሁሉ ይምረጡ።]

- የጎርፍ መጥለቅለቅ
- የውሃ ጥራት
- የአየር ብክለት
- ደህንነቱ የተጠበቀ እና ጤናማ መኖሪያ ቤት
- ጫጫታ
- ሌላ: _____

4. የትኞቹ የማህበረሰብ ድርጅቶች ለእርስዎ በጣም የሚረዱዎት ወይም በማህበረሰብ ውስጥ በንቃት የሚሰሩ ናቸው (ማለትም የጥብቅና ቡድኖች፣ የአምልኮ ቦታዎች፣ የህግ ድጋፍ ድርጅቶች፣ ወዘተ)? [በጽሑፍ ሳጥኑ ውስጥ የድርጅቱን ስም ይተይቡ።]

የድርጅት ስም(ዎች):

5. ማህበረሰብዎ መረጃ ለመለዋወጥ መደበኛ ስብሰባዎች ወይም የማህበራዊ ሚዲያ ገጽ አለው? አዎ ከሆነ፣ ተጨማሪ መረጃ መስጠት ይችላሉ? [ምላሹን በጽሑፍ ሳጥኑ ውስጥ ያስገቡ።]

ምላሽ: _____

6. የእርስዎ አካባቢያዊ መለያ ቁጥር (ዚፒ ኮድ) ምንድን ነው? [አካባቢያዊ መለያ ቁጥርዎን በጽሑፍ ሳጥኑ ውስጥ ጻፍ።]

አካባቢያዊ መለያ ቁጥር: _____

7. በዋናነት ቤት ውስጥ የሚናገሩት ቋንቋ ምንድን ነው? [አንድ ምረጥ.]

- አማርኛ
- ቻይንኛ
- እንግሊዝኛ
- ፈረንሳይኛ
- ኮሪያኛ
- ስፓንኛ
- ሌላ: _____

8. በእርስዎ ማህበረሰብ ውስጥ የሚያስፈልጉ ሌሎች ማሻሻያዎች አሉ? [ምላሹን በጽሑፍ ሳጥኑ ውስጥ ያስገቡ።]

ምላሽ: _____

9. ወደ የፕሮጀክት የደብዳቤ መላኪያ ዝርዝር መካተት ከፈለጉ እባክዎን የኢሜል አድራሻዎን ያቅርቡ፡-

La Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA, por sus siglas en inglés) solicita su opinión sobre las mejoras de la comunidad que podrían considerarse parte del Estudio de Carriles Administrados de la I-495 y la I-270. Para obtener más información sobre el estudio, visite nuestro sitio web <https://oplanesmd.com/sdeis/>. Complete esta breve encuesta e infórmenos qué tipos de mejoras le gustaría ver en su comunidad.

1. ¿Qué tipo de mejoras harían que sea más fácil o seguro llegar a los lugares a los que debe o desea ir? [Elija no más de 3].

- Más servicios de colectivos
- Más aparcamientos disuasorios
- Más o mejores veredas
- Más cruces peatonales
- Mejor iluminación en las calles y veredas
- Moderación del tráfico para hacer las calles más seguras
- Vías más seguras para los ciclistas
- Otra: _____

2. ¿Cuáles son las necesidades de su vecindario? [Elija no más de 3].

- Centros recreativos, parques y áreas de juegos
- Capacitación laboral o centros educativos para adultos
- Centros de salud
- Guarderías
- Veredas, senderos, biciesendas
- Otras: _____

3. ¿Hay algún problema ambiental en su comunidad que deba abordarse? En ese caso, ¿cuáles son? [Elija todos los que apliquen].

- Inundación
- La calidad del agua
- Contaminación del aire
- Viviendas saludables y seguras
- Ruidos
- Otro: _____

4. ¿Qué organizaciones de la comunidad son las más útiles para usted o las más activas en su comunidad (p. ej. grupos de apoyo, lugares de culto, instituciones de asistencia legal, etc.)? [Escriba el nombre de la organización en el cuadro de texto].

Nombre(s) de la(s) organización(es):

5. ¿Su comunidad realiza reuniones habituales o tiene una página en una red social para compartir información? En ese caso, ¿puede brindar más información? [Escriba la respuesta en el cuadro de texto].

Respuesta: _____

6. ¿Cuál es su código postal? [Escriba su código postal en el cuadro de texto].

Código postal: _____

7. ¿Qué idioma habla principalmente en su hogar? [Elija uno].

- Américo
- Chino
- Inglés
- Francés
- Coreano
- Español
- Otro: _____

8. ¿Se necesitan otras mejoras en su comunidad? [Escriba la respuesta en el cuadro de texto].

Respuesta: _____

9. Si le gustaría que lo/la agreguen a la lista de correo del proyecto, escriba su casilla de correo electrónico:

马里兰州交通部高速公路管理局 (MDOT SHA) 正在征求您对社区改善的意见，这些意见可能会纳入I-495和I-270管理车道研究。有关此研究的更多资料，请访问网址<https://oplanesmd.com/sdeis/>。请完成这个简短的调查，告诉我们您希望您的社区有哪方面的改进。

1. 什么样的改进会使您更容易或更安全地到达您需要或想去的地方？ [选项不能超过3个]

- 更多巴士服务
- 更多停车和乘车点
- 更多或更好的人行道
- 更多的人行道
- 改善街道或人行道的照明
- 疏导交通，使街道更安全
- 为骑车人提供更安全的路线
- 其他： _____

2. 您附近的需要是什么？ [选项不能超过3个]

- 休闲中心、公园和操场
- 就业培训或成人学习中心
- 医疗保健中心
- 托儿所
- 人行道、步道、自行车道
- 其他： _____

3. 您的社区是否有任何需要解决的环境问题？如果有，那是什么问题呢？ [选择所有适用的答案]

- 水患
- 水质
- 空气污染
- 安全和健康的住房
- 噪音
- 其他： _____

4. 哪些社区组织对您最有帮助或在您的社区中最活跃（即宣传团体、礼拜场所、法律援助组织等）？ [在文本框中输入组织名称]。

组织名称：

5. 您的社区是否有定期会议或社交媒体页面来分享信息？如有，您可以提供更多信息吗？ [在文本框中输入答复]

答复： _____

6. 您的邮编是多少？ [在文本框中输入邮编]

邮编： _____

7. 您在家里主要讲什么语言？ [选择一项]

- 阿姆哈拉语
- 汉语
- 英语
- 法语
- 韩语
- 西班牙语
- 其他： _____

8. 您的社区还需要其他改进吗？ [在文本框中输入答复]

答复： _____

9. 如果您想加入到本项目的邮件列表中，请提供您的电子邮件地址。

L'administration routière du département des Transports de l'État du Maryland (MDOT SHA) sollicite votre avis sur les améliorations communautaires qui pourraient être apportées dans le cadre de l'étude sur les voies gérées de la I-495 et de la I-270. Pour plus d'informations sur l'étude, veuillez consulter notre site web à l'adresse <https://oplanesmd.com/sdeis/>. Veuillez répondre à ce bref questionnaire pour nous indiquer les différents types d'améliorations que vous souhaitez voir dans votre communauté.

1. Quels types d'améliorations vous permettraient de vous rendre plus facilement ou en toute sécurité aux endroits où vous devez ou voulez aller ? [Choisissez-en 3 au maximum.]

- Augmenter les services de bus
- Créer plus de parkings-relais
- Créer plus de trottoirs ou des trottoirs rénovés.
- Créer plus de passages pour piétons
- Mieux éclairer des rues ou des trottoirs
- Réguler la circulation pour rendre les voies plus sûres
- Rendre les pistes cyclables plus sûres
- Autre : _____

2. Quels sont les besoins de votre quartier ? [Choisissez-en 3 au maximum.]

- Centres de loisirs, parcs et aires de jeux
- Centres de formation professionnelle ou d'apprentissage pour adultes
- Centres de santé
- Garderies d'enfants
- Trottoirs, parcours de promenade, pistes cyclables
- Autre : _____

3. Avez-vous des problèmes environnementaux dans votre communauté qui doivent être résolus ? Si oui, citez-les ? [Sélectionnez toutes les réponses possibles.]

- Inondations
- Qualité de l'eau
- Pollution de l'air
- Logement sûr et sain
- Niveau de bruit
- Autre : _____

4. Quelles sont les organisations communautaires les plus utiles pour vous ou les plus actives dans votre communauté (c'est-à-dire les groupes de défense, les lieux de culte, les organisations d'assistance juridique, etc.) [Insérez le nom de l'organisation dans la zone de texte.]

Nom(s) de l'organisation:

5. Votre communauté organise-t-elle des réunions régulières ou dispose-t-elle d'une page de réseaux sociaux pour partager des informations ? Si oui, pouvez-vous alors donner plus d'informations ? [Insérez la réponse dans la zone de texte.]

Réponse: _____

6. Quel est votre code postal ? [Insérez votre code postal dans la zone de texte.]

Code postal : _____

7. Quelle langue parlez-vous le plus à la maison ? [Sélectionnez une réponse.]

- Amharique
- Chinois
- Anglais
- Français
- Coréen
- Espagnol
- Autre : _____

8. Y a-t-il d'autres améliorations nécessaires dans votre communauté ? [Insérez la réponse dans la zone de texte.]

Réponse : _____

9. Si vous souhaitez être ajouté à la liste de diffusion du projet, veuillez fournir votre adresse électronique :

메릴랜드주 교통부 도로청(Maryland Department of Transportation State Highway Administration, MDOT SHA)에서는 I-495 및 I-270 관리차로 연구의 일환으로 간주될 수 있는 지역사회 내 개선 사항에 대해 여러분의 의견을 구하고 있습니다. 본 연구에 대한 자세한 내용은 웹페이지(<https://oplanesmd.com/sdeis/>)에 방문해 주시기 바랍니다. 간단한 설문조사를 완료하여 귀하의 지역사회에서 이루어지기를 희망하는 개선 사항으로는 어떤 유형이 있는지 말씀해 주십시오.

1. 다음 중 귀하께서 가야 하거나 가려는 장소에 더 용이하거나 안전하게 갈 수 있도록 하는 개선 사항은 무엇입니까? [3가지 이하로 선택해 주십시오.]

- 버스 서비스 증대
- 주차장 증설
- 보도 증설 또는 개선
- 횡단보도 증설
- 거리 또는 보도의 조명 개선
- 더 안전한 거리를 위한 도로 안전 장비
- 자전거 이용자를 위한 더 안전한 노선
- 기타: _____

2. 귀하의 지역에 필요한 것은 무엇입니까? [3가지 이하로 선택해 주십시오.]

- 레크리에이션 센터, 공원, 운동장
- 직무 교육 또는 성인 학습 센터
- 의료 시설
- 보육 시설
- 보도, 산책로, 자전거 도로
- 기타: _____

3. 귀하의 지역사회에는 해결해야 할 환경 문제가 있습니까? 있다면, 무엇입니까? [해당되는 항목을 모두 선택해 주십시오.]

- 홍수
- 수질
- 대기 오염
- 안전하고 건강한 주택
- 소음
- 기타: _____

4. 귀하에게 가장 도움이 되거나 혹은 귀하의 지역사회에서 가장 활발한 지역사회 조직이 있다면 무엇입니까? (예: 변호단체, 예배 장소, 법률 지원 단체 등) [아래 공란에 해당 조직 이름을 입력하십시오.]

조직 이름: _____

5. 귀하의 지역사회에는 정보를 공유할 수 있는 정기 모임이나 소셜 미디어 페이지가 있습니까? 있다면, 자세한 정보를 알려주실 수 있습니까? [아래 공란에 응답을 입력하십시오.]

응답: _____

6. 자택 우편번호가 어떻게 되십니까? [아래 공란에 우편번호를 입력하십시오.]

우편번호: _____

7. 자택에서 주로 사용하시는 언어는 무엇입니까? [하나를 선택하십시오.]

- 암하라어
- 중국어
- 영어
- 프랑스어
- 한국어
- 스페인어
- 기타: _____

8. 귀하의 지역사회에 필요한 다른 개선 사항이 있습니까? [아래 공란에 응답을 입력하십시오.]

응답: _____

9. 본 프로젝트 메일 목록에 추가하여도 괜찮으시다면, 귀하의 이메일 주소를 입력해 주십시오.

E-Blasts

From: MDOT Op Lanes P3 Program <oplanesmd@mdot.maryland.gov>
Sent: Tuesday, November 16, 2021 10:15 AM
To:
Subject: We want to hear from you

Unsubscribe

It appears that you have subscribed to commercial messages from this sender. To stop receiving such messages from this sender, please [unsubscribe](#)



I-495 & I-270 Managed Lanes Study

Hello - we need your help!

The Federal Highway Administration and the Maryland Department of Transportation State Highway Administration are completing the I-495 & I-270 Managed Lanes Study. The study considers ways to relieve congestion and improve trip reliability, mobility, and connectivity for modes of travel, including transit, in the National Capital Region.

The American Legion Bridge I-270 to I-370 project will rebuild the American Legion Bridge and include the addition of High Occupancy Toll lanes. If a vehicle has 3 or more people riding in it, they can drive for free on the High Occupancy Toll Lanes. These High Occupancy Toll Lanes will extend along the west side of I-495 to I-270 and on I-270 as far north as I-370. All existing general-purpose lanes will remain free. Transit buses will also be able to use the High Occupancy Toll lanes for free and will benefit from free-flowing traffic, providing faster, more reliable service.

We want to hear from members of your community on how we could minimize any impacts from the project, or what improvements the community or neighborhood could use. To make this easy we have a short survey that we hope you will share with members of your community. We will take all recommendations and suggestions into consideration as we move forward with the project.

To help us with our outreach efforts, we ask that you please share this email about the survey with members of your community. The survey is available in [English](#), [French](#), [Spanish](#), [Amharic](#), [Korean](#), and [Chinese](#).

Thank you for your assistance. If you have questions, please contact, Ms. Caryn Brookman, Environmental Program Manager, at [\(410\) 637-3335](tel:4106373335) or via email at CBrookman@mdot.maryland.gov and she will be happy to assist you.

Sincerely,

Jeffrey T. Folden, P.E., DBIA
Director, I-495 & I-270 P3 Office, MDOT SHA



MDOT Op Lanes P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

[Unsubscribe mmeade@rkk.com](mailto:mmeade@rkk.com)

[Update Profile](#) | [About Constant Contact](#)

Sent by oplanesmd@mdot.maryland.gov in collaboration with



From: MDOT Op Lanes P3 Program <oplanesmd@mdot.maryland.gov>
Sent: Friday, December 10, 2021 2:15 PM
To:
Subject: Reminder: We are looking for your input!



I-495 & I-270 Managed Lanes Study

Hello again,

This is a reminder that the survey will be closing December 12th. Please encourage members of your community to take the survey so we get your input on what improvements are needed in your community or neighborhood. Thank you for your assistance and participation!

The Federal Highway Administration and the Maryland Department of Transportation State Highway Administration are completing the I-495 & I-270 Managed Lanes Study. The study considers ways to relieve congestion and improve trip reliability, mobility, and connectivity for modes of travel, including transit, in the National Capital Region.

The American Legion Bridge I-270 to I-370 project will rebuild the American Legion Bridge and include the addition of High Occupancy Toll lanes. If a vehicle has 3 or more people riding in it, they can drive for free on the High Occupancy Toll Lanes. These High Occupancy Toll Lanes will extend along the west side of I-495 to I-270 and on I-270 as far north as I-370. All existing general-purpose lanes will remain free. Transit buses will also be able to use the High Occupancy Toll lanes for free and will benefit from free-flowing traffic, providing faster, more reliable service.

We want to hear from you and members of your community on how we could minimize any impacts from the project, or what improvements the community or neighborhood could use.

To make this easy we have a short survey that we hope you will share with members of your community. We will take all recommendations and suggestions into consideration as we move forward with the project.

To help us with our outreach efforts, we ask that you please share this email about the survey with members of your community. Click these links for the survey in [English](#), [French](#), [Spanish](#), [Amharic](#), [Korean](#), and [Chinese](#).

Thank you for your assistance. If you have questions, please contact, Ms. Caryn Brookman, Environmental Program Manager, at (410) 637-3335 or via email at CBrookman@mdot.maryland.gov and she will be happy to assist you.

Sincerely,

Jeffrey T. Folden, P.E., DBIA
Director, I-495 & I-270 P3 Office, MDOT SHA



MDOT Op Lanes P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

[Unsubscribe mmeade@rkk.com](mailto:mmeade@rkk.com)

[Update Profile](#) | [About Constant Contact](#)

Sent by oplanesmd@mdot.maryland.gov in collaboration with



Postcards and Yard Signs

More lighting, better sidewalks, easier access to transit?

What are **YOUR** priorities?

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is proposing to build a new American Legion Bridge and provide two new high occupancy toll (HOT) managed lanes in each direction on the west side of I-495 and on I-270 from I-495 to I-370 as part of the I-495 and I-270 Managed Lanes Study.

MDOT SHA is exploring opportunities to provide improvements in communities along portions of I-495 and I-270. We want to hear from you!

Please take our **short survey.**

Thank you!



<< Scan me to
take the survey.

Visit our website
to learn more
about the study.

<https://oplanesmd.com/>

ተጨማሪ መብራት፣ የተሻሉ የእግረኛ መንገዶች፣ ቀላል የመጓጓዣ መዳረሻ ቅድሚያ የሚሰጧቸው ነገሮች ምንድን ናቸው

የሜሪላንድ የትራንስፖርት ዲፓርትመንት የስቴት ሀይዌይ አስተዳደር (ኤም.ዲ. ኤ.ቲ. ኤስ.ኤች.ኤ) (MDOT SHA) አዲስ የአሜሪካ ሌንዎን ድልድይ ለመገንባት እና ሁለት አዳዲስ ከፍተኛ የነዋሪነት ክፍያ (ኤች.ኤ.ቲ) (HOT) የሚተዳደሩ መስመሮችን በእያንዳንዱ አቅጣጫ በ I-495 በምዕራብ በኩል እና በ I-270 ከ I-495 እስከ I-370 እንደ I-495 እና I-270 የሚተዳደሩ የመንገድ መስመሮች ጥናት አካል።

MDOT SHA ከ I-495 እና I-270 ክፍሎች ጋር በመሆን በማህበረሰቦች ውስጥ ማሻሻያዎችን ለማቅረብ እድሎችን በማሰስ ላይ ነው። ከእርስዎ መስማት እንፈልጋለን!

**እባክዎን አጭር ዳሰሳችንን ይውሰዱ።
አመሰግናለሁ**



ዳሰሳውን እንድወስድ ይቃኙ።

ስለ ጥናቱ የበለጠ ለማወቅ ድህረ ገጻችንን ይጎብኙ።

<https://oplanesmd.com/>

更多的照明，更好的人行道，更便捷的交通？

您的优先事项是什么？

作为I-495和I-270车道管理研究的一部分，马里兰州交通局高速公路管理局（MDOT SHA）建议建造一座新的美国军团大桥，并在I-495西侧和I-270从I-495到I-370的各方向上建两条高承载收费车道。



扫描二维码参加
调查

访问网站了解研
究的更多信息

<https://oplanesmd.com/>

马里兰州交通局高速公路管理局正在寻求为I-495和I-270部分沿线的社区进行改善的机会。我们希望倾听您的意见！

请参加我们的简短调查。
谢谢！

Plus d'éclairage, de meilleurs trottoirs et un accès plus facile au transport ?

Quelles sont **VOS** priorités ?

L'administration routière du département des Transports de l'Etat de Maryland (MDOT SHA) propose la construction d'un nouvel « American Legion Bridge » et de deux nouvelles voies avec péages à fort trafic dans chaque direction sur le côté ouest de la I-495 et sur la I-270 de la I-495 à la I-370, dans le cadre de l'étude sur les voies gérées de la I-495 et de la I-270.

La MDOT SHA étudie les possibilités d'apporter des améliorations aux communautés situées le long de certains tronçons de la I-495 et de la I-270. Nous souhaitons avoir votre avis !

Veillez participer à un court sondage. Merci !



<< Scannez-moi pour participer au sondage

Visitez notre site internet pour en savoir davantage sur l'étude.

<https://oplanesmd.com/>

조명 추가 설치, 보도 개선, 손쉬운 환승 이용 중 '귀하의' 우선순위는 무엇입니까?

메릴랜드주 교통부 도로청(Maryland Department of Transportation State Highway Administration, MDOT SHA)에서는 새로운 아메리칸 리전 브리지를 건설하고, I-495 및 I-270 관리차로 연구의 일환으로 I-495의 서쪽 방향 및 I-270에서 I-495부터 I-370까지의 각 방향에 대해 복합다인승(HOT) 관리차로 두 곳을 구비할 것을 제안 중에 있습니다.



스캔하여 설문조사
<< 참여하기

본 연구에 대한
자세한 내용은 하기
웹사이트를 방문해
주십시오.

<https://oplanesmd.com/>

MDOT SHA에서는 I-495 및 I-270의 일부와 더불어 지역사회를 개선할 기회를 모색하고 있습니다. 귀하의 의견을 듣고자 합니다!

간단한 설문조사에 참여해 주십시오. 감사합니다!

¿Más iluminación, veredas mejores, un acceso al transporte más sencillo?

¿Cuáles son **SUS** prioridades?

La Administración de Carreteras del Estado del Departamento de Transporte de Maryland (MDOT SHA, por sus siglas en inglés) propone construir un nuevo puente American Legion y crear dos nuevos carriles para vehículos con múltiples pasajeros administrados con peaje (HOT, por sus siglas en inglés) en cada dirección, en el lado oeste de la I-495 y en la I-270 desde I-495 hasta I-370, como parte del Estudio de Carriles Administrados de la I-495 y la I-270.

La MDOT SHA está explorando oportunidades para brindar mejoras en las comunidades en las áreas de la I-495 y la I-270. ¡Queremos oír de usted!

**Realice nuestra
breve encuesta. ¡Gracias!**



<< Escanéeme para
realizar la encuesta

Para conocer más
sobre el estudio,
visite nuestro
sitio web

<https://oplanesmd.com/>



ተጨማሪ መብራት፣ የተሻሉ የእግረኛ መንገዶች፣
ቀለል የመጓጓዣ መዳረሻ?

ቅድሚያ የሚሰጧቸው ነገሮች ምንድን ናቸው?

እባክዎን አጭር ዳሰሳችንን ይውሰዱ። አመሰግናለሁ!

ዳሰሳውን እንድወስድ ይቃኙ። >>



ስለ ጥናቱ የበለጠ ለማወቅ ድህረ ገጻችንን ይጎብኙ።

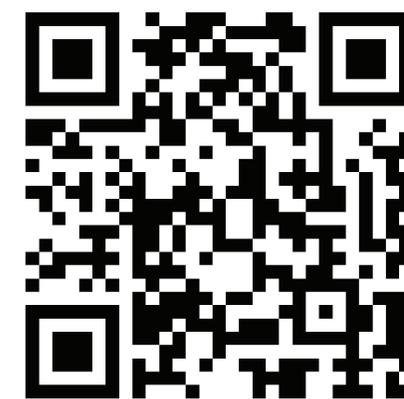
<https://oplanesmd.com/>

更多的照明，更好的人行道，更便捷的交通？

您的优先事项是什么？

请参加我们的**简短调查**。谢谢！

扫描二维码参加调查 >>



访问网站了解研究的更多信息

<https://oplanesmd.com/>

**More lighting, better sidewalks,
easier access to transit?**

What are **YOUR priorities?**

Please take our **short survey. Thank you!**

Scan me to take the survey >>



Visit our website to learn more about the study.

<https://oplanesmd.com/>

Plus d'éclairage, de meilleurs trottoirs et un accès plus facile au transport ?

Quelles sont **VOS priorités ?**

Veillez participer à un **court sondage. Merci !**

Scannez-moi pour participer au sondage >>



Visitez notre site internet pour en savoir davantage sur l'étude.

<https://oplanesmd.com/>

조명 추가 설치, 보도 개선, 손쉬운 환승 이용 중 **‘귀하의’** 우선순위는 무엇입니까?

간단한 설문조사에 참여해 주십시오.
감사합니다!

스캔하여 설문조사 참여하기 >>



본 연구에 대한 자세한 내용은 하기 웹사이트를 방문해 주십시오.

<https://oplanesmd.com/>

¿Más iluminación, veredas mejores, un acceso al transporte más sencillo?

¿Cuáles son **SUS prioridades?**

Realice nuestra **breve encuesta. ¡Gracias!**

Escanéeme para realizar la encuesta. >>



Para conocer más sobre el estudio,
visite nuestro sitio web.

<https://oplanesmd.com/>

Contact Lists

Postcard and Flyer Distribution

Not-for-profits, Advocacy groups	Casa Ruby
Not-for-profits, Advocacy groups	Literacy Council of Montgomery County
Not-for-profits, Advocacy groups	Islamic Center of Maryland
Not-for-profits, Advocacy groups	Community Reach of Montgomery County
Not-for-profits, Advocacy groups	Muslim Community Center
Not-for-profits, Advocacy groups	Association of Vietnamese Americans
Not-for-profits, Advocacy groups	Casa De Maryland - Rockville Welcome Center
Not-for-profits, Advocacy groups	Latino Health initiative
Not-for-profits, Advocacy groups	African and Caribbean Immigration and social Services
Not-for-profits, Advocacy groups	Korean Community Service Center Of Greater Washington
Health Clinics	Mobile Medical Clinic
Health Clinics	Montgomery Medical Clinic
Health Clinics	All Day Medical Care Clinic
Health Clinics	Mansfield Kaseman Health Clinic
Health Clinics	Family Health Center
Health Clinics	CCACC Health - Pan Asian Health Clinic
Health Clinics	Mobile Medical - Ibn Sina Clinic
Health Clinics	Asian American Health Initiative
Grocery stores/shopping centers	Las Americas Market
Grocery stores/shopping centers	Latino Market Grocery Inc
Grocery stores/shopping centers	Orange Latin Market, Colombian & South American products
Grocery stores/shopping centers	Savanna International Market Inc
Grocery stores/shopping centers	Patel Brothers
Grocery stores/shopping centers	Great Wall Supermarket
Grocery stores/shopping centers	H Mart
Grocery stores/shopping centers	Megamart Gaithersburg
Grocery stores/shopping centers	Lotte Market
Grocery stores/shopping centers	Adarash Market Location
Low-income multi-family Housing	Diamond Square
Low-income multi-family Housing	The Fields of Rockville
Low-income multi-family Housing	Fireside Park Apartments
Low-income multi-family Housing	Heritage House
Low-income multi-family Housing	The Forest Apartments
Low-income multi-family Housing	Rockville Town Center Apartments
Low-income multi-family Housing	Wood mont Park Apartments
Low-income multi-family Housing	Londonderry Towers
Low-income multi-family Housing	Montgomery Club VI
Low-income multi-family Housing	The Crossings at Washingtonian Center
Low-income multi-family Housing	Bauer Park
Low-income multi-family Housing	Timberlawn Crescent

Places of Worship Contacted

B'NAI Israel	6301 Montrose Road, Rockville, MD 20852
Calvary Pentacostal Ministries	19140 Brook Grove court
Centro Cristiano Peniel	1001 Twinbrook Pkwy Rockville, Maryland 20850
Chinese Bible Church of Maryland	4414 Muncaster Mill Road, Rockville, MD 20853
Christ Episcopal Church	109 South Washington St Rockville MD 20850
Church of Christ at Manor Woods	5300 Norbeck Road, Rockville 20853
Clinton AME Zion Church	223 Elizabeth Ave Rockville MD 20850
Cross Community	1150 Carnation Drive Rockville, MD 20850
Epworth United Methodist Church	9008 Rosemont Drive, Gaithersburg
Ezra Israel Congregation	803 Montrose Rd Rockville MD 20852
First AME Church	17620 Washington Grove Ln, Gaithersburg, MD 20877
First Baptist Church of Rockville	55 Adclare Rd Rockville MD 20850
First Church-Christ (Scientist)	100 Nelson St Rockville MD 20850
First Korean Presbyterian Church	1011 Maple Ave, Rockville, MD 20851
Forest Hill Baptist Church	17 W. Jefferson St., Rockville, MD 20850
Hevrat Shalom Congregation	P.O. Box 3606 Gaithersburg, MD 20878
Iglesia de Dios	210 FIRST ST. Rockville Md, 20850
Iglesia Hispana Centro Cristiano de Rockville	5906 Halpine Road Rockville, Maryland 20851
Iglesis Adventista de Rockville	2208 Rockland Ave, Rockville, MD 20851
Interfaith Works Community Ministry of Montgomery Co.	114 W Montgomery Ave Rockville MD 20850
Islamic Center of Maryland	19411 Woodfield Rd, Gaithersburg, MD 20879
Islamic Community Center of Potomac	10601 River Rd, Potomac, MD 20854
Islamic Education Center	7917 Montrose Rd, Potomac, MD 20854
Jerusalem-Mt. Pleasant United Methodist Church	21 Wood Ln Rockville MD 20850
Jewish Rockville Outreach Center	11304 Old Georgetown Road Rockville MD 20852
Kol Shalom	9110 Darnestown Rd, Rockville, MD 20850
Korean Presbyterian Church of Rockville	800 Hurley Ave. Rockville MD 20850
Living Faith Lutheran Church	1605 Viers Mill Rd Rockville MD 20851
Lutheran Church of the Cross	12801 Falls Rd Rockville MD 20854
Mclean Bible Church	12440 Parklawn Drive, Rockville, MD
Mt. Calvary Baptist Church	608 North Horners Ln Rockville MD 20850
National Korean UMC	2181 Baltimore Road Rockville, MD 20851
Our Lady of China Pastoral Center	1001 Grandin Avenue, Rockville, MD 20851
Rockville Assembly of God	14225 Glen Mill Rd Rockville MD 20850
Rockville Christian Church (Disciples of Christ)	301 Adclare Rd Rockville MD 20850
Rockville Church of God	726 Anderson Avenue, Rockville, MD 20850
Rockville Evangelical Mission Church	110 Central Ave, Gaithersburg
Rockville Presbyterian Church	215 W Montgomery Ave Rockville MD 20850
Rockville Seventh-day Adventist Church	727 W Montgomery Ave Rockville MD 20850
Rockville United Church	355 Linthicum St Rockville MD 20851
Rockville United Methodist Church	112 W Montgomery Ave Rockville MD 20850

Saint Martin of Tours Catholic Church	201 S. Frederick Avenue, Gaithersburg
St Raphael Catholic Church	1513 Dunster Rd Rockville MD 20854
St. Elizabeth Catholic Church	917 Montrose Rd Rockville MD 20852
St. Mary's Catholic Church	520 Viers Mill Rd Rockville MD 20852
Temple Beth Ami	14330 Travilah Road Rockville MD, 20850
The Baha'is Faith of Rockville	P.O. Box 1826 Rockville MD 20849-1826
Tikvat Israel Congregation	2200 Baltimore Road Rockville, MD 20851
Twinbrook Community Church	5906 Halpine Rd Rockville MD 20851
Unitarian Universalist Congregation of Rockville	100 Welsh Park Dr Rockville MD 20850