



APPENDIX P
PUBLIC INVOLVEMENT AND AGENCY
COORDINATION TECHNICAL REPORT
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MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



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1

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 an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for the I-495 & I-270 Managed Lanes Study (Study). The Study is evaluating potential transportation improvements to portions of the I-495 and I-270 corridors in Montgomery and Prince George's counties, Maryland, and Fairfax County, Virginia.

This EIS is being prepared in accordance with FHWA and Council on Environmental Quality (CEQ) regulations implementing NEPA and provisions of the Fixing America's Surface Transportation Act. The content of the EIS also conforms to CEQ guidelines, which provide direction regarding implementation of the procedural provisions of NEPA, and the FHWA's Guidance for *Preparing and Processing Environmental and Section 4(f) Documents* (Technical Advisory T6640.8A, October 1987).

The purpose of the Public Involvement Technical Report is to provide an overview of the public involvement efforts and agency coordination conducted during the NEPA process. The Technical Report is being prepared to support and inform the EIS. Chapter 1 includes a description of the Study corridors, followed by a summary of the Purpose and Need, and a description of the alternatives evaluated. Chapters 2 through 6 describe public involvement efforts and general agency coordination chronologically by outreach stage, which correspond to Study milestones and the associated Public Workshops.¹ Chapter 7 identifies public outreach to minority race and ethnicity populations and low-income populations along the study corridors. Chapter 8 describes resource agency consultation specific to regulatory environmental analyses.

1.2 Study Corridors

I-495 and I-270 in Maryland are the two most heavily traveled freeways in the National Capital Region, each with Average Annual Daily Traffic (AADT) volume up to 260,000 vehicles per day in 2018 (MDOT SHA, 2019). I-495 is the only circumferential route in the region that provides interregional connections to many radial routes in the region, such as I-270, US 29 (Colesville Road), I-95, the Baltimore-Washington Parkway, US 50 (John Hanson Highway), and MD 5 (Branch Avenue). I-270 is the only freeway link between I-495 and the fast-growing northwest suburbs in northern Montgomery County and the suburban areas in

¹ Note: aside from the comment periods within each outreach stage, the broad outreach stages presented in Chapters 2 through 6 are not bound by formal dates and overlap between stages may occur.

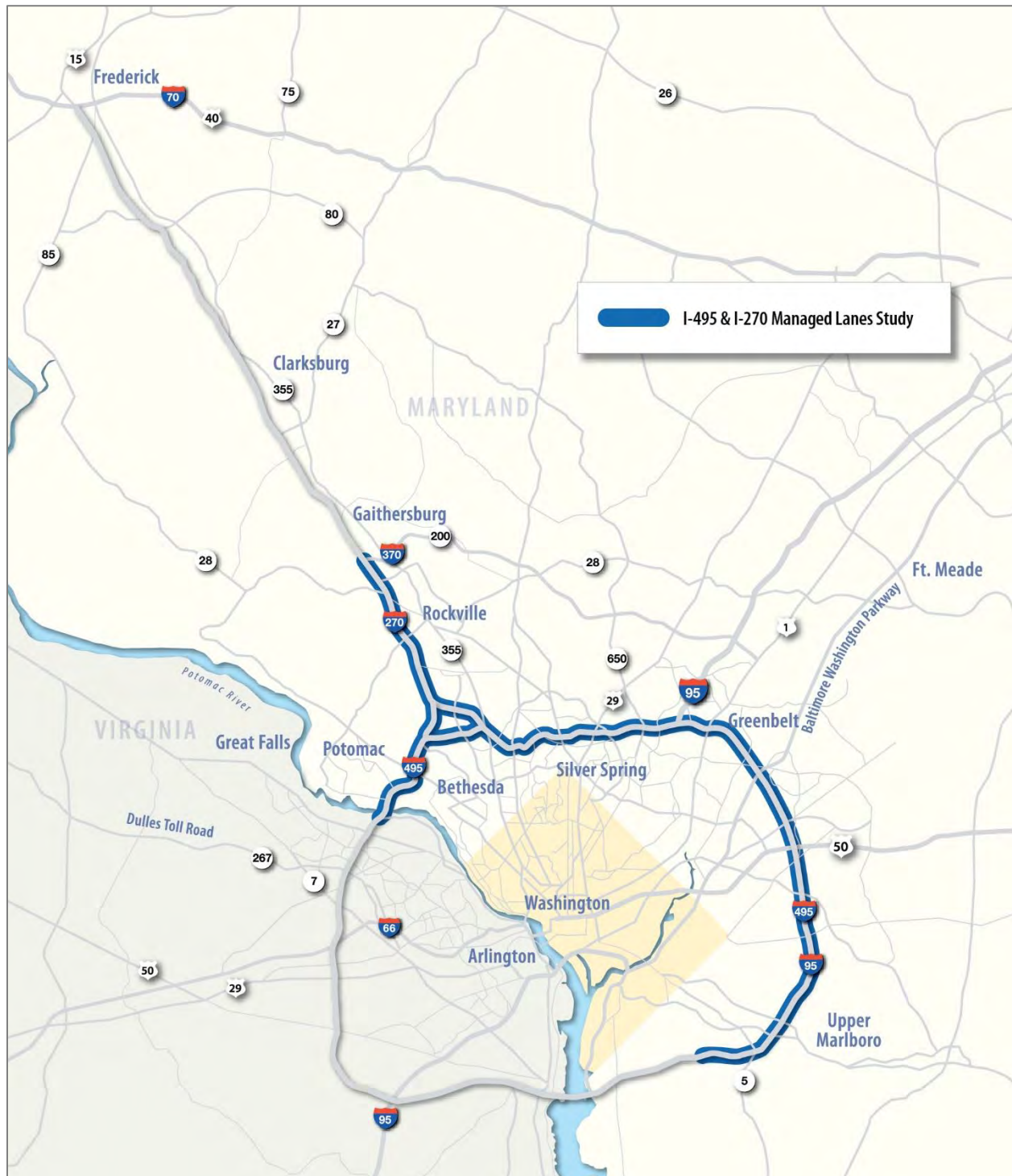


Frederick County. In addition to heavy commuter traffic demand, I-495 provides connectivity along the East Coast, as it merges with I-95 in Maryland for 25 miles around the east side of Washington, DC. (Figure 1-1).

1.3 Study Purpose and Need

The purpose of the Study is to develop a travel demand management solution(s) that addresses congestion and improves trip reliability on I-495 and I-270 within the Study limits and enhances existing and planned multimodal mobility and connectivity. The Study will address the following needs:

- **Accommodate Existing Traffic and Long-Term Traffic Growth** - High travel demand from commuter, business, and recreational trips results in severe congestion from 7 to 10 hours per day on the Study corridors, which is expected to deteriorate further by the planning horizon year of 2040. Additional roadway capacity is needed to address existing and future travel demand and congestion, reduce travel times, and allow travelers to use the facilities efficiently.
- **Enhance Trip Reliability** - Congestion on I-495 and I-270 results in unpredictable travel times. Travelers and freight commodities place a high value on reaching their destinations in a timely and safe manner, and in recent years, the Study corridors have become so unreliable that uncertain travel times are experienced daily. More dependable travel times are needed to ensure trip reliability.
- **Provide Additional Roadway Travel Choices** - Travelers on I-495 and I-270 do not have enough roadway options for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices, while retaining the general-purpose lanes.
- **Accommodate Homeland Security** - The National Capital Region is considered the main hub of government, military, and community installations related to homeland security. These agencies and installations rely on quick, unobstructed roadway access during a homeland security threat. Additional capacity would assist in accommodating a population evacuation and improving emergency response access should an event related to homeland security occur.
- **Improve Movement of Goods and Services** - I-495 and I-270 are major regional transportation networks that support the movement of passenger and freight travel within the National Capital Region. Existing congestion along both corridors increases the cost of doing business due to longer travel times and unreliable trips. The effects of this congestion on the movement of goods and services is a detriment to the health of the local, regional, and national economy. Efficient and reliable highway movement is necessary to accommodate passenger and freight travel, moving goods and services through the region.

Figure 1-1: Study Corridors

Additional roadway capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources would be unable to effectively finance, construct, operate, and maintain improvements of this magnitude. Revenue sources that provide adequate funding, such as pricing options, are needed to achieve congestion relief and address existing high travel demand.

Given the highly constrained area surrounding the interstates in the Study corridors, MDOT SHA recognizes the need to plan and design this project in an environmentally responsible manner. MDOT SHA will strive to avoid and minimize community, natural, cultural, and other environmental impacts, and mitigate for any unavoidable impacts at an equal or greater value. MDOT SHA will work with our Federal, State, and Local resource agency partners in a streamlined, collaborative, and cooperative way to meet all regulatory requirements to ensure the protection of environmental resources to the maximum extent practicable. Any build alternatives will offset unavoidable impacts while prioritizing and coordinating comprehensive mitigation measures in or near the Study area, which are meaningful to the environment and the community.

1.4 Alternatives Evaluated

Seven alternatives are being evaluated and compared in the technical reports supporting the EIS. These Screened Alternatives include Alternatives 1, 5, 8, 9, 10, 13B, and 13C and are illustrated in the typical sections shown in **Figure 1-2**.

The following terms are used in the description of the alternatives.

- **General Purpose (GP) Lanes** are lanes on a freeway or expressway that are open to all motor vehicles.²
- **Managed Lanes** are highway facilities, or a set of lanes, where operational strategies are proactively implemented and managed in response to changing conditions.³
- **High-Occupancy Toll (HOT) Lanes** are High-Occupancy Vehicle (HOV) facilities that allow lower-occupancy vehicles, such as solo drivers, to use the facilities in return for toll payments, which could vary by time of day and level of congestion.²
- **Express Toll Lanes (ETL)** are dedicated managed lanes within highway rights-of-way that motorists may use by paying a variably priced toll.⁴
- **High-Occupancy Vehicle (HOV) Lanes** are any preferential lane designated for exclusive use by vehicles with two or more occupants for all or part of a day, including a designated lane on a freeway, other highway or a street, or independent roadway on a separate right-of-way.⁵
- **Reversible Lanes** are facilities in which the direction of traffic flow can be changed at different times of the day to match peak direction of travel, typically inbound in the morning and outbound in the afternoon.²

² National Cooperative Highway Research Program, Research Report 835, Guidelines for Implementing Managed Lanes. Transportation Research Board. 2016

³ https://ops.fhwa.dot.gov/publications/managelanes_primer/index.htm

⁴ https://www.fhwa.dot.gov/ipd/tolling_and_pricing/defined/demand_mgmt_tool.aspx

⁵ <https://ops.fhwa.dot.gov/freewaymgmt/hovguidance/glossary.htm>



A. [Alternative 1: No Build](#)

The No Build Alternative, often called the base case, includes all projects in the 2040 financially Constrained Long-Range Plan (CLRP) for the National Capital Region adopted by the Metropolitan Washington Council of Governments (MWCOC) - Transportation Planning Board (TPB). This includes other projects impacting the facilities that are subject to this Study. Specifically, the CLRP reflects the Purple Line which is currently under construction (Spring 2019), and the extension of the I-495 Express Lanes in Virginia from north of the Dulles Toll Road interchange to the American Legion Bridge (Virginia's 495 Express Lanes Northern Extension [NEXT] Project). Alternative 1 also includes the I-270 Innovative Congestion Management (ICM) Contracts, which are providing a series of construction projects to improve mobility and safety at key points along I-270 targeted to reduce congestion at key bottlenecks along the corridor. All improvements are being implemented within the existing roadway right-of-way and are anticipated to be completed in 2021. While these improvements will improve mobility and safety, they will not address the long-term roadway capacity needs for the I-270 corridor. Routine maintenance and safety improvements along I-495 and I-270 are included in the No Build Alternative, but it does not include new capacity improvements to I-495 and I-270. Consistent with NEPA requirements, Alternative 1 will be carried forward for further evaluation to serve as a base case for comparing the other alternatives.

B. [Alternative 5: 1-Lane, High-Occupancy Toll Managed Lanes Network](#)

This alternative consists of adding one HOT managed lane in each direction on I-495 and converting the one existing HOV lane in each direction to a HOT managed lane on I-270. Buses would be permitted to use the managed lanes.

C. [Alternative 8: 2-Lane, Express Toll Lane Managed Lanes Network on I-495 and 1-Lane Express Toll Lane and 1-Lane HOV Managed Lanes Network on I-270](#)

This alternative consists of adding two ETL managed lanes in each direction on I-495, retaining one existing HOV lane in each direction on I-270, and adding one ETL managed lane in each direction on I-270. Buses would be permitted to use the managed lanes.

D. [Alternative 9: 2-Lane, High-Occupancy Toll Managed Lanes Network](#)

This alternative consists of adding two HOT managed lanes in each direction on I-495, converting the one existing HOV lane in each direction on I-270 to a HOT managed lane, and adding one HOT managed lane in each direction on I-270, resulting in a two-lane, managed lane network on both highways. Buses would be permitted to use the managed lanes.

E. [Alternative 10: 2-Lane, Express Toll Lane Managed Lanes Network and 1-Lane HOV Managed Lane Network on I-270 Only](#)

This alternative consists of adding two ETL managed lanes in each direction on I-495, retaining one existing HOV lane per direction on I-270, and adding two ETL managed lanes in each direction on I-270. Buses would be permitted to use the managed lanes.

F. [Alternative 13B: 2-Lane, High-Occupancy Toll Managed Lanes Network on I-495 and HOT Managed Reversible Lanes Network on I-270](#)

This alternative consists of adding two HOT managed lanes in each direction on I-495 and converting the existing HOV lanes in both directions to two HOT managed, reversible lanes on I-270. Buses would be permitted to use the managed lanes.



G. Alternative 13C: 2-Lane, ETL Managed Lanes Network on I-495 and ETL Managed, Reversible Lanes Network and 1-Lane HOV Managed Lane Network on I-270

This alternative consists of adding two ETL managed lanes in each direction on I-495 and retaining the existing HOV lanes in both directions and adding two ETL managed, reversible lanes on I-270. Alternative 13C would maintain the existing roadway network on I-270 with HOV lanes to allow for HOV travel while adding two managed, reversible lanes. Buses would be permitted to use the managed lanes.

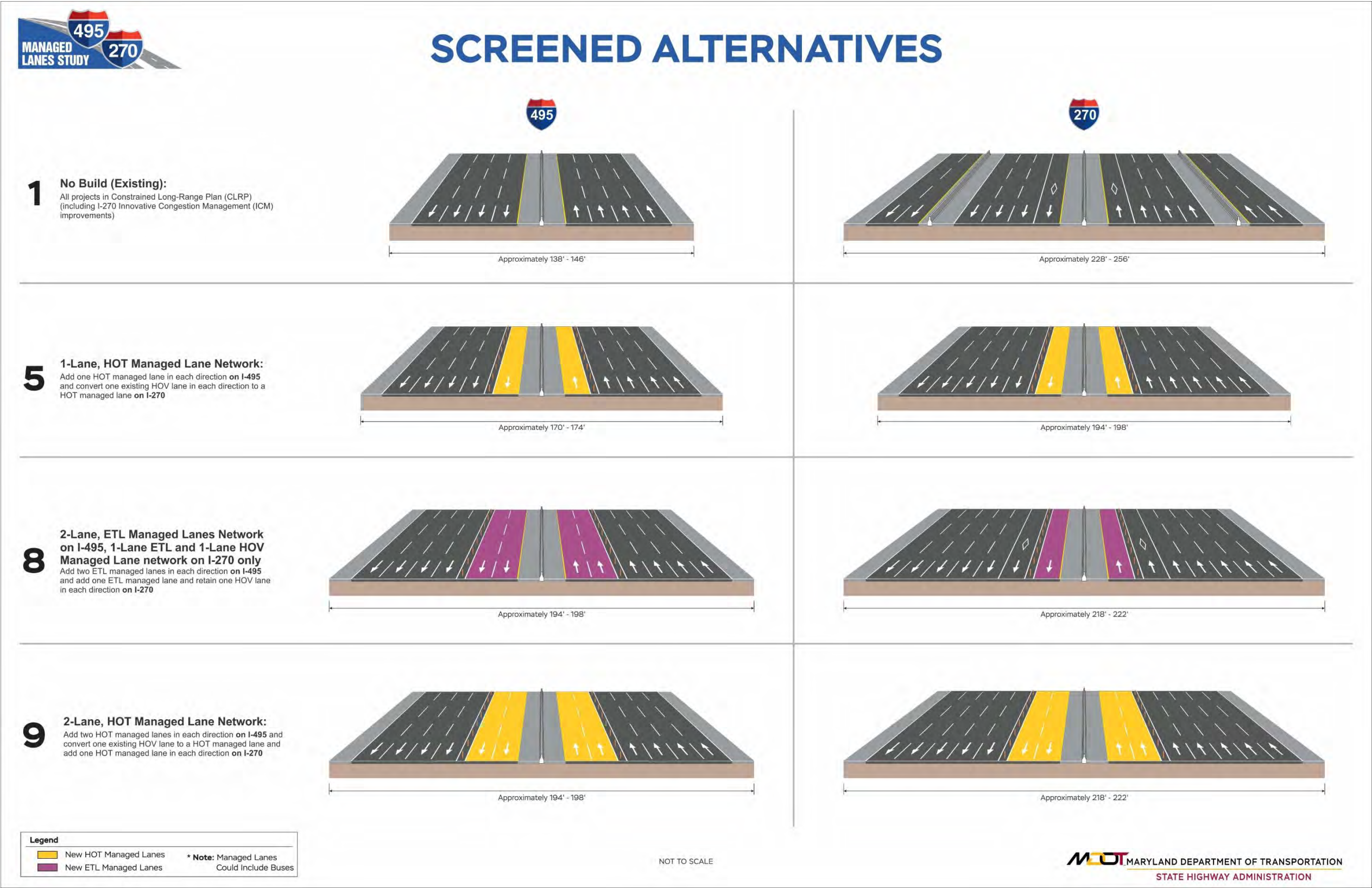
H. Consideration of Alternative 9M

The analysis for the Screened Alternatives summarized above was completed in Spring of 2019 and reflects information available to MDOT SHA at that time. As the Study progressed through the NEPA process, the project team obtained comments as a result of cooperating agency coordination. As a result of this continued effort, MDOT SHA and FHWA have evaluated an additional alternative for the Study known as Alternative 9M. Alternative 9M is considered a blend of two Screened Alternatives, Alternative 5 (one-lane HOT) and Alternative 9 (two-lane HOT).

Alternative 9M has the same LOD as Alternative 9 along I-495 from south of the George Washington Memorial Parkway in Virginia to the I-270 West Spur and from the I-95 interchange to west of MD 5 as well as along I-270 from I-495 to I-370. Alternative 9M has the same LOD as Alternative 5 along I-495 from I-270 West Spur to the I-95 interchange. Alternative 9M includes the same build elements as the other Screened Alternatives including direct access locations and interchange improvements.

Because Alternative 9M is a blend of Alternatives 9 and 5, the environmental impacts associated with Alternative 9M are covered in this Technical Report. Specific impacts associated with Alternative 9M have been quantified and are shown in the DEIS for comparison with the other Build Alternatives. Any differences in the quantity or intensity of impacts between Alternative 9M and other alternatives are noted either in tables or text in the DEIS.

Figure 1-2: Typical Sections of Alternatives Considered





SCREENED ALTERNATIVES

10

2-Lane, ETL Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only
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



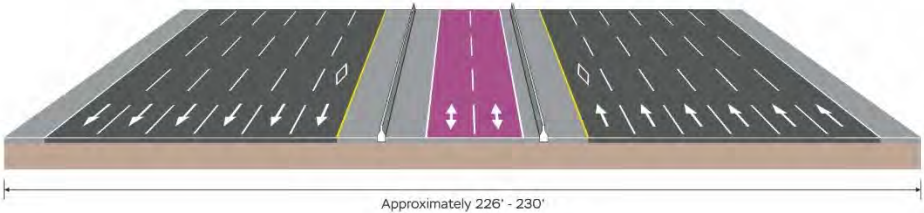
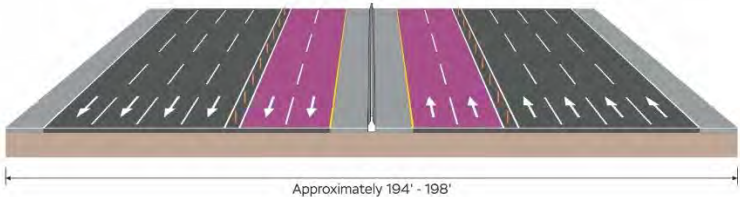
13B

2-Lane, HOT Managed Lane Network on I-495; HOT Managed, Reversible Lane Network 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 GP lanes



13C

2-Lane, ETL Managed Lane Network on I-495; ETL Managed, Reversible Lane Network and 1-Lane HOV Managed Lane Network on I-270
Add two ETL managed lanes in each direction on I-495, maintain existing HOV managed lanes on I-270 and add two reversible ETL managed lanes on I-270



Legend

New HOT Managed Lanes

New ETL Managed Lanes

* **Note:** Managed Lanes Could Include Buses

NOT TO SCALE

2

2 SCOPING OUTREACH

From March to June 2018, Public and Agency Scoping comprised the first stage of the I-495 & I-270 Managed Lanes Study. MDOT SHA conducted Public Scoping to inform the public about the I-495 & I-270 Managed Lanes Study and receive their input on the need for the Study, environmental concerns, and other topics that should be considered in the Study. Public Scoping began with the publication of the Notice of Intent (NOI) and continued with the publication of Study information and materials to the I-495 & I-270 Public-Private Partnership (P3) Program website; Public Scoping and Open House notifications; a series of Public Scoping Open Houses; a Public Scoping comment period; and the evaluation and consideration of all comments received.

This chapter summarizes the Public and Agency Scoping and the comments received during the Scoping comment period. Additional detail on the Scoping Stage is provided in the Scoping Report on the I-495 & I-270 P3 Program Website.

2.1 Notice of Intent

The NOI (**Appendix A**) was published in the Federal Register on March 16, 2018, to officially announce the initiation of the Study. The NOI provided background information on the Study, the purpose of the Study, upcoming opportunities for public involvement, a link to the I-495 & I-270 P3 Program website, and details on how to provide comments and contact information for the Study Team.

2.2 Website

The I-495 & I-270 P3 Program website⁶ (495-270-p3.com) was developed and launched in March 2018 to share information on the I-495 & I-270 P3 Program, including the I-495 & I-270 Managed Lanes Study, and to gather feedback from the public. The website provides background information on the Study and has been updated throughout the NEPA process to provide pertinent information to the public and agencies. The website also includes contact information and instructions to submit Study-related questions or comments and allows individuals to sign up for Study-related e-mail notifications.

2.3 Public Scoping Open House Outreach Campaign

As shown in **Table 2-1**, a range of approaches were employed to advertise the Public Scoping Open Houses and associated comment period.

⁶ The I-495 & I-270 P3 Program website may be interchangeably referred to as the *P3 Program website* or the *Study website*.

Table 2-1: Public Scoping Open House Outreach

Outreach Method	Description
I-495 & I-270 P3 Program Website	The dates, locations, purpose, and format of the Public Scoping Open Houses were announced to the public via the Program website (https://495-270-p3.com) on March 16, 2018. The website has both desktop and mobile accessibility.
MDOT SHA Press Release (Appendix A)	A press release was distributed on April 3, 2018, via MDOT SHA Office of Communications' standard media channels and social media (Facebook and Twitter) accounts. The press release announced the Public Workshops, their purpose and format, a link to the I-495 & I-270 Managed Lanes P3 Program website, details on how to provide comments, and contact information for the Study Team.
Newspaper Advertisements (Appendix A)	<p>Half-page advertisements were placed in the following newspapers approximately three weeks and two weeks prior to the Public Scoping Open Houses:</p> <ul style="list-style-type: none"> • <i>Frederick News Post</i> (March 23, 2018, and April 5, 2018) • <i>Laurel Leader</i> (March 23, 2018, and April 5, 2018) • <i>Howard County Times</i> (March 23, 2018, and April 5, 2018) • <i>Prince George's Sentinel</i> (March 23, 2018, and April 5, 2018) • Spanish advertisement in <i>Tiempo Latino</i> (March 23, 2018, and April 5, 2018) • Spanish advertisement in <i>Washington Hispanic</i> (March 23, 2018, and April 5, 2018) • <i>Washington Post</i> (March 23, 2018 only) <p>The advertisements announced the Public Scoping Open Houses, their purpose and format, and the I-495 & I-270 Managed Lanes P3 Program website address.</p>
Newspaper Insert (Appendix A)	A newspaper "postcard" insert was distributed with the <i>Washington Post's</i> Local Living Section to over 690,000 subscribers and non-subscribers on April 5, 2018. The "postcard" insert provided an overview of the Managed Lanes Study as well as the dates, locations, purpose, and format of the Preliminary Alternatives Public Workshops. Study contact information was also provided.
Elected Official Notification (Appendix A)	On March 22, 2018, an e-mail was sent to all federal, state, and local elected officials representing Frederick, Montgomery, and Prince George's counties notifying them of the I-495 & I-270 Managed Lanes Study and the scheduled Public Scoping Open Houses. A follow-up e-mail notification was sent on April 11, 2018, providing further information to the scoping process and providing a link to the schedule of Public Scoping Open Houses to be held the following week.
MDOT SHA Facebook and Twitter	On June 28, 2018, MDOT SHA announced the upcoming Public Scoping Open Houses on its Facebook and Twitter accounts. MDOT SHA social media posts continued throughout the month of April 2018. The posts promoted the Public Scoping Open House dates and locations and the public opinion survey and directed users to view the I-495 & I-270 P3 Program website.

2.4 Public Scoping Open House Content

Four Public Scoping Open Houses were held during April 2018 at the locations identified in **Table 2-2**. Attendance at the Open Houses ranged from 22 to 191 persons, including the following elected officials and elected official staff:

- Berwyn Heights Mayor Pro Tem: Jodie Kulpa-Eddy
- Staff representative for State Delegate Alonzo Washington, District 22
- Staff representative for State Delegate Marc Korman, District 16
- Staff representative for US Senator Ben Cardin
- Staff representative for US Senator Chris Van Hollen
- Staff representative for Montgomery County Councilmember Craig Rice, District 2
- State Delegate Tawanna Gaines, District 22
- State Representative Ana Sol Gutierrez, District 18
- State Senator Jim Rosapepe, District 21
- State Senator Susan Lee, District 16

Table 2-2: Summary of Public Scoping Open Houses

Public Workshop Dates and Locations	Number of Attendees*
Tuesday, April 17, 2018 Dr. Henry A. Wise Jr. High School 12650 Brooke Lane, Upper Marlboro, MD 20772 6:30 pm to 8:30 pm	23
Wednesday, April 18, 2018 Clarksburg High School 22500 Wims Road, Clarksburg, MD 20871 6:30 pm to 8:30 pm	110
Thursday, April 19, 2018 Bethesda Chevy Chase High School 4301 East West Highway, Bethesda, MD 20814 6:30 pm to 8:30 pm	195
Tuesday, April 24, 2018 Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt, MD 20770 6:30 pm to 8:30 pm	56
TOTAL	384

* The number of meeting attendees does not include media representatives.

The Public Scoping Open Houses introduced the public to the I-495 & I-270 Managed Lanes Study. The Open Houses provided an overview of the Study; introduced staff who could answer Study-related questions; and provided the public the opportunity to provide written comments on the Study scope,

including: Purpose and Need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used. Additionally, attendees were invited to use tablets to participate in an online survey (summarized in **Section 2.5.3**) to provide feedback on their use of I-495 and I-270.

The Public Scoping Open House materials included a video, display boards, and a handout (**Appendix A**). These materials, accompanied by a narrated description, were made available on the I-495 & I-270 P3 Program Website. The video and display boards provided an overview of the Study, including information on the preliminary Purpose and Need, the Study schedule, and the Study corridors. Public Scoping Open House attendees were invited to browse the display boards and share comments and questions with representatives from FHWA and MDOT SHA. The representatives were available to converse with attendees and to notify the public of the commenting options and availability of materials on the I-495 & I-270 P3 Program website.

2.5 Public Scoping Open House Comment Period

The Scoping comment period began on March 16, 2018 and closed on May 1, 2018. During this time the public were able to submit comments to the Study via the methods identified in **Table 2-3**.

Table 2-3: Submission Methods and Number of Commenters

Submission Method	Description	Number of Commenters
Public Scoping Open House Comment Form (Appendix A)	Hard-copy comment form available to the public at Public Scoping Open Houses; either completed at the meetings or mailed after the meetings with prepaid postage.	143
Scoping Public Opinion Survey (Appendix A)	Online survey with 39 questions, including an option for an open-ended response, to gather feedback on the public's use of I-495 and I-270; links to the survey were provided via the website, social media, and at the Open Houses.	345 survey commenters (713 total survey responses)
Online Contact Form	Online general contact form (labeled with "Submit your comment") continuously available on the website.	125
E-mail	The public was able to e-mail the Study Team (495-270-p3@sha.state.md.us).	
Toll-Free Line	The public was able to speak directly with a Study Team representative (833-858-5960).	6
Mail	The public was able to send mail to the Study Team (MDOT SHA, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202).	1
Total		620

The comment submissions received during the Public Scoping Open Houses and associated comment period are available in *Appendix E of the Scoping Report* on the [P3 Program website](#). Additional detail on the Scoping Public Opinion Survey is provided in **Section 2.5.3**.

2.5.1 Common Themes of Public Comment Submissions

The 620 comment submissions received during the Scoping comment period were summarized by theme and are presented in **Table 2-4**.

Table 2-4: Summary of Comments by Theme

Comment Theme	Definition	Number of Comments	Percent of Comments ¹
Support	Declared support of the Study	56	9%
Does Not Support	Against the Study, sometimes accompanied by a suggested alternative (such as improving transit)	112	18%
Transit	Supported transit, adding or improving Washington Metropolitan Area Transit Authority's (WMATA) Metrorail service, MDOT MTA MARC Train service along the Brunswick Line, and regional/local bus service in and around Montgomery and Prince George's counties	234	38%
Specific Recommendations	Recommended spot improvements (e.g., Georgia Avenue ramps, noting numerous potholes), or advocating for specific projects (i.e., second Potomac River bridge crossing, improvements to MD 200)	187	30%
Environmental	Mentioned environmental aspects, such as wildlife and natural resources	138	22%
Noise	Specific noise concerns	47	8%
Air	Specific air concerns	39	6%
Property	Specific right-of-way concerns	108	17%
Quality of Life	Areas of concern such as the character of a community, loss of home	115	19%
Fix Congestion	Generally advocated a congestion fix, but without any recommendations or clear support of the Study	58	9%
Boost Telework	Recommended use of Transportation Demand Management tools such as telework to support the reduction in highway congestion	5	1%
Bicycle and Pedestrian	Specific bike and pedestrian interest or concern	12	2%
Opposed to Tolls	Concerned about tolling, indicating that it impacts their Study support; respondents reflected concern that toll pricing could have a negative impact on low-income users and noted doubts regarding the use of road pricing as a congestion mitigation tool	57	9%

Comment Theme	Definition	Number of Comments	Percent of Comments ¹
Opposed to P3 Program	Concern in utilizing a private firm to manage and finance managed lanes	29	5%
Study Integrity	Concerned with the Study's timeline, goals, and ability to accurately assess impacts	101	16%
Add HOV Lanes	Desire for more use of HOV benefits including free use of the managed lanes, and better use of HOV lanes within the Maryland portion of the highway corridors	16	3%
Outreach	Commented on outreach/notification methodology or requested to be on future mailing/notification lists	99	16%

¹ Percentages are rounded to the nearest one percent.

2.5.2 Responses to Public Comment Submissions

Comments submitted via e-mail or through the I-495 & I-270 P3 Program website received an immediate automated response:

"Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this Study is an essential part of the process and your comments will be taken into consideration as the Study progresses. If you have raised a specific question, a member of our Study Team will respond within 5 business days. Additional project information is available at 495-270-P3.com. We look forward to your continued participation. *The MDOT SHA P3 Program Team*"

Calls received through the P3 Program toll-free line received the following message:

"Thank you for contacting MDOT SHA regarding the I-495 & I-270 P3 Program and Managed Lanes Study. Your input into this Study is an essential part of the process and your comment will be taken into consideration as the Study progresses. If you have raised a specific question, a member of our Study Team will respond by the next business day. Additional project information is available at 495-270-P3.com. Thank you."

During the Public Scoping comment period, inquiries from all sources (e-mail, website, toll-free line, etc.) often requested specific information regarding purpose and location of the Public Scoping Open Houses. Responses to many of these inquiries included information on the Public Scoping Open Houses, specifically the date, time, and location of events and a link to the I-495 & I-270 P3 Program website. When a comment was received, it was logged and reviewed. Where a specific question was asked, original responses were provided.

In response to comments from the regulatory agencies and the public during the Scoping period, the Purpose and Need statement was revised relating to multimodal mobility and connectivity of the regional roadway and transit system. Additionally, MDOT established a Transit Working Group to further explore transit opportunities in furtherance of meeting the Purpose and Need of the I-495 & I-270 Managed Lanes Study.

Additional detail on comment submission responses is provided in the **Scoping Report** on the [P3 Program website](#).

2.5.3 Public Opinion Survey

In addition to the Public Scoping Open Houses and conventional comment methods, the I-495 & I-270 P3 Program website hosted a public opinion survey between March 19 and May 1, 2018. Links to the survey were provided via the website, at Public Open Houses, and through sharing on social media. Tablets were also available at the Public Open Houses to allow the survey to be completed by attendees. Seven-hundred thirteen (713) survey responses were received during the Public Scoping period, and 44 percent of respondents signed up for future notifications.

Questions one through three pertained generally to driving habits within the Study corridors and knowledge of the proposal to address congestion on the Study corridors. Sixty-four percent of respondents indicated that they travel on I-495 in Maryland often or frequently. Fifty-five percent of respondents indicated that they travel on I-270, between I-495 and Frederick often or frequently. Sixty-nine percent had heard of the proposal to address congestion on I-495 and I-270.

Question four asked respondents their importance of specific transportation improvement elements. The results of this question are summarized in **Table 2-5**.

Table 2-5: Summary of Transportation Improvement Elements Importance

Transportation Improvement Element	Somewhat or Very Important ¹
Reducing Congestion	90%
Faster Travel Times	87%
Better Travel Time Reliability	87%
Safer Roads and Ramps	88%
Implementing Improvements Quickly	77%

¹ Percentages are rounded to the nearest one percent.

Questions five through 34 of the survey divided the Study corridors into six distinct areas and asked specific questions about respondents' use of those areas. Survey respondents were able to choose any area to provide further input. The areas and percentage of respondents providing input are presented in **Table 2-6**.

Table 2-6: Percentage of Respondents Who Provided Input by Area

Study Corridor Area	Percentage of Respondents Who Provided Input ¹
1. I-495 from the American Legion Bridge to the I-270 Split	68%
2. I-495 from the I-495/I-270 Split to the I-495/I-95 Interchange	76%
3. I-495 from the I-495/I-95 Interchange to the I-495/US 50 Interchange	39%
4. I-495 from the I-495/US 50 Interchange to the Woodrow Wilson Bridge	21%
5. I-270 from I-495 to the I-370 Interchange	77%
6. I-270 from the I-370 Interchange to Frederick	52%

¹ Percentages are rounded to the nearest one percent.

Question 35 stated, “If you have any additional comments about improvements on I-495 or I-270, please enter them in the box below. If commenting on a specific segment, please be sure to identify that segment in your comments.” This question allowed respondents to enter original comments about improvements on I-495 or I-270. Forty-eight percent of respondents chose to provide an individual comment in response to Question 35.

In addition to the Study-oriented questions, Questions 36 through 39 asked demographic questions. Notable trends of respondents included: 71 percent indicated that they reside in Montgomery County; eight percent indicated that they reside in Prince George’s County; 81 percent identified as white or Caucasian; seven percent identified as black; three percent identified as Hispanic/Latino; five percent identified as Asian or Asian American; and three percent identified as another race.

Detailed survey results are provided in the **Appendix D of the Scoping Report** on the [P3 Program website](#).

2.6 Community Association Meetings

Beginning during Scoping, MDOT SHA attended local Community Association Meetings (CAM) based on requests made by local organizations. The I-495 and I-270 P3 Program Director and Deputy Director, as well as technical experts, led the presentation and question-and-answer sessions. The first CAM attended by MDOT SHA was the Greater 202 Coalition, held on April 23, 2019 at St. Margaret’s Catholic Church in Capitol Heights, Maryland.

2.7 Agency Coordination

FHWA and MDOT SHA coordinated with numerous agencies to collect their input during the Scoping. Coordination included outreach to federal and state agencies, as well as local agencies, counties, metropolitan planning organizations, and other stakeholders. Agency Scoping for the I-495 & I-270 Managed Lanes Study focused on collecting information relevant to the Study such as existing and previous transportation studies and plans, county transportation goals, key data sources to be considered in the environmental evaluation, and developing the methodology for identifying environmental resources.

Potential Cooperating, Participating, and Notified Agencies were initially identified by the Lead Agencies in accordance with 40 CFR 1501.6 and 23 U.S.C. § 139.

Cooperating Agencies include those federal, state, and local agencies that would ultimately be responsible for identifying and approving the preferred alternative, pursuant to NEPA, Sections 401 and 404 of the Clean Water Act, and/or the Maryland Nontidal Wetlands Protection Act and/or Maryland Tidal Wetlands Act. In addition, other key federal, state, regional, and local agencies with regulatory or management jurisdiction over sensitive resources are invited to act as Cooperating Agencies. It is also anticipated that right-of-way or a permit may be needed from these agencies.

Participating Agencies include those federal, state, and local agencies that have jurisdiction over a potentially affected resource, could ultimately be involved with issuing a permit or approval, have expertise or information relevant to the Study, or otherwise may intend to submit comments on the Study.

Notified Agencies have been defined for this Study to include all other agencies who could have an interest in the Study, or that have a role that is yet to be determined. These agencies would be notified of Study milestones concurrently with the public and those milestone notification points are part of the public involvement plan.

By e-mail, dated February 21, 2018, FHWA and MDOT SHA invited potential Cooperating and Participating Agencies to attend Interagency Working Group (IAWG) meeting #1 on March 14, 2018, initiating the Agency Scoping period and kicking off the general IAWG meeting coordination continued throughout the Study. Additional detail on IAWG meeting coordination is provided in **Section 2.7.1**.

There are eight Cooperating Agencies (four federal, three state, and one regional), 18 Participating Agencies (ten federal, six state, and two county), and seven Notified Agencies (three federal, one state, and three regional) for the Study. **Table 2-7** provides an overview of Lead, Cooperating, Participating, and Notified agencies.

An Agency Coordination Plan was developed in accordance with FHWA's SAFETEA-LU⁷ Environmental Review Process Final Guidance. The purpose of the plan was to facilitate and document the structured interaction with the Cooperating, Participating, and Notified agencies and the public during the Study process to ensure adequate opportunities for participation in the development of the Purpose and Need, identification of the range of alternatives, and identification of environmental issues. The Agency Coordination Plan was presented at IAWG Meeting #2.

Table 2-7: Lead, Cooperating, Participating and Notified Agencies

Role	Federal Agencies	Maryland / State Agencies	Local Agencies and Regional Stakeholders
Lead Agency - As codified in 23 U.S.C. Section 139, manages the coordination process; prepares EIS; provides opportunity for public & participating/cooperating agency involvement. Defined as the Department of Transportation (DOT) and, if applicable, any State or local governmental entity serving as a joint lead agency	<ul style="list-style-type: none"> FHWA – Maryland Division 	<ul style="list-style-type: none"> MDOT SHA 	

⁷ Safe, Accountable, Flexible, Efficient Transportation Equity Act

Role	Federal Agencies	Maryland / State Agencies	Local Agencies and Regional Stakeholders
Local Project Sponsor - a State or local governmental entity receiving funds under 23 U.S.C. Section 139 or chapter 53 of title 49 for the project shall serve as a joint lead agency with the Department for purposes of preparing any environmental document under NEPA		<ul style="list-style-type: none"> MDOT SHA 	
Cooperating Agencies	<ul style="list-style-type: none"> US Army Corps of Engineers (USACE), Baltimore District US Environmental Protection Agency (EPA) National Park Service (NPS) National Capital Planning Commission (NCPC) 	<ul style="list-style-type: none"> MD Department of Environment (MDE) Maryland Department of Natural Resources (MDNR) Virginia DOT (VDOT) 	<ul style="list-style-type: none"> Maryland-National Capital Park and Planning Commission (M-NCPPC)
Participating Agencies	<ul style="list-style-type: none"> Federal Transit Administration (FTA) US Fish and Wildlife Service (USFWS) Federal Railroad Administration (FRA - Amtrak) National Oceanic and Atmospheric Administration (NOAA)- National Marine Fisheries Service (NMFS) US Department of Defense – Joint Base Andrews (JBA) US Postal Service (USPS) 	<ul style="list-style-type: none"> Maryland Historical Trust (MHT) Maryland Department of Planning (MDP) MDOT MTA MDOT Maryland Transportation Authority (MDTA) Virginia Department of Historic Resources (VDHR) Virginia Department of Conservation and Recreation (VDCR) 	<ul style="list-style-type: none"> Prince George's County Department of Public Works and Transportation (DPW&T) Montgomery County DOT

Role	Federal Agencies	Maryland / State Agencies	Local Agencies and Regional Stakeholders
	<ul style="list-style-type: none"> Natural Resources Conservation Service (NRCS) US Navy US Department of Agriculture Beltsville Agricultural Resources Center (USDA BARC) US Coast Guard (USCG) 		
Notified Agencies	<ul style="list-style-type: none"> National Institute of Standards and Technology (NIST) Federal Emergency Management Agency Advisory Council on Historic Preservation (ACHP) 	<ul style="list-style-type: none"> Maryland Commission on Indian Affairs 	<ul style="list-style-type: none"> Frederick County MWCOG TPB WMATA

2.7.1 Interagency Working Group Meetings

On February 2, 2018, MDOT SHA held an Interagency Managers Meeting to introduce the project to the potential Cooperating and Participating Agencies. IAWG Meetings were then convened monthly by MDOT SHA and attended by Lead, Cooperating, and Participating Agencies. IAWG Meetings focus on presenting the Study approach and results of major Study findings at key milestones. MDOT SHA will seek verbal concurrence at IAWG meetings from the Cooperating Agencies at concurrence milestones.

Three IAWG meetings were held during the Agency Scoping period (concurrent with the general Scoping stage). These meetings were held to communicate the overall Study approach, Study limits, and preliminary Purpose and Need. Outside of IAWG meetings, agencies have been invited to submit formal scoping comments by letter or e-mail.

A. IAWG Meeting #1

The first IAWG meeting was held at MDOT SHA Headquarters on March 14, 2018. A presentation was given to introduce the I-495 & I-270 Managed Lanes Study limits, context, and approach. The overall topics covered at the meeting included an overview of the Study; an overview of agency coordination expectations, roles, and responsibilities, along with the IAWG framework; the preliminary Purpose and Need; and a description of current activities and the Study schedule. It was explained that FHWA is the lead federal agency while MDOT SHA is the local Study sponsor and joint lead agency.

In addition to MDOT SHA and FHWA, IAWG meeting #1 attendees included representatives from the following agencies:

- JBA
- MDNR
- MDP
- MDE
- M-NCPPC, Montgomery County Department of Parks
- MWCOG
- M-NCPPC, Prince George's County Planning Department
- NPS
- Prince George's County DPW&T
- USACE, Baltimore District
- US EPA
- USFWS
- VDOT

B. IAWG Meeting #2

The second IAWG meeting was held at the MDOT SHA I-495 & I-270 P3 Office on April 12, 2018. The IAWG meeting included: a status report on the Cooperating and Participating Agency letter responses, a review of the Public Scoping Open House plan and advertisement strategy, presentation of the Agency Coordination Plan and schedule, and presentation of the preliminary Purpose and Need.

In addition to MDOT SHA and FHWA, IAWG meeting #2 attendees included representatives from the following agencies:

- DNR
- JBA
- MDOT MDTA
- MHT
- MDE
- MDP
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NOAA NMFS
- NPS
- Prince George's County DPW&T
- US EPA
- USACE, Baltimore District
- USFWS
- VDOT

C. IAWG Meeting #3

The third IAWG meeting was held at the MDOT SHA I-495 & I-270 P3 Office on May 16, 2018. The IAWG meeting included: a review of comments from the April 2018 Public Scoping Open Houses, a request for concurrence on the Agency Coordination Plan and Schedule, a discussion of the Purpose and Need comments and revisions, a request for concurrence on the Purpose and Need, an overview of the environmental inventory mapping, and a presentation of the Preliminary Range of Alternatives.

In addition to MDOT SHA and FHWA, IAWG meeting #3 attendees included representatives from the following agencies:

- DNR
- FTA
- JBA
- MDE
- MDP
- MHT



- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Planning Department
- Montgomery County DOT (MCDOT)
- MWCOG
- NCPC
- NIST
- NPS
- Prince George's County DPW&T
- USDA, Beltsville Agricultural Research Center (BARC)
- US EPA
- USACE, Baltimore District
- USDA, Natural Resources Conservation Service (NCRS)
- USFWS
- USPS
- VDOT
- VDHR

Agencies were able to submit comments via the same methods as the public, including the I-495 & I-270 P3 Program website, the I-495 & I-270 P3 Program e-mail address, and the I-495 & I-270 P3 Program mailing address. Agency Scoping comments received during the formal Scoping period include letters from the National Capital Planning Commission, the National Park Service, the Virginia Department of Conservation and Recreation, the Virginia Department of Environmental Quality, the Virginia Department of Game and Inland Fisheries, and the Virginia Department of Health. The agency letters are provided in the **Appendix F of the Scoping Report** on the [P3 Program website](#).

3

3 PRELIMINARY ALTERNATIVES OUTREACH

The public outreach for the Preliminary Range of Alternatives occurred from July 2019 to January 2019. At the beginning of this stage in July 2018, a series of Preliminary Alternatives Public Workshops were held to present the following to the public: Study status and schedule, Purpose and Need summary, Preliminary Range of Alternatives, and the Screening Criteria developed to evaluate the Preliminary Range of Alternatives. These workshops were previously referred to as the *Alternatives Public Workshops* and the *July 2018 Public Workshops*. Detail on the preliminary alternatives' development process, including the incorporation of public and agency input from Scoping, is provided in **Chapter 2 of the DEIS**. The associated Preliminary Alternatives Public Workshops comment period began on July 17, 2018 and continued through August 27, 2018. MDOT SHA also held several "pop-up" activities at community events in Montgomery, Prince George's, and Frederick counties to promote the Study during September 2018. Additionally, a public opinion survey was conducted from June 18, 2018 to September 27, 2018. Details of the Preliminary Alternatives Public Workshops process were summarized in the **Summary of July 2018 Alternatives Public Workshops**, which was made available on the [P3 Program website](#) in January 2019.

This chapter describes the public and agency engagement efforts conducted throughout the Preliminary Alternatives outreach stage.

3.1 Preliminary Alternatives Public Workshop Outreach Campaign

A range of methods were employed to notify the public of the Preliminary Alternatives Public Workshops and the associated comment period. The outreach methods are identified in **Table 3-1**.

Table 3-1: Preliminary Alternatives Public Workshops Outreach

Outreach Method	Description
I-495 & I-270 P3 Program Website	The dates, locations, purpose, and format of the Preliminary Alternatives Public Workshops were announced to the public via the Program website (https://495-270-p3.com) on June 22, 2018. The website has both desktop and mobile accessibility.
MDOT SHA Press Release (Appendix B)	A press release was distributed on June 22, 2018 via MDOT SHA Office of Communications' standard media channels and social media (Facebook and Twitter) accounts. The press release announced the Public Workshops, their purpose and format, a link to the I-495 & I-270 P3 Program website, details on how to provide comments, and contact information for the Study Team.

Outreach Method	Description
Newspaper Advertisements (Appendix B)	<p>Half-page advertisements were placed in the following newspapers three weeks and two weeks prior to the Public Workshops:</p> <ul style="list-style-type: none"> • <i>Frederick News Post</i> (June 26, 2018 & July 3, 2018) • <i>Laurel Leader</i> (June 28, 2018 & July 5, 2018) • <i>Howard County Times</i> (June 28, 2018 & July 5, 2018) • <i>Prince George's Sentinel</i> (June 28, 2018 & July 5, 2018) • Spanish advertisement in <i>Tiempo Latino</i> (June 29, 2018 & July 6, 2018) • Spanish advertisement in <i>Washington Hispanic</i> (June 29, 2018 & July 6, 2018) • <i>Washington Post</i> (July 9, 2018 only) <p>The advertisements announced the Public Workshops, their purpose and format, and the I-495 & I-270 P3 Program website address.</p>
Newspaper Insert (Appendix B)	<p>A newspaper “postcard” insert was distributed with the <i>Washington Post's</i> Local Living Section to over 690,000 subscribers and non-subscribers on July 12, 2018. The “postcard” insert provided an overview of the Managed Lanes Study as well as the dates, locations, purpose, and format of the Preliminary Alternatives Public Workshops. Study contact information was also provided.</p>
Postcard	<p>On June 29, 2018, a postcard was mailed to approximately 3,500 I-495 and I-270 corridor residents who either previously received property-owner notification letters or signed up for the mailing list and requested hard-copy mail. The postcard provided an overview of the Managed Lanes Study as well as the dates, locations, purpose, and format of the Preliminary Alternatives Public Workshops. Study contact information was also provided. The postcard stated that Amharic, Vietnamese, Spanish, and Chinese language materials could be requested, in each respective language.</p>
Newsletter (Appendix B)	<p>On June 22, 2018, a newsletter was mailed to approximately 3,500 I-495 and I-270 corridor residents who either previously received property-owner notification letters or signed up for the mailing list and requested hard-copy mail. The newsletter was also e-mailed to approximately 2,600 elected officials, business owners, homeowners' associations, condo owners' associations, and members of the public who had signed up to receive Study updates via online, at the previous Open Houses, and/or on comment forms.</p> <p>Newsletter content included an overview of the Scoping Open House and Report, the Study Purpose and Need, the Study status and timeline, what to expect at the July 2018 Public Workshops, and Study contact methods. It also invited community associations to request individual presentations via the website contact form and stated that Amharic, Vietnamese, Spanish, and Chinese language materials could be requested, in each respective language.</p>

Outreach Method	Description
Targeted Digital Advertisements	<p>Digital banner advertisements based on specific geographic and demographic targets were placed on the following websites beginning July 2, 2018 for approximately three weeks:</p> <ul style="list-style-type: none"> • <i>Afro.com</i> • <i>DCBlack.com</i> • <i>Eltiempo.com</i> • <i>WTOP.com</i> <p>The digital banner advertisements announced the dates and locations of the Preliminary Alternatives Public Workshops.</p>
E-mail Blasts	<p>On June 26, 2018 and July 6, 2018, e-mails announcing the Preliminary Alternatives Public Workshop dates and locations, as well as a link to the P3 Program website, were sent to approximately 2,600 business owners, homeowners' associations, condo owners' associations, and members of the public who had signed up to receive Study updates via online, at the previous Open Houses, and/or on comment forms.</p>
MDOT SHA Facebook and Twitter	<p>On June 28, 2018, MDOT SHA announced the upcoming Public Workshops on its Facebook and Twitter accounts. MDOT SHA social media posts continued throughout the months of June/July 2018. The posts promoted the Public Workshop dates and locations and the public opinion survey and directed users to view the I-495 & I-270 P3 Program website.</p>
Elected Official Notification	<p>On June 26, 2018 and July 6, 2018, e-mails were sent to all federal, state, and local elected officials representing Frederick, Montgomery, and Prince George's counties notifying them of the I-495 & I-270 Managed Lanes Study and the scheduled Preliminary Alternatives Public Workshops.</p>

3.2 Preliminary Alternatives Public Workshop Content

Four Preliminary Alternatives Public Workshops were held during July 2018 at the locations identified in **Table 3-2**. Attendance at the Workshops ranged from 44 to 301 persons, including the following elected officials and elected official staff:

- City of New Carrollton Councilmember Roy Peterson
- City of Rockville Councilmember Julie Palakovich-Carr
- City of Rockville Councilmember Virginia Onley
- Montgomery County Councilmember Nancy Floreen
- Montgomery County Councilmember Sidney Katz, District 3
- North Chevy Chase Councilmember Maury Mechanick
- Prince George's County Councilmember Todd Turner, District 4
- Staff representative for Montgomery County Councilmember Roger Berliner

- Staff representative for Montgomery County Councilmember Tom Hucker, District 5
- State Delegate Al Carr, District 18
- State Delegate Anne Healy, District 22
- State Delegate Marc Korman, District 16
- Town of Cheverly Councilmember Laila Riaz

Table 3-2: Summary of Preliminary Alternatives Public Workshops

Public Workshop Dates and Locations	Number of Attendees*
Tuesday, July 17, 2018 Eleanor Roosevelt High School 7601 Hanover Parkway, Greenbelt, MD 20770 6:30 pm to 8:30 pm	130
Wednesday, July 18, 2018 Clarksburg High School 22500 Wims Road, Clarksburg 20871 6:30 pm to 8:30 pm	113
Tuesday, July 24, 2018 Central High School 200 Cabin Branch Road, Capitol Heights, MD 20743 6:30 pm to 8:30 pm	44
Wednesday, July 25, 2018 Thomas W. Pyle Middle School 6311 Wilson Lane, Bethesda, MD 20817 6:30 pm to 8:30 pm	308
TOTAL	595

**Number of Workshop attendees does not include media representatives.*

The Preliminary Alternatives Public Workshops provided an opportunity for the public to learn about the Study status and schedule, Purpose and Need summary, Preliminary Range of Alternatives, and the Screening Criteria developed to evaluate the Preliminary Range of Alternatives. Attendees were able to view, ask questions, and comment on the Study information through four methods: review display boards and a handout (**Appendix B**); view and listen to a general presentation; interact with technical staff at small working group tables; and comment on the Study. PDFs of the display boards (in English and in Spanish), as well as a narrated presentation of the display boards, were made available on the Program website on July 17, 2018.

Additional detail on the Workshops' format and content is provided in the **Summary of July 2018 Alternatives Public Workshops**, available on the [P3 Program website](#).

3.3 Preliminary Alternatives Public Workshop Comment Period

The comment period associated with the Preliminary Alternatives Public Workshops began on July 17, 2018 and lasted through August 27, 2018. As summarized in **Table 3-3**, 2,282 commenters provided comment submissions via the methods shown. Note that most submissions include multiple comment topics.

Table 3-3: Submission Methods and Number of Commenters

Submission Method	Description	Number of Commenters
Preliminary Alternatives Public Workshop Comment Form	Hard-copy comment form available to the public at Alternatives Public Workshops; asked for feedback on specific alternatives; either completed at the meetings or mailed after the meetings with prepaid postage.	58
Alternatives Public Workshop Online Comment Form	Online comment form available on the website during comment period; asked for feedback on specific alternatives.	384
Online Contact Form	Online general contact form (labeled with "Submit your comment") continuously available on the website.	1,110
Toll-Free Line	The public was able to speak directly with a Study Team representative ((833) 858-5960).	115
E-mail	The public was able to e-mail the Study Team (495-270-p3@sha.state.md.us).	532
Mail	The public was able to send mail to the Study Team (MDOT SHA, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202).	83
Total		2,282

The comment submissions received during the Preliminary Alternatives comment period are available in the **Appendix C of the Summary of July 2018 Alternatives Public Workshops** on the [P3 Program website](#).

3.3.1 Comment Submissions from Community Associations and Organizations

Through letters or e-mails, the Study heard from 27 community associations and organizations during the Preliminary Alternatives Public Workshop Comment Period. Numerous other organizations and associations were referenced in citizen comment submissions. Comment submissions were received from the following:

Community Associations

- West End Community Association, Rockville, MD
- The Promenade, Bethesda, MD
- Regent Square Condominium Association, Rockville, MD
- The Hanover Apartments, Greenbelt, MD
- Persimmon Tree Homeowners Association, Bethesda, MD
- Village of North Chevy Chase Council, Chevy Chase, MD
- Americana Centre Condominium, Inc., Rockville, MD
- Woodside Forest Civic Association, Silver Spring, MD

Organizations

- Suburban Maryland Transportation Alliance, Rockville, MD
- Safe Silver Spring Silver, Spring, MD
- Sierra Club, Montgomery County
- Sierra Club, Maryland Chapter, College Park, MD
- Greater Farmland Civic Association, Rockville, MD
- Peerless Rockville Historic Preservation's Board of Directors, Rockville, MD
- Growing East County, Montgomery County

The Maryland Transit Opportunities Coalition authored a correspondence on behalf of the following:

- Indian Springs Citizens Association, Silver Spring, MD
- Action Committee for Transit, Silver Spring, MD
- Central Maryland Transportation Alliance, Baltimore, MD
- Citizens Against Beltway Expansion, Silver Spring, MD
- Coalition for Smarter Growth, Washington, DC
- Coalition for Transit Alternatives to Mid-County Highway Extended, Montgomery Village, Gaithersburg and Germantown, MD
- Maryland Rail Passengers Association, Montgomery County
- Preservation Maryland Baltimore, MD
- Prince George's Advocates for Community-Based Transit, Hyattsville, MD
- Sierra Club, Maryland Chapter, College Park, MD
- Transportation Advocates of Howard County
- Woodside Forest Civic Association, Silver Spring, MD

Petitions were received from Growing East County (with 1,323 signatures) and Sierra Club, Maryland Chapter (with 627 signatures). The petitions were each counted as one comment submission with multiple signatures.

3.3.2 Comment Submissions from Local Jurisdictions and Elected Officials

Eight local jurisdictions and elected officials provided letters or e-mails during the Preliminary Alternatives Public Workshop Comment Period. Comment submissions were received from the following:

Elected Officials

- City of Rockville Councilmember Mark Pierzchala
- Joint Correspondence from State Senator William C. Smith, Jr., and State Delegates Sheila Hixson, David Moon, and Jheanelle Wilkins, District 20
- State Senator Cheryl Kagan, District 17
- City of Rockville Mayor and City Council

Local Jurisdictions

- City of Rockville Manager
- Planning Director for City of Greenbelt
- Prince George's County DPW&T

3.3.3 Common Themes of Public Comment Submissions

The majority of the 2,282 comment submissions were from Montgomery County, specifically the Rockville and Silver Spring areas. Overarching themes common to a number of comment submissions are identified below. The original comment submissions are provided in the **Appendix C of the Summary of July 2018 Alternatives Public Workshops**, available on the [P3 Program website](#).

Acknowledgement that Congestion is a Problem

More than 530 comment submissions included statements acknowledging that the respondents have experienced traffic/congestion in general or at specific locations along I-270 or I-495.

Alternatives and Existing Corridor Footprint

Many comment submissions included statements supporting or critiquing individual alternatives or combinations of proposed alternatives. Other comment submissions featured questions regarding the proposed alternatives. Each of the 15 alternatives received between 217 and 260 comments.

Of the thousands of individual topic comments, nearly 1,100 comments indicated support for improvements that remain within the existing footprint/right-of-way. Many comment submissions under this theme stated potential support for one or more alternatives if the existing corridor footprint is maintained.

Environmental Considerations

Numerous comment submissions addressed natural resources and wildlife habitat, traffic noise levels, vehicle emissions, and air quality. One of the most common statements was about residential property and overall quality of life if the proposed alternatives were to be implemented. Several comment submissions included recommendations to incorporate environmental considerations into the Study screening criteria.

High Occupancy Vehicle (HOV) Lanes/ Tolls

A number of comment submissions stated preference for HOV lanes, opposition to HOV lanes or suggestions on how to most effectively implement HOV lanes in the Study, and questions about tolling.

Transit and Bicycle/Pedestrian

Many comment submissions included statements about improving the region's rail systems and regional/local bus services. A few comment submissions included questions about providing bicycle facilities as an element of the Study.

Public-Private Partnership (P3)

Several comments were about utilizing private industry for public transportation improvements.

Public Outreach

A number of comment submissions included statements regarding public outreach and notification methodology and requests to be added to the Study notification/ mailing lists.

3.3.4 Responses to Public Comment Submissions

Similar to the Scoping period, commenters submitting comments through e-mail or the website received an automated response. Callers to the toll-free telephone number also received a voice message and a return phone call from a member of the Project Communication Team.

Based on public input, the following changes were made to the Preliminary Range of Alternatives:

- MDOT SHA further defined and separated priced-managed lanes into HOT or ETLs, based on comments to retain alternatives with HOV lanes;
- MDOT SHA added Alternative 13C that maintains the one existing HOV lane in each direction and adds two ETL reversible lanes, based on comments supporting HOV lanes; and
- Under the HOT Alternatives (5, 9, 13C), HOVs would be permitted to use these lanes for free or at a reduced rate.

3.4 Pop-Up Events

In addition to the Public Workshops, MDOT SHA participated in pop-up events in the broader local communities to provide information about the I-495 & I-270 Managed Lanes Study and capture feedback on community interests and concerns. The events identified in **Table 3-4** were chosen based on regional visibility and “built-in” local community engagement.

Table 3-4: Preliminary Alternatives Outreach Pop-Up Events

Pop-Up Event	Location	Date
Annual Salvadoran American Festival/ 7 th Annual Latino Health Fair	Rockville, MD	August 5, 2018
National Night Out Against Crime	Hyattsville, MD	August 7, 2018
Frederick Keys Baseball Game	Frederick, MD	August 24, 2018

At the pop-up events, MDOT SHA staffed an informational booth and offered project-branded giveaways and Study contact cards to engage event attendees. Attendee feedback on commute and travel patterns was solicited by asking participants to place stickers on I-495 and I-270 corridor map displays and sticky notes responding to travel-specific questions. Materials were provided in both English and Spanish. Across all three pop-up events, the Study Team engaged with 312 attendees.

3.5 Community Association / Elected Official & Legislators Meetings

In response to requests made by local community associations, MDOT SHA began attending local Community Association Meetings (CAM). The I-495 and I-270 P3 Program Director and Deputy Director, as well as technical experts, led the presentation and question-and-answer sessions. MDOT SHA also met with elected officials and legislative staff to provide background information and a progress update, as well as answer questions about the I-495 and I-270 Managed Lanes Study. The meetings attended during the Preliminary Alternatives Public Workshop outreach stage are identified in **Table 3-5**.

Table 3-5: Preliminary Alternatives Outreach Meetings

Organization	Location	Date
Community Association Meetings		
Regent Square Condominium Association	Rockville, MD	August 6, 2018
Elected Official / Legislator Meetings		
Montgomery County Cabinet Day	Olney, MD	September 25, 2019
Montgomery County Consolidated Transportation Program Tour Meeting	Rockville, MD	October 11, 2018

3.6 Public Opinion Survey

In addition to the Alternatives Public Workshops and conventional comment methods, a second public opinion survey was posted on the I-495 & I-270 P3 Program website. The purpose of the survey was to engage the public in the Study and solicit feedback on how the public uses the existing transportation system. This public opinion survey was not part of the Preliminary Alternatives Public Workshop process and was not intended to gather official comments regarding alternatives, but rather travel information from users of the facilities.

The second public survey ran for three months, from June 18, 2018 to September 27, 2018, including timeframes before, during, and after the Preliminary Alternatives Public Workshops and the associated comment period. The public survey garnered 7,412 responses; most of the survey respondents who provided a zip code reside in Montgomery County. Facebook and Instagram advertising promoted the Workshops between July 3, 2018 and July 24, 2018. Additionally, the team promoted the survey on Facebook and Instagram from July 30, 2018 to August 28, 2018. These survey advertisements reached over 197,000 Facebook and Instagram users and generated 1,135 Facebook user likes, shares, or comments.

To encourage participation, respondents could answer or skip any question. No survey questions required an answer, nor were responses contingent upon other responses. The responses were grouped into categories that reflect the intent of the questions asked. The categories included the following:

- Overall Knowledge about the Study and Experience with the Roadways;
- The Cost of Congestion;
- Alternatives to Travel;
- Demographics; and
- Open-ended feedback.

Results of the public opinion survey are provided in **Chapter 5 of the Summary of July 2018 Alternatives Public Workshops**, available on the [P3 Program website](#).

3.7 Interagency Working Group Meetings

While agencies are invited to submit comments by letter or e-mail during designated Study comment periods, such as the Agency Scoping period, IAWG Meetings have been the primary methods for agencies to provide input on the Study. FHWA and MDOT SHA continued coordination with Lead, Cooperating, and Participating government agencies (as identified in **Chapter 2**) to share information and collect their input

during the Preliminary Alternatives development process. Three additional IAWG meetings were held during the Preliminary Alternatives Outreach stage. Outside of IAWG meetings, agencies were invited to submit comments by letter or e-mail; however, no comments were provided through these methods during the Preliminary Alternatives Public Workshop Comment Period.

3.7.1 IAWG Meeting #4

The fourth IAWG meeting was held at the MDOT SHA I-495 & I-270 P3 Office on July 11, 2018. The IAWG meeting included: a presentation of the agency meeting calendar for July and August 2018, an update on the Study schedule and Agency Coordination Plan, an update on the Purpose and Need, a discussion of the overall public involvement efforts and the plan for the Preliminary Alternatives Public Workshops, and a presentation of the Preliminary Range of Alternatives and screening criteria.

In addition to MDOT SHA and FHWA, IAWG meeting #4 attendees included representatives from the following agencies:

- DNR, Maryland Environmental Service (MES)
- JBA
- MDOT MTA
- MCDOT
- MDE
- MDP
- MHT
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Department of Parks and Recreation
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NCPC
- NIST
- NPS
- Prince George's County DPW&T
- US EPA
- USACE, Baltimore District
- USDA, BARC
- USFWS
- VDOT, Northern Virginia District

3.7.2 IAWG Meeting #5

The fifth IAWG meeting was conducted on September 28, 2018 as a field tour of the corridors. Agency attendees were provided a handout featuring background information on the sites as well as mapping of the Corridor Study Boundary relative to the sites. Cultural resource sites on the tour included the Chesapeake & Ohio Canal National Historical Park, Rock Creek Stream Valley Park, National Park Seminary Historic District, MD 97 Interchange, Sligo Creek Stream Valley Park/Sligo Creek Parkway/Sligo Creek Golf Course, I-95 Topside at I-495, Greenbelt Park, and Douglas E. Patterson Park.

In addition to MDOT SHA and FHWA, IAWG #5 attendees included representatives from the following agencies:

- JBA
- MES, DNR
- MCDOT
- MDE



- MDP
- MDOT MDTA
- MHT
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Department of Parks and Recreation
- NCPC
- NPS
- Prince George's County DPW&T
- US Navy
- USPS
- US EPA, Region 3
- USACE
- USFWS

3.7.3 IAWG Meeting #6

The sixth IAWG meeting was held at the MDOT SHA I-495 & I-270 P3 Office on October 17, 2018. The IAWG meeting included: an update on the Study status; an overview of the attendance, as well as comments resulting from the July 2018 Preliminary Alternatives Public Workshops; a discussion of IAWG meetings' purpose and protocol; and an overview of Executive Order 13807, which was issued on August 15, 2017 and is the basis for the accelerated Study schedule.

In addition to MDOT SHA and FHWA, IAWG #6 attendees included representatives from the following agencies:

- | | | |
|--|--|--------------------------------|
| • DNR, MES | • M-NCPPC, Montgomery County Planning Department | • NPS |
| • JBA | | • Prince George's County DPW&T |
| • MCDOT | • MWCOG | • USCG |
| • MDE | • Naval Support Activity (NSA) Bethesda | • US EPA |
| • MDP | | • USACE, Baltimore District |
| • MHT | • NCPC | • USFWS |
| • M-NCPPC, Montgomery County Department of Parks | • NIST | • USPS |
| | • NOAA, NMFS | • VDOT |

4

4 SCREENED ALTERNATIVES MESSAGING OUTREACH

The purpose of the Screened Alternatives Messaging Outreach from February 2019 to mid-March 2019 was to share the alternatives analysis that had occurred since the July 2018 Public Workshops and to help the public understand how the Study evolved from 15 alternatives in the Preliminary Range of Alternatives to seven Screened Alternatives.

This chapter describes the public involvement activities conducted during the Screened Alternatives Outreach.

4.1 Screened Alternatives Messaging Outreach Campaign

Outreach methods conducted during the Screened Alternatives outreach stage are identified in **Table 4-1**.

Table 4-1: Screened Alternatives Messaging Outreach

Outreach Method	Description
I-495 & I-270 P3 Program Website	On February 14, 2019, the P3 Program website was updated with new information on the Screened Alternatives, including the following: Study status relative to the Study timeline, a list of the Preliminary Range of Alternatives presented during the July 2018 Public Workshops, the application of screening criteria to the Preliminary Range of Alternatives, and the resulting Recommended Screened Alternatives and Alternatives Recommended to be Dropped from Further Consideration. A PDF of the Screened Alternatives' typical sections was also uploaded to the P3 Program website. Additionally, an 18-minute narrated video explaining the Screened Alternatives process was made available on the website.
Newsletter (Appendix C)	On February 14, 2019, a newsletter was mailed to approximately 3,500 I-495 and I-270 corridor residents who either previously received property-owner notification letters or signed up for the mailing list and requested hard-copy mail. The newsletter was also e-mailed (via e-mail blast; see below) to approximately 2,600 business owners, homeowners' associations, condo owners' associations, and members of the public who had signed up to receive Study updates via online, at the previous Open Houses, and/or on comment forms. The newsletter was also uploaded to the P3 Program website. Newsletter content included a description of the expected growth in AADT, background information on the Managed Lanes Study, a map of the Study Area Limits, an overview of the Preliminary Alternatives' screening process, a list of the Alternatives Recommended to be Dropped from Further Consideration, a list of the Recommended Screened Alternatives, a notice about the upcoming Screened Alternatives Public Workshops, a Study timeline, and

Outreach Method	Description
	Study contact methods. It also invited community associations to request individual presentations via the website contact form.
MDOT SHA Facebook and Twitter	On February 15, 2019, MDOT SHA announced the Screened Alternatives Messaging in a post on its Facebook and Twitter accounts. The posts directed users to the project website for an overview video with additional information on the Alternatives Screening Process.
Targeted Facebook and Instagram (Appendix C)	Between February 26, 2019 and March 11, 2019, a series of paid advertisements on Facebook and Instagram announced the Screened Alternatives Messaging and directed users to the P3 Program website for an overview video. The advertisements were targeted to Facebook and Instagram users located along the I-495 and I-270 Study corridors and around the Workshop sites.
E-mail Blast-Mailing List (Appendix C)	On February 15, 2019, an e-mail blast containing the February 2019 newsletter, an announcement of the Screened Alternative Messaging, and a link to the P3 Program website and Screened Alternatives video was sent to approximately 2,600 business owners, homeowners' associations, condo owners' associations, and members of the public who had signed up to receive Study updates via online, at the previous Public Workshops, and/or on comment forms.
E-mail Blast-Community Associations (Appendix C)	On March 7, 2019, a follow-up e-mail was sent to community associations along the I-495/I-270 Study Corridors in Prince George's and Montgomery counties to announce the release of the February 2019 newsletter and the Screened Alternatives Messaging on the P3 Program website. The e-mail also invited community associations to request Study Team presentations at their monthly meetings.
Elected Official Notification	On February 14, 2019, an e-mail was sent to all federal, state, and local elected officials representing Frederick, Montgomery, and Prince George's counties announcing the Screened Alternative Messaging.

4.2 Community Association / Elected Official & Legislators / Stakeholder Meetings

Coordination with community associations and stakeholders were re-initiated during the Preliminary Alternatives Public Workshop outreach stage. The I-495 and I-270 P3 Program Director, Deputy Director, and technical experts continued to meet with community associations; stakeholder organizations; large, potentially impacted landowners; and legislators and elected officials to present detailed Study information specific to the Study stage and local area, as well as hold question-and-answer sessions. The meetings attended during this outreach stage are identified in **Table 4-2**.

Table 4-2: Screened Alternatives Messaging Outreach Meetings

Organization	Location	Date
Community Association Meetings		
Carderock Springs Citizens' Association Meeting	Bethesda, MD	February 10, 2019
Upcounty Citizens Advisory Board Meeting	Germantown, MD	February 18, 2019
Wyngate Citizens Association	Bethesda, MD	February 26, 2019
Elected Official / Legislator Meetings		
Montgomery County House Delegation and House Appropriations Committee Briefings	Annapolis, MD	January 11, 2019
House Appropriations & Environment and Transportation Committee Joint Hearing	Annapolis, MD	January 22, 2019
House Environment and Transportation Committee	Annapolis, MD	January 23, 2019
Four Cities Stakeholder Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	College Park, MD	January 30, 2019
Stakeholder Meetings		
Suburban Maryland Transportation Alliance Meeting	Rockville, MD	February 7, 2019
Montgomery County Civic Federation	Baltimore, MD	February 28, 2019

4.3 Interagency Working Group Meetings

FHWA and MDOT SHA continued coordination with Lead, Cooperating, and Participating government agencies (as identified in **Chapter 2** of this Technical Report) to share information and collect their input during the Screened Alternatives Messaging stage. Two additional IAWG meetings were held during the Screened Alternatives Messaging stage.

4.3.1 IAWG Meeting #7

The seventh IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on February 13, 2019. The IAWG meeting included: a presentation of the Recommended Screened Alternatives, the criteria used to screen the Preliminary Range of Alternatives, an update on the Study limits, an explanation of the Alternatives Screening process and the resulting Recommended Screened Alternatives, and Alternatives Dropped from Further Consideration. The Draft Screened Alternatives Paper was e-mailed to IAWG members after the meeting for review and comment.

In addition to MDOT SHA and FHWA, IAWG #7 attendees included representatives from the following agencies:

- JBA
- MCDOT
- MDE
- MDNR, MES
- MDOT MDTA
- MDP
- MHT
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department



- M-NCPPC, Prince George's County Department of Parks and Recreation
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NCPC
- NIST
- NOAA, NMFS
- NPS
- NSA Bethesda
- Prince George's County
- Prince George's County DPW&T
- US EPA
- USACE, Baltimore District
- USFWS
- USPS
- VDOT

4.3.2 IAWG Meeting #8

The eighth IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on March 13, 2019. The IAWG meeting included: a presentation of the agency comments received on the Draft Alternatives Screening Paper, a discussion of how the agency comments would be addressed, and an overview of current public involvement efforts.

In addition to MDOT SHA and FHWA, IAWG #8 attendees included representatives from the following agencies:

- JBA
- MCDOT
- MDE
- MDNR, MES
- MDP
- MDOT MDTA
- MHT
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NCPC
- NIST
- NPS
- NSA Bethesda
- Prince George's County
- Prince George's County DPW&T
- US EPA
- USACE, Baltimore District
- USDA
- USFWS
- VDOT

5

5 RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY OUTREACH

Between March 7 and June 14, 2019, an outreach campaign was conducted to notify the public and other stakeholders of the Recommended Alternatives Retained for Detailed Study (ARDS) Public Workshops (also referred to as the Spring 2019 Public Workshops), which were held in April and May 2019. The ARDS Public Workshops presented detailed traffic, environmental, and financial analyses for the seven Screened Alternatives as well as the recommended ARDS in the DEIS. The associated ARDS Public Workshop comment period began on April 11, 2019 and continued through June 14, 2019. Public, agency, and other stakeholder comments on the Recommended ARDS helped define further traffic, environmental, and financial analyses and helped inform identification of the Recommended Preferred Alternative. MDOT SHA also continued coordination with local communities via presentations at CAMs and other stakeholder meetings.

This chapter summarizes the public engagement efforts conducted throughout the Recommended ARDS Outreach. Additional detail on the ARDS Public Workshops and associated comment period are provided in the **Summary of Public and Stakeholder Engagement for the Recommended Alternatives Retained for Detailed Study (ARDS)** on the [P3 Program website](#).

5.1 Recommended ARDS Public Workshop Outreach Campaign

A range of methods were employed to notify the public of the ARDS Public Workshops and the associated comment period. The outreach methods are identified in **Table 5-1**.

Table 5-1: ARDS Public Workshops Outreach

Outreach Method	Description
I-495 & I-270 P3 Program Website	The dates, locations, purpose, and format of the Spring 2019 Public Workshops were announced to the public via the P3 Program website (495-270-p3.com) on March 7, 2019. The website has both desktop and mobile accessibility.
MDOT SHA Press Releases (Appendix D)	Press releases were distributed on March 7, 2019, and April 11, 2019, via MDOT SHA's Office of Communications' standard media channels and social media (Facebook and Twitter) accounts. The press releases announced the Spring 2019 Public Workshops, purpose and format, a link to the P3 Program website, public comment methods, and Study contact information.

Outreach Method	Description															
Newspaper Advertisements (Appendix D)	<p>Half-page advertisements were placed in the following newspapers five weeks and two weeks prior to the Public Workshops:</p> <p><i>Frederick News Post</i> (March 7, 2019 and March 28, 2019)</p> <p><i>Laurel Leader</i> (March 7, 2019 and March 28, 2019)</p> <p><i>Howard County Times</i> (March 7, 2019 and March 28, 2019)</p> <p><i>Prince George’s Sentinel</i> (March 7, 2019 and March 28, 2019)</p> <p>Spanish advertisement in <i>Tiempo Latino</i> (March 8, 2019 and March 29, 2019)</p> <p>Spanish advertisement in <i>Washington Hispanic</i> (March 8, 2019 and March 29, 2019)</p> <p><i>Washington Post</i> (April 1, 2019)</p> <p>The advertisements announced the Public Workshops, their purpose and format, the P3 Program website address, public comment methods, and Study contact information.</p>															
Newspaper Insert (Appendix D)	<p>A newspaper “postcard” insert was distributed with the <i>Washington Post’s</i> Local Living Section to more than 690,000 corridor subscribers and non-subscribers on March 20, 2019. On May 8, 2019, another “postcard” insert was distributed with the <i>Washington Post</i> Marketplace Mid-Week Mailer to more than 73,000 subscribers and non-subscribers in Oxon Hill and Germantown.</p> <p>The “postcard” insert provided an overview of the Study as well as the dates, locations, purpose, and format of the Spring 2019 Public Workshops. Public comment methods and Study contact information were also provided.</p>															
Postcard	<p>On March 11, April 4, and April 25, 2019, a postcard was mailed to approximately 3,500 I-495 & I-270 MLS Corridor residents who either previously received property-owner notification letters or signed up for the mailing list and requested hard-copy mail. The postcard provided an overview of the MLS as well as the dates, locations, purpose, and format of the Spring 2019 Public Workshops. Public comment methods and Study contact information were also provided.</p>															
Radio	<p>During the week of April 8, 2019, advertisements were announced on the following radio stations:</p> <table><tr><td>97.1 WASH-FM</td><td>96.3 WHUR-FM</td><td>93.9 WKYS-FM</td></tr><tr><td>100.3 WBIG-FM</td><td>102.3 WMMJ-FM</td><td>103.5 WTOP-FM</td></tr><tr><td>99.5 WIHT-FM</td><td>104.1 WPRS-FM</td><td>98.7 WMZQ-FM</td></tr><tr><td>101.1 WWDC-FM</td><td>99.1 WDCH-FM</td><td>1450 WOL-AM</td></tr><tr><td>1250 WRCW-AM</td><td>107.3 WRQX-FM</td><td></td></tr></table>	97.1 WASH-FM	96.3 WHUR-FM	93.9 WKYS-FM	100.3 WBIG-FM	102.3 WMMJ-FM	103.5 WTOP-FM	99.5 WIHT-FM	104.1 WPRS-FM	98.7 WMZQ-FM	101.1 WWDC-FM	99.1 WDCH-FM	1450 WOL-AM	1250 WRCW-AM	107.3 WRQX-FM	
97.1 WASH-FM	96.3 WHUR-FM	93.9 WKYS-FM														
100.3 WBIG-FM	102.3 WMMJ-FM	103.5 WTOP-FM														
99.5 WIHT-FM	104.1 WPRS-FM	98.7 WMZQ-FM														
101.1 WWDC-FM	99.1 WDCH-FM	1450 WOL-AM														
1250 WRCW-AM	107.3 WRQX-FM															

Outreach Method	Description
	The advertisements—announced as “traffic sponsorships”—notified listeners of the upcoming Spring 2019 Public Workshops and directed listeners to the P3 Program website.
Targeted Digital Advertisements	<p>Digital banner advertisements based on specific geographic and demographic targets were placed on the following websites:</p> <p><i>Afro.com</i> (April 4, 2019 – April 25, 2019)</p> <p><i>DCBlack.com</i> (April 4, 2019 – April 25, 2019)</p> <p><i>Eltiempo.com</i> (April 4, 2019 – April 25, 2019)</p> <p><i>WTOP.com</i> (April 4, 2019 – April 25, 2019)</p> <p>The digital banner advertisements announced the dates and locations of the Spring 2019 Public Workshops.</p>
E-mail Blasts (Appendix D)	<p>On March 7, April 10, and May 8, 2019, emails announcing the Spring 2019 Public Workshop dates and locations, as well as a link to the P3 Program website, were sent to approximately 3,000 business owners, homeowners’ associations, condo owners’ associations, and members of the public who had signed up to receive Study updates via online, at the previous Public Workshops, and/or on comment forms.</p> <p>On June 11, 2019, an email reminding recipients of the ongoing comment period and directing them to the P3 Program website for Spring 2019 Public Workshop materials was sent to the recipients above, plus elected officials and industry representatives.</p>
Elected Official Notification (Appendix D)	Elected officials were provided with the Spring 2019 Public Workshop dates and locations, as well as a link to the P3 Program website, via email on March 6, April 10, and May 8, 2019. An email was also sent on June 11, 2019, as a reminder regarding the close of comment period.
MDOT SHA Facebook and Twitter	On April 2, 2019, MDOT SHA announced the Spring 2019 Public Workshops in a post on MDOT SHA Facebook and Twitter accounts. The posts directed users to the P3 Program website. The MDOT SHA posted pictures from various workshops and reminded the public of upcoming meeting dates and presentation times.
Targeted Facebook and Instagram (Appendix D)	Between March 29, 2019, and April 27, 2019, a series of paid advertisements on Facebook and Instagram announced the dates and locations of the Spring 2019 Public Workshops and directed users to the Study website. The advertisements were targeted to Facebook and Instagram users located along the I-495 & I-270 Managed Lane Study Corridors and around the Spring 2019 Public Workshop locations.



Outreach Method	Description
Geofencing	Targeted digital banner advertisements to commuters traveling throughout I-495 using geofencing to capture travelers at MD 5 and I-495, MD 97 (Georgia Avenue) and I-495, and the American Legion Bridge (I-495). The digital banner advertisements announced the dates and locations of the Spring 2019 Public Workshops from April 1 – April 25, 2019.

5.1.1 Coordinated Local Outreach

To produce greater Study awareness in the Prince George's County portion of the Study area, MDOT SHA regularly coordinated with the M-NCPPC Prince George's County Planning Department to enhance local engagement during the recommended ARDS stage. Meetings and conference calls were conducted with staff on the following dates:

Meetings

- November 30, 2018 at the MDOT SHA District 3 Office
- February 6, 2019 at the Prince George's County Administration Building

Conference Calls

- April 4, 2019
- April 18, 2019
- May 9, 2019

Targeted local outreach efforts, identified in **Table 5-2**, were conducted in addition to the standard Corridor-wide outreach described in **Table 5-1**.

Table 5-2: Targeted Local Outreach Efforts in Prince George's County

Outreach Method	Description
Flyer (Appendix D)	<p>A single-page announcement of the Spring 2019 Public Workshop dates and locations, printed in both English and Spanish, was distributed via the following methods:</p> <ul style="list-style-type: none"> • Email sent to Office of Municipalities for distribution on March 14, 2019 to display information at 45 Prince George's County community centers. Information also to be shared with their Counties' database (i.e., Community outreach contacts for each municipality). • Email sent to the WMATA Office of Communications on March 29, 2019, for inclusion in their community update posting. • Email sent to Prince George's County Department of Public Works and Transportation for distribution. • Information sent to the following large places of worship in the county on and after March 14, 2019: <ul style="list-style-type: none"> ○ First Baptist Church of Glenarden ○ The Collective Empowerment Group (umbrella group for more than 300 churches in the County) ○ Prince George's County Liaison for Faith Connections/Relationship Building ○ People's Community Baptist Church ○ Sanctuary at Kingdom Square ○ Transforming Neighborhoods Initiative⁸
Forwarded E-mail Blasts	<ul style="list-style-type: none"> • Working with the Acting Public Affairs Officer, M-NCPPC (Office of the Chairman, Prince George's County Planning Board), I-495 & I-270 MLS e-blasts were to be forwarded to the following Prince George's County databases: <ul style="list-style-type: none"> ○ Community Association database – 700 addresses ○ Office of Planning database – 18,469 email addresses • The I-495 & I-270 MLS e-blasts schedule is below: <ul style="list-style-type: none"> ○ March 7, 2019 – Spring 2019 Public Workshops (April Workshops announced) ○ April 10, 2019 – Spring 2019 Public Workshops (April Workshops announced) ○ May 8, 2019 – Spring 2019 Pubic Workshops (May Workshops added and announced) ○ June 11, 2019 – Reminder of deadline to provide comments on ARDS
Other	<ul style="list-style-type: none"> • Approximately 200 calls were made to Prince George's County and Montgomery County community associations to pursue presentation opportunities.

⁸ The Transforming Neighborhoods Initiative was an effort by Prince George's County to provide additional services and resources to six underserved communities within the County.

Outreach Method	Description
	<ul style="list-style-type: none"> Prince George's County Council, Office of Communications, provided updates to Councilmembers after follow-up meetings between the Study Team and M-NCPPC Prince George's County Planning Department. Phone calls to large churches were made (First Baptist Church of Glenarden, Ebenezer AME and Reid Temple – memberships in excess of 10,000 people). Discussions with the Collective Empowerment Group, Prince George's County Liaison for Faith Connections/Relationship Building. In addition to mailing the flyer to area schools listed in Section 5.1.2, the Study Team made calls to the schools to notify them of the flyer mailing. Targeted flyer distributions in Oxon Hill and Glenarden (First Baptist Church).

Study awareness and engagement was consistently strong in Montgomery County; nonetheless, additional outreach was conducted in Montgomery County. Montgomery County DOT and Prince George's County DOT assisted distribution through their DOT email blasts.

Detail on outreach to minority race and ethnicity populations and low-income populations along the study corridors is provided in **Chapter 7**.

5.2 ARDS Public Workshop Content

Eight ARDS Public Workshops were held during April and May 2019 at the locations identified in **Table 5-3**. Attendance at the Workshops ranged from around 20 to 380 people Including the following elected officials and elected official staff:

- Berwyn Heights Town Councilmember Amanda Dewey
- City of Frederick Alderwoman Kelly Russell
- City of Glenarden Mayor Edward Estes
- City of Greenbelt Mayor Emmett Jordan
- City of Greenbelt Mayor Pro Tem Judith Davis
- City of New Carrollton Mayor Duane Rosenberg
- City of Rockville Councilmember Beryl Feinberg
- City of Rockville Councilmember Julie Palakovich-Carr
- City of Rockville Councilmember Mark Pierzchala
- City of Rockville Mayor Bridget Donnell Newton
- City of Takoma Park Councilmember Kacy Kostiuik
- Montgomery County Councilmember Craig Rice, District 2
- Montgomery County Councilmember Evan Glass, At-Large
- Montgomery County Councilmember Tom Hucker, District 5
- Prince George's County Council Chair Todd Turner, District 4
- Staff representative for Montgomery County Councilmember Andrew Friedson, District 1
- Staff representative for Montgomery County Councilmember Sidney Katz, District 3
- Staff representative for Montgomery County Councilmember Tom Hucker, District 5

- Staff representative for State Delegate Eric Luedtke, District 14
- Staff representative for US Representative Anthony Brown, 4th District
- Staff representative for US Representative Jamie Raskins, 8th District
- Staff representative for US Representative Steny Hoyer, 5th District
- Staff representatives for US Senator Chris Van Hollen
- State Delegate (Former) Charles Barkley, District 39
- State Delegate Gabriel Acevero, District 39
- State Delegate Alonzo Washington, District 22
- State Delegate Jared Solomon, District 18
- State Delegate Kumar Barve, District 17
- State Delegate Mary Lehman, District 21
- State Senator Susan Lee, District 16

Table 5-3: Summary of ARDS Public Workshops

Public Workshop Dates and Locations	Number of Attendees*
Thursday, April 11, 2019 Prince George's Sports & Learning Complex 8001 Sheriff Rd Landover, MD 20785 6:30 pm – 8:30 pm	52
Saturday, April 13, 2019 Thomas W. Pyle Middle School 6311 Wilson Lane Bethesda, MD 20817 10:00 am – 12:00 pm	198
Tuesday, April 23, 2019 Eleanor Roosevelt High School 7601 Hanover Parkway Greenbelt, MD 20770 6:30 pm - 8:30 pm	105
Wednesday, April 24, 2019 Eastern Middle School 300 University Blvd E Silver Spring, MD 20901 6:30 pm - 8:30 pm	381
Thursday, April 25, 2019 Thomas Wootton High School 2100 Wootton Parkway Rockville, MD 20850 6:30 pm - 8:30 pm	288
Saturday, April 27, 2019 Suitland Community Center 5600 Regency Lane	23

Public Workshop Dates and Locations	Number of Attendees*
Suitland-Silver Hill, MD 20746 10:00 am – 12:00 pm	
Tuesday, May 14, 2019 Oxon Hill High School 6701 Leyte Drive Oxon Hill, MD 20745 6:30 pm - 8:30 pm	26
Thursday, May 16, 2019 Seneca Valley High School 19401 Crystal Rock Drive Germantown, MD 20874 6:30 pm – 8:30 pm	102
TOTAL	1,175

**Number of Workshop attendees does not include media representatives.*

The ARDS Public Workshops provided an opportunity for the public to learn about the traffic, environmental, and financial analyses for the seven Screened Alternatives as well as the recommended ARDS in the DEIS. Attendees were able to view, ask questions, and comment on the Study information through four methods: review informational boards and a handout (**Appendix D**); attend a general presentation given by the I-495 and I-270 P3 Program Director and Deputy Director; interact with technical staff at stations describing the alternatives development process, traffic analyses, ARDS, property, and noise; and provide written or recorded comments on the Study. The display boards provided the following information:

- An overview of the I-495 and I-270 P3 Program;
- The traffic needs for the Program;
- The NEPA environmental process;
- The Study Purpose and Need;
- Screening criteria;
- The screening process and alternatives development;
- The recommended ARDS;
- Transit and multimodal considerations;
- ETL/HOT;
- The improvements' effect on traffic operations;
- The preliminary effects comparison of Screened Alternatives;
- The timeline of the MDOT SHA property acquisition process for the Study;
- MDOT SHA's noise mitigation policy; and
- How the public can stay connected throughout the Study process.

Attendees were able to view the proposed limits of disturbance (LOD) of the ARDS on hard-copy maps of the entire Study corridor, as well as through an interactive map⁹ displayed on tablets and large-screen televisions. Attendees asked one-on-one questions with the technical staff, including noise experts and representatives from the MDOT SHA Office of Real Estate. The Program Director and Deputy Director led a presentation and 15-minute question-and-answer session twice during each Workshop. Individual comment cards (**Appendix D**) and comment cards with pre-paid postage for later mailing were made available to attendees.

The Workshop materials were made available on the P3 Program website and included the informational boards accompanied by a narrated description, the online mapping with instructions on how to use the application, and a narrated video of the workshop presentation. Downloadable materials of the Workshop handout in English and Spanish, display boards, and presentation were also available on the website. The Online Comment Form was available through a clickable button in multiple locations on the P3 Program website. All materials were made available on the P3 Program website beginning on April 11, 2019, and will remain on the website throughout the duration of the Study.

5.3 ARDS Public Workshop Comment Period

As summarized in **Table 5-4**, 1,035 submissions were received during the Spring 2019 Public Workshop comment period (April 11, 2019 through June 14, 2019). A submission is defined as either online/email, printed/handwritten hard-copy, or orally recorded feedback provided by an individual or organization through one of the methods listed in **Table 5-4**. In some cases, a single individual or organization may have provided multiple different submissions. Duplicate submissions (identical content from the same person provided through one or more methods) were not counted. Each submission typically contained multiple comment themes.

Table 5-4: Submission Method by Number of Submissions

Submission Type	Number of Submissions
Spring 2019 Public Workshop Hard-Copy Comment (Submission) Form	221
Spring 2019 Public Workshop Online Comment (Submission) Form	354
"Submit your comment" Online Contact Form	68
Email Submissions	324
Mail Submissions	11
Verbatim Submissions to Court Reporter	57
Total Submissions	1,035

The original comment submissions received during the Preliminary Alternatives comment period are available in the **Appendix C of the Summary of Public and Stakeholder Engagement for the Recommended ARDS C** on the [P3 Program website](#).

⁹ Link: <https://rkk.maps.arcgis.com/apps/webappviewer/index.html?id=9c67313b31eb46fea59f0b14c7e6bf38>

5.3.1 Submissions from Community Organizations/Stakeholder Groups

Community organizations provided 22 submissions via the methods identified previously. Submissions were received from the following community organizations:

- Anacostia Watershed Society
- Calvary Evangelical Lutheran Church
- Carderock Springs Citizens' Association
- Frederick County Chamber of Commerce
- Friends of Cabin John Creek
- Gaithersburg-Germantown Chamber of Commerce
- Locust Hill Citizens' Association
- Maryland Sierra Club
- National Parks Conservation Association
- Safe Silver Spring
- Save Our Seminary at Forest Glen
- Skyline Citizen Association
- St. Barnabas Village Community
- Woodmoor-Pinecrest Citizens' Association

The Walt Whitman High School Parent Teacher Student Associations (PTSA) Cluster submitted a joint letter (one submission) cosigned by the presidents of the following PTSA's:

- Carderock Springs Elementary School PTA
- Thomas W. Pyle Middle School PTSA
- Walt Whitman High School PTSA

The Maryland Transit Opportunities Coalition submitted a joint letter cosigned by the following organizations:

- Action Committee for Transit
- Baltimore Transit Equity Coalition
- Central Maryland Transportation Alliance
- Chesapeake Bay Foundation
- Citizens Against Beltway Expansion
- Coalition for Smarter Growth
- Coalition for Transit Alternatives to Mid-County Highway Extended
- DontWiden270.org
- Maryland Rail Passengers Association
- Preservation Maryland
- Prince George's Advocates for Community-Based Transit
- Southern Maryland Alliance for Rapid Transit
- Trains Not Tolls

In addition, regional business organizations also submitted a joint letter cosigned by 30 representatives from the following organizations:

- AAA Mid-Atlantic
- American Highway Users Alliance
- Apartment and Office Building Association
- Clarksburg Chamber of Commerce

- Committee for Dulles
- Dulles Area Transportation Association
- Dulles Regional Chamber of Commerce
- Frederick County Chamber of Commerce
- Gaithersburg-Germantown Chamber of Commerce
- Greater Bethesda Chamber of Commerce
- Greater McLean Chamber of Commerce
- Greater Reston Chamber of Commerce
- Greater Silver Spring Chamber of Commerce
- Greater Springfield Chamber of Commerce
- Heavy Construction Contractors Association
- Loudoun County Chamber of Commerce
- Maryland Building Industry Association
- Maryland Transportation Builders & Materials Association
- Mount Vernon Lee Chamber of Commerce
- NAIOP Northern Virginia: The Commercial Real Estate Development Association
- Northern Virginia Association of Realtors
- Northern Virginia Building Industry Association
- Northern Virginia Chamber of Commerce
- Northern Virginia Hispanic Chamber of Commerce
- Northern Virginia Technology Council
- Northern Virginia Transportation Alliance
- Prince William Chamber of Commerce
- Suburban Maryland Transportation Alliance
- Tysons Regional Chamber of Commerce
- Washington Airports Task Force

5.3.2 Submissions from Elected Officials and Government Agencies

Seven elected officials and one government agency provided eight submissions via the methods identified previously. Submissions were received from the following:

Elected Officials

- Councilmember Amanda Dewey, Berwyn Height's Town Council
- Councilmember Dannielle Glaros, Prince George's County Council, District 3
- Councilmember Kacy Kostiuik, Takoma Park City Council, Ward 3
- Councilmember Thomas Dernoga, Prince George's County Council, District 1
- Delegate Dave LaRock, Virginia House of Delegates, 33rd District
- Mayor Edward Estes, City of Glenarden
- Senator Cheryl Kagan, Maryland State Senate, District 17

Government Agency

- Prince George's County DPW&T

5.3.3 Summary of Submissions and Comment Themes

A total of 1,035 submissions were received between April 11, 2019, and midnight on June 14, 2019. Each submission was reviewed, considered individually, and broken into 3,873 comments themes based on the 38 most common topics identified below.

Traffic

Comments with this theme included statements on a submitter's experiences with traffic and congestion, local roadway traffic and congestion, and references to locations or time periods with recurring traffic and congestion.

Effectiveness of Proposed Alternatives in Addressing Traffic

Comments with this theme included statements, questions, or suggestions related to the short-term and long-term effects to traffic/congestion levels from the addition of highway lanes, price-managed, or free lanes; the concept of induced demand; and references to academic or industry studies and articles.

I-495 & I-270 Managed Lanes Study Process/NEPA

Comments with this theme included statements, questions, or suggestions related to the alternatives development, evaluation, and screening process; screening criteria; Study Purpose and Need or general Study goals; incorporation of public input into the Study; and the ability for the public to review the Study prior to key Study decisions. Comments also included statements, questions, or suggestions on the coordination process between local and state agencies; the role of the state administration; perception of Study implementation; the Study schedule; and the concurrent NEPA and P3 solicitation processes.

Property/Community Impacts

Comments with this theme included statements or questions related to potential impacts to residential and business properties and property values; community resources and businesses; community or neighborhood character and collective identity; and quality of life.

Support for Alternate Transportation Improvement(s)

Comments with this theme included statements, questions, or suggestions of support or preference for alternate transportation improvements than those currently proposed under the recommended ARDS. Alternate transportation improvements included alternate modes, alternate routes, and a combination of alternate modes and/or routes; and partial implementation or alternate implementation phasing of improvements.

Public Involvement

Comments with this theme included statements, questions, or suggestions related to public Study materials and presentations; interactions and discussions with the Study Team at Public Workshops, CAMs, or other events; and general public-engagement efforts.

Regional Economy

Comments with this theme included statements, questions, or suggestions related to local and regional economy, businesses, or development.

P3 Program

Comments with this theme included statements, questions, or suggestions related to private financing versus public funding of the proposed improvements and transportation infrastructure in general; transportation infrastructure investment made by private firms based outside of the United States; public governance and decision-making; the potential long-term effects to taxpayers from the contract between the state and the private sector; and the simultaneousness of the NEPA Study and the P3 solicitation processes. Comments with each theme included the following:

Noise

Comments with this theme included statements, questions, or suggestions related to existing and anticipated noise levels and sound barriers.

General Environmental Impacts

Comments with this theme included statements or questions related to general pollution and potential physical impacts to the environment.

Forest Buffer/Undeveloped Land/Parkland

Comments with this theme included statements, questions, or suggestions related to forests/forest buffers, green space, open space, parkland, trees, and undeveloped land.

Climate Change

Comments with this theme included statements, questions, or suggestions related to climate change and global warming.

Analysis Methodology

Comments with this theme included statements, questions, or suggestions related to analysis assumptions; data and statistics and their sources; and ARDS screening/evaluation process or limits of disturbance (LOD).

Social Equity

Comments with this theme included statements, questions, or suggestions related to the potential financial impact of tolls on a household; affordability and wealth; and the socioeconomic status of I-495 and I-270 highway corridor users.

Promote Incentives to Reduce Vehicles on Road

Comments with this theme included statements or suggestions of efforts and incentives to reduce the number of vehicles on roadways and reduce Vehicle Miles Traveled.

Air Quality

Comments with this theme included statements, questions, or suggestions related to air quality, air pollution, carbon dioxide, emissions, greenhouse gases, and particulates.

Water Quality/Stormwater

Comments with this theme included statements, questions, or suggestions related to waterways, watersheds, wetlands, water pollution and quality, stormwater, runoff, floods, and floodplains.

**Commute**

Comments with this theme included statements, questions, or suggestions related to a submitter's daily or regular travel patterns or local and regional commuting patterns.

Safety

Comments with this theme included statements, questions, or suggestions related to existing unsafe conditions along highway corridors and local roads, pedestrian safety, and the relationship between vehicular speed and accidents.

Pedestrian/Bicycle Access

Comments with this theme included statements, questions, or suggestions related to pedestrian and bicyclist access, infrastructure, and safety.

Toll Rates

Comments with this theme included statements, questions, or suggestions related to toll rates, prices, costs, and a toll-rate cap.

Roadway Maintenance

Comments with this theme included statements, questions, or suggestions related to roadway physical conditions and maintenance.

Support for Transit

Comments with this theme included statements, questions, or suggestions of support for mass transit transportation improvements either in combination with the proposed ARDS or instead of the proposed ARDS.

Support for I-495 & I-270 Managed Lanes Study

Comments with this theme included statements of specific support for the I-495 & I-270 MLS approach, plan, project, or proposal.

Support for Specific ARDS Build Alternative

Comments with this theme included statements of support or preference for either Alternative 5, Alternative 8, Alternative 9, Alternative 10, Alternative 13B, or Alternative 13C (statements may include caveats).

Support for Alternative 1/No Build

Comments with this theme included statements of support or preference for Alternative 1/No Build.

Support for ETLs

Comments with this theme included statements of support for or acceptance of ETL (statements may include caveats).

**Support for General Price-Managed/Toll Lanes**

Comments with this theme included statements of support for or acceptance of general price-managed/toll lanes (statements may include caveats).

Support for Highway Widening

Comments with this theme included statements of support for or acceptance of expanding/widening the existing highway footprint or adding highway lanes (statements may include caveats).

Support for HOT Lanes

Comments with this theme included statements of support for or acceptance of HOT Lanes (statements may include caveats).

Support for HOV Lanes

Comments with this theme included statements of support for or acceptance of general HOV Lanes (statements may include caveats).

Opposition to Highway Widening

Comments with this theme included statements of opposition to or hesitation toward expanding/widening the existing highway footprint or adding highway lanes (statements may include caveats).

Opposition to I-495 & I-270 Managed Lanes Study

Comments with this theme included statements of specific opposition to the I-495 & I-270 MLS approach, plan, project, or proposal.

Opposition to General Price-Managed/Toll Lanes

Comments with this theme included statements of opposition to or hesitation toward general price-managed/toll lanes (statements may include caveats).

Opposition to HOV Lanes

Comments with this theme included statements of opposition to or hesitation toward general HOV Lanes (statements may include caveats).

Opposition to HOT Lanes

Comments with this theme included statements of opposition to or hesitation toward HOT Lanes (statements may include caveats).

Opposition to ETLs

Comments with this theme included statements of opposition to or hesitation toward ETL (statements may include caveats).

Opposition to Specific ARDS Build Alternative

Comments with this theme included statements of opposition to or hesitation toward either Alternative 5, Alternative 8, Alternative 9, Alternative 10, Alternative 13B, or Alternative 13C (statements may include caveats).

Additional information on the submissions and comment theme methodology is provided in the **Summary of Public and Stakeholder Engagement for the Recommended Alternatives Retained for Detailed Study (ARDS)** on the [P3 Program website](#).

5.4 Community Association / Elected Official & Legislators / Stakeholder / Large Landowner Meetings

During the public engagement process for the Spring 2019 Public Workshops, starting March 7, 2019, the I-495 & I-270 P3 Program Director, Deputy Director, and technical experts met with community associations, elected officials and legislators; stakeholder organizations; and large, potentially impacted landowners to present detailed Study information, as well as hold question-and-answer sessions. Meetings were requested by community associations, stakeholder organizations, and large, potentially impacted landowners by submitting a request through the P3 Program website contact page or by emailing the Study Team. The meetings attended during this outreach stage are identified in **Table 5-5**.

Table 5-5: Alternatives Retained for Detailed Study Outreach Meetings

Organization	Location	Date
Community Association Meetings		
The Promenade	Bethesda, MD	March 20, 2019
Locust Hill Citizens Association	Bethesda, MD	March 21, 2019
Cabin John Citizens Association	Cabin John, MD	March 27, 2019
Citizens Against Beltway Expansion	Silver Spring, MD	April 18, 2019
Seven Oaks-Evanswood Citizens Association and Park Hills Civic Association (Joint Meeting)	Silver Spring, MD	May 8, 2019
Montgomery Square Community Association	Potomac, MD	May 20, 2019
Woodmoor-Pinecrest Community Association	Silver Spring, MD	May 22, 2019
Locust Hill Citizens Association	Bethesda, MD	June 5, 2019
Locust Hill residents	Bethesda, MD	June 10, 2019
North College Park Citizens Association	College Park, MD	June 13, 2019
Elected Official / Legislator Meetings		
Town of Cheverly Town Hall	Cheverly, MD	March 14, 2019
Prince George's County Delegation	Annapolis, MD	March 15, 2019
Village of North Chevy Chase	Chevy Chase, MD	March 19, 2019
Montgomery County Council	Rockville, MD	March 19, 2019
Prince George's County Council	Upper Marlboro, MD	March 25, 2019
Gaithersburg Mayor and City Council	Gaithersburg, MD	April 8, 2019
City of Glenarden Councilmembers	Glenarden, MD	May 23, 2019
Coalition for Sustainable Transportation	Riverdale Park, MD	May 29, 2019

Organization	Location	Date
Four Cities Stakeholder Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	College Park, MD	June 4, 2019
Stakeholder Meetings		
Reason Foundation	Annapolis, MD	March 13, 2019
Greater Bethesda Chamber of Commerce	Bethesda, MD	March 27, 2019
Northern Virginia Transportation Alliance	McLean, VA	March 27, 2019
Holy Cross Hospital	Germantown, MD	April 1, 2019
Frederick County Chamber of Commerce	Frederick, MD	April 3, 2019
Leadership Montgomery	Bethesda, MD	April 3, 2019
Gaithersburg-Germantown Chamber of Commerce	Germantown, MD	April 17, 2019
Next Up Collaborative	Bethesda, MD	April 17, 2019
BWI Business Partnership	Linthicum Heights, MD	April 17, 2019
Maryland Motor Truck Association	Columbia, MD	April 18, 2019
Citizens Against Beltway Expansion	Silver Spring, MD	April 18, 2019
Clarksburg Chamber of Commerce	Clarksburg, MD	May 1, 2019
Maryland Taxpayers' League	Rockville, MD	May 3, 2019
Prince George's County Business Roundtable	Bowie, MD	May 8, 2019
Democratic Business Council of Maryland	Gaithersburg, MD	May 8, 2019
MGM National Harbor	Oxon Hill, MD	May 15, 2019
Montgomery County Business Roundtable	Germantown, MD	May 17, 2019
Montgomery County Chamber of Commerce Procurement Conference	Rockville, MD	May 17, 2019
Laborers' International Union of North America	Washington, DC	June 3, 2019
Montgomery County Hispanic Chamber	Rockville, MD	June 13, 2019
Large Landowner Meetings		
Holy Cross Hospital	Germantown, MD	April 1, 2019
YMCA	Silver Spring, MD	April 11, 2019
Montgomery County Public Schools	Rockville, MD	April 12, 2019
The Duffie Companies	Silver Spring, MD	May 20, 2019

5.5 Interagency Working Group Meetings

FHWA and MDOT SHA continued coordination with Lead, Cooperating, and Participating government agencies (as identified in **Chapter 2** of this Technical Report) to share information and collect their input during the ARDS outreach stage. Three additional IAWG meetings were held during the ARDS outreach stage. Outside of IAWG meetings, agencies were invited to submit comments by letter or e-mail. Prince George's County DPW&T provided a comment during the ARDS Public Workshop Comment Period; the comment is provided in **Appendix C of the Summary of Public and Stakeholder Engagement for the Recommended ARDS** on the [P3 Program website](#).

5.5.1 IAWG Meeting #9

The ninth IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on April 10, 2019. The IAWG meeting included: an update on the Study status and public involvement efforts and an overview of the screening criteria, traffic operations, preliminary financial analyses, recommended ARDS, and environmental impacts.

In addition to MDOT SHA and FHWA, IAWG #9 attendees included representatives from the following agencies:

- JBA
- MCDOT
- MDE
- MDOT MTA
- MDOT MDTA
- MDP
- MES, DNR
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Department of Parks and Recreation
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NIST
- NOAA, NMFS
- NPS
- Prince George's County DPW&T
- US Navy
- USACE, Baltimore District
- USDA
- USFWS
- VDOT

5.5.2 IAWG Meeting #10

The tenth IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on May 8, 2019. The IAWG meeting included: an update on the NEPA Schedule, discussion of the ARDS Concurrence Process, the agency comment themes on the recommended ARDS, revisions to the Agency Coordination Plan, and an update on the Spring Public Workshops. In addition to MDOT SHA and FHWA, IAWG #10 attendees included representatives from the following agencies:

- MCDOT
- MDE
- MDP
- MDOT MDTA
- MES, DNR
- MHT
- M-NCPPC, Montgomery County Department of Parks
- M-NCPPC, Montgomery County Planning Department
- MWCOG
- NPS
- Prince George's County DPW&T
- US Navy
- USACE
- USFWS
- VDOT



5.5.3 IAWG Meeting #11

The 11th IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on June 12, 2019. The IAWG meeting included: a summary of the Board of Public Works outcome, a schedule update, an update on the I-270 from I-370 to I-70 pre-NEPA Activities, and discussion of the ARDS Public Stakeholder Engagement, ARDS Concurrence, the Avoidance, Minimization and Mitigation Process.

In addition to MDOT SHA and FHWA, IAWG #11 attendees included representatives from the following agencies:

- MCDOT
- MDE
- MDOT MDTA
- MDOT MTA
- MDP
- MHT
- M-NCPPC, Montgomery County Planning Department
- M-NCPPC, Prince George's County Department of Parks
- M-NCPPC, Prince George's County Planning Department
- MWCOG
- NCPC
- NPS
- Prince George's County DPW&T
- US EPA
- US Navy
- USFWS
- USPS
- VDOT

Comments received from the FHWA and other agencies on the ARDS were documented and responses prepared in the form of a response matrix. The ARDS Paper was subsequently revised, as appropriate.

6

6 ONGOING PUBLIC INVOLVEMENT

Public involvement efforts are ongoing throughout the I-495 & I-270 Managed Lanes Study. Beyond the ARDS outreach stage, which concluded with the ARDS Public Workshop comment period on June 14, 2019, public and agency feedback will continue to be solicited through a variety of methods as the I-495 & I-270 Managed Lanes Study is advanced. The public is invited to stay connected to the Study via the P3 Program website (<https://495-270-p3.com/>), e-mail (495-270-p3@sha.state.md.us), toll-free telephone (833-858-5960), and through signing up for the Study mailing list via the P3 Program website.

After the release of the DEIS, Public Hearings will be held to obtain input and comments from the public on the results presented in this DEIS. All comments received during the associated comment period will be reviewed and considered, and all substantive comments will be formally responded to in the Final Environmental Impact Statement (FEIS).

Additionally, the I-495 & I-270 P3 Program Director, Deputy Director, and technical experts have continued to hold pop-up events and meet with community associations; stakeholder organizations; large, potentially impacted landowners; and legislators and elected officials, by request. These events and meetings that have occurred through December 2019 are identified in the sections below.

6.1 Pop-Up Events

MDOT SHA participated in pop-up events in the broader local communities to provide information about I-495 & I-270 Managed Lanes Study and capture feedback on community interests and concerns. The events identified in **Table 6-1** were chosen based on regional visibility and “built-in” local community engagement.

Table 6-1: Ongoing Pop-Up Events

Pop-Up Event	Location	Date
Gaithersburg Summerfest	Gaithersburg, MD	June 30, 2019
Lake Arbor Jazz Festival	Mitchellville, MD	July 13, 2019
National Night Out Against Crime	Hyattsville, MD	August 6, 2019
Montgomery County Fair	Gaithersburg, MD	August 9-17, 2019
Frederick Keys Baseball Game	Frederick, MD	August 21, 2019
Prince George's County Fair	Upper Marlboro, MD	September 5-8, 2019
Frederick County Fair	Frederick, MD	September 13-21, 2019

Pop-Up Event	Location	Date
Silver Spring Health Expo and Dance Fitness Festival	Silver Spring, MD	September 30, 2019
Germantown Oktoberfest	Germantown, MD	October 5, 2019
28th Annual Kentlands Oktoberfest	Gaithersburg, MD	October 13, 2019
Rockville Antique and Classic Car Show	Rockville, MD	October 19, 2019

At the pop-up events, MDOT SHA offered project-branded giveaways and Study contact cards to engage event attendees. Attendee feedback on commute and travel patterns was solicited by asking participants to place stickers on I-495 and I-270 corridor map displays and sticky notes responding to travel-specific questions. Materials were provided in both English and Spanish. Across the 11 pop-up events, approximately 1,900 event attendees stopped at the MDOT SHA pop-up booth.

6.2 Community Association / Elected Official & Legislators / Stakeholder / Large Landowner Meetings

The I-495 & I-270 P3 Program Director, Deputy Director, and technical experts have continued to meet with community associations; elected officials and legislators; stakeholder organizations; and large, potentially impacted landowners by request throughout the Study process. Meetings occurring after the ARDS Public Workshop Outreach Stage are identified in **Table 6-2**.

Table 6-2: Ongoing Outreach Meetings

Organization	Location	Date
Community Association Meetings		
City of Glenarden Residents	Glenarden, MD	June 17, 2019
Cabin Branch Citizens Association	Clarksburg, MD	July 31, 2019
Wildwood Manor Citizens Association	Bethesda, MD	November 6, 2019
295 Coalition	New Carrollton, MD	November 9, 2019
Grosvenor Mews and Grosvenor Square	Bethesda, MD	December 11, 2019
Elected Official / Legislator Meetings		
City of Frederick Alderman Kelly Russell, City of Frederick Mayor Michael O'Connell, and Frederick County Executive Jan Gardner	Frederick, MD	June 27, 2019
State Delegate Lily Qi, District 15	Rockville, MD	July 18, 2019
State Delegate Kumar Barve, District 17	Rockville, MD	July 26, 2019
State Senator Brian Feldman, District 15	Rockville, MD	August 9, 2019
State Senator Nancy King, District 39	Germantown, MD	September 10, 2019
State Senator Craig Zucker, District 14	Annapolis, MD	October 7, 2019
State Delegate David Fraser-Hidalgo, District 15	Gaithersburg, MD	October 9, 2019
State Delegate Julie Palakovich-Carr, District 17	Rockville, MD	October 10, 2019
City of Frederick and Frederick County Officials	Frederick, MD	October 16, 2019
State Senator Cheryl Kagan, District 17	Rockville, MD	October 23, 2019
State Senator Ben Kramer, District 19	Silver Spring, MD	November 5, 2019

Organization	Location	Date
State Delegate Pamela Queen, District 14, and Morgan State University Students	Baltimore, MD	November 12, 2019
State Delegate Vaughn Stewart, District 19	Rockville, MD	November 27, 2019
State Senator Cheryl Kagan, District 17	Rockville, MD	December 10, 2019
Montgomery County Councilmember Andrew Friedson	Rockville, MD	December 20, 2019
Montgomery County Councilmember Hans Reimer	Baltimore, MD	January 2, 2020
Montgomery County Councilmember Hans Reimer's Staff	Rockville, MD	January 9, 2020
State Delegate Melissa Wells, District 40	Annapolis, MD	February 5, 2020
Montgomery County Councilmember Craig Rice	Rockville, MD	February 6, 2020
Montgomery County Council President Sidney Katz	Rockville, MD	February 7, 2020
Montgomery County Councilmember Gabe Albornoz	Rockville, MD	February 20, 2020
House of Delegates Environment and Transportation Committee & House of Delegates Appropriations Committee/ Transportation and Environment Subcommittee	Annapolis, MD	February 20, 2020
House of Delegates Environment and Transportation Committee & House of Delegates Appropriations Committee/ Transportation and Environment Subcommittee	Annapolis, MD	March 3 – March 5, 2020
State Delegate Kumar Barve, District 17	Annapolis, MD	March 10, 2020
State Senator Brian Feldman, District 15	Annapolis, MD	March 13, 2020
District 17 Legislative Town Hall	(Conference Call)	April 6, 2020
Montgomery County Councilman Craig Rice's Chief of Staff	(Conference Call)	April 22, 2020
District 19 Legislative Town Hall	(Conference Call)	April 22, 2020
District 15 Legislative Town Hall	(Conference Call)	April 26, 2020
Stakeholder Meetings		
Montgomery County Business Roundtable	Germantown, MD	June 20, 2019
Gaithersburg-Germantown Chamber of Commerce	Germantown, MD	July 11, 2019
National Capital Planning Commission	Silver Spring, MD	July 11, 2019
Upcounty Citizens Advisory Board	Germantown, MD	July 15, 2019
Suburban Maryland Transportation Alliance	Bethesda, MD	July 16, 2019
Montgomery County Chapter of Maryland Building Association	Bethesda, MD	July 17, 2019
Montgomery County Chamber of Commerce Board of Directors	Potomac, MD	July 22, 2019
Prince George's County Revenue Authority	Largo, MD	July 24, 2019

Organization	Location	Date
Greater Baltimore Committee Event	Baltimore, MD	July 24, 2019
Democratic Business Council of Maryland	Derwood, MD	August 6, 2019
Suburban Maryland Transportation Alliance	Bethesda, MD	August 7, 2019
Maryland Motor Truck Association	Columbia, MD	August 13, 2019
Hispanic Chamber of Commerce of Montgomery County	Wheaton, MD	August 15, 2019
OASIS Program Event	Bethesda, MD	September 4, 2019
Maryland Building Industry Association, Prince George's Chapter	Upper Marlboro, MD	September 6, 2019
Democratic Business Council of Maryland Event	Baltimore, MD	September 10, 2019
Suburban Maryland Transportation Alliance	Rockville, MD	September 23, 2019
BWI Partnership	Linthicum Heights, MD	September 25, 2019
Maryland Hispanic Chamber of Commerce	Baltimore, MD	October 17, 2019
Rockville Rotary Event	Rockville, MD	October 31, 2019
National Capital Planning Commission	Washington, DC	November 7, 2019
Board of Trade Board of Directors/Greater Washington Partnership Event	Washington, DC	November 12, 2019
Maryland Black Chamber of Commerce	Silver Spring, MD	November 14, 2019
Montgomery County Civic Federation Transportation Committee	Rockville, MD	November 18, 2019
Maryland-National Capital Park and Planning Commission	Silver Spring, MD	November 20, 2019
Montgomery County Business Roundtable Board	Germantown, MD	November 21, 2019
Prince George's County Director of Public Works	Upper Marlboro, MD	December 2, 2019
Montgomery County Minority Legislative Breakfast Event	Bethesda, MD	December 4, 2019
Greater Bethesda Chamber of Commerce, Economic Development Committee	Bethesda, MD	December 5, 2019
Rock Creek Conservancy Director	Rockville, MD	December 16, 2019
Frederick County Chamber of Commerce	(Conference Call)	January 3, 2020
Greater Silver Spring Chamber of Commerce	Silver Spring, MD	January 29, 2020
Rock Creek Conservatory Board	Washington, DC	February 3, 2020
Senior Leadership Montgomery	Silver Spring, MD	February 19, 2020
Maryland Building Industry Association - Montgomery County Chapter	Potomac, MD	February 19, 2020
Montgomery County Business Roundtable	Germantown, MD	February 21, 2020
Asian American Chamber of Commerce	Rockville, MD	February 26, 2020
Montgomery County Economic Development Corporation	Rockville, MD	February 26, 2020

Organization	Location	Date
Maryland Black Chamber of Commerce	(Conference Call)	March 4, 2020
Charles County Economic Development Procurement Conference	Waldorf, MD	March 5, 2020
Suburban Maryland Transportation Alliance Executive Committee	(Conference Call)	March 13, 2020
Montgomery County Chamber - Chamber Chat Event	(Conference Call)	April 10, 2020
Citizens Against Beltway Expansion	(Conference Call)	April 16, 2020
Democratic Business Council Board Event	(Conference Call)	April 21, 2020
Large Landowner Meetings		
Prince George's County Public Schools	Upper Marlboro, MD	June 19, 2019
Burning Tree Golf Club	Bethesda, MD	June 25, 2019
Bethesda Country Club	Bethesda, MD	July 11, 2019
Grosvenor Park II Condominiums (Grosvenor Place, LLC)	Tysons Corner, VA	July 17, 2019
WMAL - Radio Assets DC, LLC (Cumulus Media)	Bethesda, MD	July 25, 2019
Calvary Lutheran Evangelical Church	Silver Spring, MD	July 31, 2019
ATU International	Silver Spring, MD	August 7, 2019
PR2 Woodmore Holding Company, LLC (Petrie Richardson Venture (Woodmore Town Centre))	Lanham, MD	August 8, 2019
Forest Village United, LLC	Suitland, MD	August 29, 2019
Promenade Towers	Bethesda, MD	September 5, 2019
Jabbok Ministries	Forestville, MD	September 6, 2019
8400 Westphalia Rd., LLC	Lanham, MD	September 18, 2019
The Tower Companies	Rockville, MD	September 19, 2019
Brandywine Research, LLC	Rockville, MD	September 25, 2019
TSC Flowers, LLC	Columbia, MD	October 2, 2019
First Baptist Church	Rockville, MD	October 3, 2019
American Tower Corporation	Conference Call	October 9, 2019
Whitley Park Condominium Association	Bethesda, MD	November 16, 2019
Westfield Montgomery Mall	Bethesda, MD	December 18, 2019
Montgomery County Public Schools	Rockville, MD	December 18, 2019

6.3 Interagency Working Group Meeting

6.3.1 IAWG Meeting #12

The 12th IAWG was held at the MDOT SHA I-495 & I-270 P3 Office on October 16, 2019. The IAWG meeting included: a Study update; an overview of the Revised ARDS, Alternative 5, and the MD 200 Diversion Alternative; a request for Cooperating agency re-concurrence; information on environmental impact, avoidance, minimization, and the mitigation process; and an overview of ongoing agency coordination and the adjusted NEPA schedule.



In addition to MDOT SHA and FHWA, IAWG #12 attendees included representatives from the following agencies:

- ACHP
- EPA
- JBA
- MCDOT
- MDE
- MDP
- MDOT MDTA
- MES, DNR
- MHT
- M-NCPPC
- MWCOG
- NRCS
- NCPC
- NPS
- Prince George's County DPW&T
- US Navy, Naval Facilities Engineering Command
- USACE
- USFWS
- VDOT

7

7 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 4, Section 21 of the DEIS**, EJ populations have been identified along the study corridors and are shown in **Figure 7-1**.

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.

Legend

- Corridor Study Boundary
- State Boundary
- County Boundary
- EJ Analysis Area
- No Minority & Low Income Populations

Environmental Justice Populations

- Minority Populations
- Low-Income Populations
- Both Minority & Low Income Populations

Environmental Justice Populations

0 1 2 4 Miles

MANAGED LANES STUDY

7.1 Study Corridor-Wide Public Involvement Efforts

A number of outreach events described in this Technical Report were held or attended in communities that contain one or more EJ populations, in locations adjacent to EJ populations, or at events generally serving EJ populations along the study corridor. These public involvement efforts are shown in **Table 7-1**.

Table 7-1: Public Involvement Efforts in or near EJ Populations

Community*/ General EJ Populations along Study Corridors	Date	Outreach Type	Event/ Organization/ Location
Summerfield, Lake Arbor, Glenarden, and Landover	April 23, 2018	Community Association Meeting during Scoping	Greater 202 Coalition
General EJ Populations along Study Corridors	August 5, 2018	Pop-Up Informational Booth	9 th Annual Salvadoran American Festival/7th Annual Latino Health Fair
General EJ Populations along Study Corridors	August 7, 2018	Pop-Up Informational Booth	National Night Out Against Crime
Greenbelt	April 24, 2018	Public Scoping Open House	Eleanor Roosevelt High School
	July 17, 2018	Preliminary Alternatives Public Workshop	
	April 23, 2019	ARDS Public Workshop	
College Park	January 30, 2019	Stakeholder Meeting	Four Cities Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)
Gaithersburg	April 8, 2019	Legislative/Elected Officials Briefing	Gaithersburg Mayor and Council
Landover and Summerfield	April 11, 2019	ARDS Public Workshop	Prince George's Sports & Learning Complex
Silver Spring	April 24, 2019	ARDS Public Workshop	Eastern Middle School
Marlow Heights, Camp Springs, and Forestville	April 27, 2019	ARDS Public Workshop	Suitland Community Center
Marlow Heights and Temple Hills	May 14, 2019	ARDS Public Workshop	Oxon Hill High School
Glenarden	May 23, 2019	Legislative/Elected Officials Briefing	City of Glenarden Councilmembers
College Park	June 4, 2019	Stakeholder Meeting	Four Cities Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)
College Park	June 13, 2019	Community Association Meeting	North College Park Citizens' Association
General EJ Populations along Study Corridors	June 13, 2019	Stakeholder Meeting	Montgomery County Hispanic Chamber

Community*/ General EJ Populations along Study Corridors	Date	Outreach Type	Event/ Organization/ Location
Glenarden	June 17, 2019	Residents' Meeting	City of Glenarden Residents
Gaithersburg	June 30, 2019	Pop-Up Informational Booth	SummerFest
Lake Arbor	July 13, 2019	Pop-Up Informational Booth	Lake Arbor Jazz Festival
Gaithersburg and Rockville	July 26, 2019	Legislative/Elected Officials Briefing	Del. Kumar Barve, District 17 Montgomery County
Forestville	July 31, 2019	Large Landowner Meeting	Calvary Lutheran Evangelical Church
General EJ Populations along Study Corridors	August 6, 2019	Pop-Up Informational Booth	National Night Out Against Crime
General EJ Populations along Study Corridors	August 15, 2019	Stakeholder Meeting	Hispanic Chamber of Commerce Montgomery County
Gaithersburg/ General EJ Populations along Study Corridors	August 9-17, 2019	Pop-Up Informational Booth	Montgomery County Fair
Forestville	September 6, 2019	Large Landowner Meeting	Jabbok Ministries
General EJ Populations along Study Corridors	September 5-8, 2019	Pop-Up Informational Booth	Prince George's County Fair
Rockville	October 3, 2019	Large Landowner Meeting	First Baptist Church
Gaithersburg and Rockville	October 10, 2019	Legislative/Elected Officials Briefing	Del. Julie Palakovich-Carr, District 17 Montgomery County
General EJ Populations along Study Corridors	October 17, 2019	Stakeholder Meeting	Maryland Hispanic Chamber of Commerce
Gaithersburg and Rockville	October 23, 2019	Legislative/Elected Officials Briefing	Sen. Cheryl Kagan, District 17 Montgomery County
New Carrollton	November 9, 2019	Community Association Meeting	295 Coalition
General EJ Populations along Study Corridors	November 14, 2019	Stakeholder Meeting	Maryland Black Chamber of Commerce
General EJ Populations along Study Corridors	December 4, 2019	Legislative/Elected Officials Briefing	Montgomery County Minority Legislative Breakfast Event
Gaithersburg and Rockville	December 10, 2019	Legislative/Elected Officials Briefing	Sen. Cheryl Kagan, District 17 Montgomery County
General EJ Populations along Study Corridors	February 26, 2020	Stakeholder Meeting	Asian American Chamber of Commerce
General EJ Population along Study Corridors	March 4, 2020	Stakeholder Meeting	Maryland Black Chamber of Commerce

Community*/ General EJ Populations along Study Corridors	Date	Outreach Type	Event/ Organization/ Location
Gaithersburg and Rockville	April 6, 2020	Legislative/Elected Officials Briefing	District 17 Legislative Town Hall (Conference Call)

*Identifies the community containing EJ populations in which the event either occurs directly, is adjacent to, or is outside of but in whose community EJ populations are served.

The *Community Effects Assessment and Environmental Justice Analysis Technical Report (DEIS Appendix E, Chapter 4, Section 3)* gives additional information on how public involvement efforts aimed to provide full and fair access to meaningful involvement by EJ populations in the Study process. For local outreach efforts in Prince George's County coordinated with the M-NCPPC Prince George's County Planning Department, see **Section 5.1.1**.

7.2 Additional Engagement of EJ Populations and Other Traditionally Underrepresented Populations

Demographic data was used to identify locations for additional engagement of EJ populations and other underrepresented populations along the study corridors. These locations included schools with above-average participation in the Free and Reduced-price Meals Program;¹⁰ places of worship¹¹ in communities containing potential low-income and/or minority race and ethnicity (potential Environmental Justice populations); and all affordable-housing complexes¹² in the designated analysis area. Details on the analysis area and the identification of potential Environmental Justice population locations are provided in **Appendix D** and in the *Community Effects Assessment and Environmental Justice Analysis Technical Report (DEIS Appendix E)*.

Along with an introductory cover letter asking recipients to display the enclosed wherever community information is displayed, English and Spanish versions of the flyer announcing the dates and locations of the ARDS Public Workshops (**Appendix D**) were mailed to the following schools, places of worship, and affordable housing complexes on April 3, 2019:

Affordable Housing Complexes

- Burnt Mills Crossing
- Chelsea Towers
- Council House
- Diamond Square
- Friendly Gardens Apartments
- Green Ridge House Apartments
- Guide Nashville Homes
- Guide Trexler House
- Lakeview House Apartments
- Londonderry Towers

¹⁰ The MDOT SHA Office of Equal Opportunity collects public feedback surveys to ensure compliance with Title VI of the Civil Rights Act of 1964. Maryland State Department of Education (*Free and Reduced-Price Meal Statistics for School Year 2017-2018*. <http://marylandpublicschools.org/programs/pages/school-community-nutrition/freereducedpricemealstatistics.aspx>).

¹¹ Geographic Information Systems (GIS) data sourced from Maryland iMap (data.imap.maryland.gov/datasets/maryland-land-use-land-cover-land-use-land-cover-2010); Prince George's County Open Data Portal (gisdata.pgplanning.org/metadata/); Montgomery County Planning Department Open Data Portal (Montgomery County Planning Department. Open Data Portal). Corresponding mailing addresses gathered using Google Search.

¹² Sourced from HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George's County Housing Authority, and Fairfax County Redevelopment and Housing Authority websites. Corresponding mailing addresses gathered using Google Search.

- Magruder's Discovery Apartments
- Montgomery Club VI
- Montgomery Housing, Inc.
- Paddington Square Apartments
- Pooks Hill Tower & Court
- Second Step II
- St. Luke's Homes, Inc.
- The Crossings at Washingtonian Center
- The Willows
- Thomas Street Housing
- Timberlawn Crescent
- Trinity Terrace
- University Gardens
- University Gardens II
- Vesta 2000
- Vesta Enteka
- Vesta Housing, Inc.
- Vesta Riverdale
- Vesta Thirteen
- Victory Forest
- Victory Oaks at Saint Camillus
- VOA Lanham

Schools

- Annapolis Road Academy Alternative High
- Ardmore Elementary School
- Arrowhead Elementary School
- Barnaby Manor Elementary School
- Buck Lodge Middle School
- Carrollton Elementary School
- Cherokee Lane Elementary School
- Cresthaven Elementary School
- Eastern Middle School
- The Foundation School
- Frances Fuchs Early Childhood Center
- Francis Scott Key Middle School
- Glenarden Woods Elementary School
- Greenbelt Middle School
- H. Winship Wheatley Early Childhood Center
- High Point High School
- Hollywood Elementary School
- James E. Duckworth Regional School
- James McHenry Elementary School
- JoAnn Leleck Elementary School at Broad Acres
- Longfields Elementary School
- Margaret Brent Regional Center
- North Forestville Elementary School
- Oak View Elementary School
- Pine Crest Elementary School
- Princeton Elementary School
- Robert Frost Elementary School
- Roscoe R. Nix Elementary School
- Rosemont Elementary School
- Saint Francis International School
- Samuel Chase Elementary School
- Springhill Lake Elementary School
- Thomas Johnson Middle School
- Turning Point Academy

Places of Worship

- Adelphi Presbyterian Church
- Ascension Lutheran Church
- Berwyn Baptist Church
- Beth Sholom Congregation and Talmud Torah Synagogue
- Bethel Baptist Church
- Bonner Wardell Church
- Burnt Mills Seventh Day Adventist Church
- Calvary Apostolic Church
- Calvary Lutheran Church
- Chinese Bible Church
- Christ Apostolic Church (Lanham)
- Christ Apostolic Church (Silver Spring)

- Christ Congregational Church
- Christ Destiny International Church
- Christadelphian Chapel
- Chua Quan Am Pho Chieu Ni Vien
- Church of God of Silver Spring
- Church of Our Saviour
- City of David Tabernacle
- College Park Church of The Nazarene
- College Park United Methodist Church
- College Park Wesleyan Church
- Congressional Heights Baptist Church
- Covenant of Faith Church
- Crossover Christian Church
- D.C. Center of Self Realization Fellowship
- Deliverance Tabernacle Church
- Eglise Baptiste du Calvaire
- Emmanuel Lutheran Church
- Episcopal Church of the Ascension
- Epworth United Methodist Church
- Faith Ministries
- First Assembly of God Church
- First Baptist Church of Glenarden
- First Baptist Church of Rockville
- Gaithersburg Mennonite Church
- Gaithersburg Presbyterian Church
- Geneva United Presbyterian Church
- Good Shepherd Lutheran Church
- Good Shepherd United Methodist Church
- Good Tidings Tabernacle
- Grace Church
- Grace Presbyterian Church
- Greek Orthodox Church of Saint George
- Greenbelt Baptist Church
- Greenbelt Community Church
- Healing Temple Church of the Nazarene
- Heart of God Baptist Church
- Hermon Church
- Hillandale Baptist Church
- Holy Apostle Orthodox Church
- Holy Cross Lutheran Church
- Holy Family Seminary Church
- Holy Redeemer Metropolitan Community Church
- Horeb Haitian Adventist Church
- Iglesia de Dios Septimo Dia
- Iglesia Pentecostes Sinai
- Jehovah's Witness Kingdom Hall
- Kingdom Hall of Jehovah's Witnesses
- Knox Orthodox Presbyterian Church
- Lanham Church of God
- Lanham United Methodist Church
- Latvian Lutheran Church
- Lighthouse Ministries International
- Lutheran Church of the Abiding Presence
- Lutheran Church of the Cross
- Memorial United Methodist Church
- Mishkan Torah Synagogue
- Montgomery Hills Baptist Church
- Mount Calvary Baptist Church
- Mowatt Memorial United Methodist Church
- Murugan Temple of North America
- New Beginnings Church of God of Prophecy
- New Carrollton Bible Church
- New Creations Christian Church
- Our Lady Queen of Poland Church
- Point of Grace Community Church
- Prince George's Muslim Association
- Reaching the Nations Ministries International
- Rock Salvation Ministries
- Rockville Christian Church
- Rockville Church of Christ
- Rockville Presbyterian Church
- Rockville Seventh Day Adventist Church
- Saint Andrew Lutheran Church
- Saint Christopher's Episcopal Church
- Saint Cosmas of Aitolia Orthodox Church
- Saint Hugh Catholic Church



- Saint James Episcopal Church
- Saint John the Evangelist Church
- Saint John's Episcopal Church
- Saint Luke's Church
- Saint Martin's Catholic Church
- Saint Matthias Catholic Church
- Saint Raphael's Catholic Church
- Silver Spring Christian Church of Christ
- Silver Spring United Presbyterian Church
- Silver Spring Zendo Meditation
- Sligo Baptist Church
- Southeast Hebrew Congregation
- The Hindu Temple of Metropolitan Washington
- Trinity Assembly of God
- Tumaini Baptist Church
- Unitarian of Rockville Church
- Unitarian Universalist Church of Silver Spring
- Washington, D.C. Temple of the Church of Jesus Christ of Latter-day Saints

Additionally, beginning with the initiation of the Study in March 2018 through August 2019, Public Open Houses/Workshops, Community Association meetings, and pop-up events described in this Report were held or attended in communities that contain minority race/ethnicity and/or low-income populations; a list of the outreach events held in or near these communities is provided in the *Community Effects Assessment and Environmental Justice Analysis Technical Report (DEIS Appendix E, Chapter 4, Section 4.1)*.

8

8 REGULATORY AGENCY CONSULTATION

Concurrent with the public involvement efforts and general agency coordination described in Chapter 2 through Chapter 6, 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.

8.1 Natural Resources Consultation

Agency consultation was required for a number of natural resource review processes, including the following: Jurisdictional Determination (JD); permitting strategy; Avoidance, Minimization, and Mitigation; wetland delineation; and Rare, Threatened, and Endangered (RTE) Species coordination. Between April 2018 and May 2020, MDOT SHA held 87 agency consultation meetings variously with FHWA, NDNR WHS, MDE, M-NCPPC, USACE, USDA, EPA, and USFWS. Consultation meetings and conference calls are listed in **Table 8-1**, and additional information on natural resource agency consultation meetings and correspondence is provided in the *Natural Resources Technical Report (DEIS Appendix L)*.

Table 8-1: Natural Resources Agency Consultation Meetings

Date	Purpose	Attending Agencies
April 4, 2018	Permitting Strategy Meeting	FHWA, USACE, MDE
June 4, 2018	M-NCPPC Montgomery County Parks Coordination	M-NCPPC
June 13, 2018	Mitigation Strategy Meeting	FHWA, USACE, MDE
July 19, 2018	M-NCPPC Coordination Meeting	M-NCPPC
July 27, 2018	Wetlands and Waterways Delineation - Agency Field Review #1	USACE, MDE, EPA
September 5, 2018	MDE/USACE Coordination Meeting	USACE, MDE
September 13, 2018	Wetlands and Waterways Delineation - Priority Field Review Areas Discussion	USACE, MDE
September 14, 2018	Rare, Threatened, and Endangered (RTE) Plant Habitat Meeting	MDNR WHS
October 26, 2018	Wetlands and Waterways Delineation - Agency Field Review #2	USACE, MDE

Date	Purpose	Attending Agencies
October 31, 2018	Permitting Strategy Meeting	FHWA, USACE, MDE
November 7, 2018	Wetlands and Waterways Delineation - Agency Field Review #3	USACE, MDE
November 9, 2018	Wetlands and Waterways Delineation - Agency Field Review #4	USACE, MDE
November 30, 2018	Wetlands and Waterways Delineation - Agency Field Review #5	USACE, MDE
December 4, 2018	USACE/MDE Permitting Strategy Meeting	FHWA, USACE, MDE
December 7, 2018	Wetlands and Waterways Delineation - Agency Field Review #6	USACE, MDE
December 13, 2018	Wetlands and Waterways Delineation - Agency Field Review #7	USACE, MDE
January 2, 2019	Jurisdictional Determination (JD) Process Meeting	USACE, MDE
January 4, 2019	Wetlands and Waterways Delineation - Agency Field Review #8	USACE, MDE
January 10, 2019	Wetlands and Waterways Delineation - Agency Field Review #9	USACE, MDE
January 11, 2019	Wetlands and Waterways Delineation - Agency Field Review #10	USACE, MDE
February 27, 2019	USDA BARC Mitigation Discussion	USDA
February 28, 2019	MDNR Mitigation Discussion	MDNR
March 13, 2019	Permitting Strategy Meeting	FHWA, USACE, MDE
March 14, 2019	MDNR Mitigation Coordination Meeting	MDNR
March 20, 2019	M-NCPPC Montgomery County Mitigation Coordination Meeting	M-NCPPC
March 21, 2019	Approved JD Coordination Meeting	USACE, MDE
March 25, 2019	Northern Long-Eared Bat Coordination Conference Call	USFWS
April 5, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #1 - LOD Assumptions, 5-Step Avoidance and Minimization Process, and Function/Value Assessment	USACE, MDE
April 12, 2019	MDNR Mitigation Field Meeting	DNR
April 18, 2019	MDNR Forest Service Coordination	MDNR
May 6, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #2 - Rock Creek and Paint Branch	USACE, MDE, DNR, USFWS
May 13, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #3 - Thomas Branch and the Stormwater Management Approach	USACE, MDE

Date	Purpose	Attending Agencies
May 16, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #4 - Function/Value Assessment and Proposed Design Field Review	USACE, MDE
June 10, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #5 - Impact Plate and Table Examples Comment Response Review	USACE, MDE, DNR, USFWS
June 12, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #6 - Rock Creek Field Meeting	USACE, MDE, M-NCPPC Montgomery County, DNR
June 18, 2019	Northern Long-Eared Bat Survey Options Meeting	USFWS
June 20, 2019	M-NCPPC Prince George's County Mitigation Coordination Meeting	M-NCPPC
July 26, 2019	Northern Long-Eared Bat and Indiana Bat Coordination Meeting	USFWS
August 8, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #7 - Rock Creek Follow-Up	USACE, MDE, M-NCPPC Montgomery County, DNR
August 9, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #8 - Stormwater Management	USACE, MDE, DNR
August 13, 2019	M-NCPPC Montgomery County Mitigation Field Meeting	M-NCPPC Montgomery County
August 20, 2019	Wetlands and Waterways Wetland Delineation Memo Review	USACE, MDE
October 23, 2019	Forest Mitigation Meeting	DNR
October 29, 2019	Permitting and Mitigation Coordination Meeting	FHWA, MDE, USACE
October 29, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #9 - Southwest Branch and American Legion Bridge	USACE, MDE
November 1, 2019	Mitigation Agency Field Review - Day 1	USACE, MDE
November 4, 2019	Forest Conservation Easement and Reforestation Meeting	M-NCPPC
November 7, 2019	Mitigation Agency Field Review - Day 2	USACE, MDE, USFWS, DNR, M-NCPPC Montgomery County
November 8, 2019	Mitigation Agency Field Review - Day 3	USACE, MDE, USFWS, DNR, M-NCPPC Montgomery County
November 14, 2019	Mitigation Agency Field Review - Day 4	USACE, MDE, EPA, USFWS, DNR, M-NCPPC Montgomery County

Date	Purpose	Attending Agencies
November 15, 2019	Mitigation Agency Field Review - Day 5	USACE, MDE, EPA, DNR, USFWS
November 26, 2019	Wetlands and Waterways - Avoidance and Minimization Meeting #10 - American Legion Bridge	USACE, MDE, EPA, DNR, USFWS
December 4, 2019	Northern Long-Eared Bat and Indiana Bat Coordination Meeting	USFWS
December 6, 2019	Mitigation Agency Field Review - Day 6	USACE, MDE, EPA, DNR, USFWS
December 10, 2019	Mitigation Agency Field Review - Day 7	USACE, MDE, EPA, DNR, USFWS
December 11, 2019	Mitigation Agency Field Review - Day 8	USACE, MDE, EPA, USFWS, DNR, M-NCPPC Montgomery County
December 12, 2019	Mitigation Agency Field Review - Day 9	USACE, MDE, EPA, DNR, USFWS
December 19, 2019	Mitigation Agency Field Review - Day 10	USACE, MDE, EPA, DNR, USFWS
January 10, 2020	Permitting and Mitigation Coordination Meeting	USACE, MDE
January 21, 2020	Permitting Process Meeting	FHWA, USACE, MDE
February 5, 2020	Potential Reforestation Mitigation Site Field Review at Seneca Creek State Park	MDNR
February 11, 2020	Public Notice Letter Review	USACE, MDE
February 18, 2020	Compensatory Mitigation Plan Presentation	FHWA, USACE, EPA, USFWS, MDE, MDNR, M-NCPPC Montgomery County, M-NCPPC PG County
February 21, 2020	Endangered species Coordination Meeting (Admin DEIS Comments)	FHWA
February 25, 2020	Bat Survey Coordination Call	USFWS
February 28, 2020	Cooperating Agency DEIS Comment Working Session	FHWA, USACE, NPS, EPA, MDE, MDNR, VDOT, M-NCPPC Montgomery County, M-NCPPC PG County, NCPC
March 11, 2020	USFWS Patuxent Research Refuge Forest Mitigation Field Review Meeting	USFWS
March 25, 2020	JPA Package Comment Review	MDE, USACE
March 27, 2020	NPS Plant Survey Conference Call	NPS
March 30, 2020	MDOT SHA P3 Program and MDE WMA Meeting	MDE

Date	Purpose	Attending Agencies
April 1, 2020	Adjacent Property Owner Discussion	MDE
April 2, 2020	DNR Forest Service Coordination Conference Call	MDNR
April 6, 2020	M-NCPPC PG County Mitigation Discussion	M-NCPPC PG County
April 8, 2020	JPA Coordination Meeting	MDE, USACE
April 10, 2020	City of Rockville Forest Conservation Easement Coordination Call	City of Rockville
April 13, 2020	M-NCPPC Montgomery County Mitigation Discussion	M-NCPPC Montgomery County
April 28, 2020	M-NCPPC Pre-Concept Mitigation Meeting	M-NCPPC Montgomery County
April 29, 2020	DEIS Comment Response Discussion	FHWA, NPS
April 30, 2020	Bat Survey Coordination Meeting	USFWS, MDNR
April 30, 2020	DEIS Comment Response Discussion	FHWA, USACE
April 30, 2020	Potential Reforestation Mitigation Site Desktop Review of Rosaryville State Park and the Wood Property	DNR
May 11, 2020	MLS Update and Joint Public Hearing Coordination	USACE, MDE
May 13, 2020	Reforestation Planting Opportunities at USDA George Washington Carver Center	USDA

8.2 Section 106 Consultation

Volume 1 of the Cultural Resources Technical Report (DEIS Appendix G) documents agency consultation conducted in accordance with Section 106 of the National Historic Preservation Act of 1966 that considers the effects of the undertaking on historic properties. FHWA notified the ACHP of the Study on March 26, 2018, and the Section 106 process was initiated on April 12, 2018 with a letter to the MHT, the VDHR, and other consulting parties. Additional parties, including tribal, federal, state, and local governments, were invited in 2018 and 2019 to participate as Section 106 consulting parties. Consulting parties are receiving Study cultural resources documents for review and comment. MDOT SHA met with MHT on April 18, 2018 to discuss the project, area of potential effect (APE), and proposed Section 106 consultation process. FHWA and MDOT SHA then held three consulting parties meetings on May 3, 2018, November 13, 2018, and June 17, 2019; a fourth consulting parties meeting is anticipated in Summer 2020. Future consulting parties consultation, including meetings, will continue to review historic properties findings, the Recommended Preferred Alternative, and the Programmatic Agreement (PA). Correspondence, consultation meetings, and conference calls are listed in **Table 8-2**, and additional information is provided in the *Cultural Resources Technical Report (DEIS Appendix G)*.¹³

¹³ Note that Section 106 public involvement requirements are being fulfilled through the same processes used for general public involvement and NEPA compliance.

Table 8-2: Section 106 Consultation

Date	Outreach Method – Purpose	Agencies Involved
March 26, 2018	Letter – Notification of proposed Programmatic Agreement (PA)	From FHWA to ACHP
April 12, 2018	Letter – Initiation of Section 106 process and define preliminary APE	From MDOT SHA on behalf of FHWA to MHT and <i>consulting parties</i>
April 17, 2018	Letter – Responding to the April 12, 2018 consulting parties request	VDHR, Virginia State Historic Preservation Officer
April 18, 2018	Meeting – discuss proposed Section 106 consultation process	MDOT SHA and MHT
May 3, 2018	Consulting Parties Meeting – Overview of project and Section 106 process	MDOT SHA, FHWA, MHT, and <i>consulting parties</i>
August 8, 2018	Letter – Gap Analysis and Assessment Report	MDOT SHA to MHT
October 19, 2018	Letter – Context Addendum Report	MDOT SHA to MHT
November 13, 2018	Consulting Parties Meeting – General project and Section 106 updates and outlined the development of the proposed PA	MDOT SHA, FHWA, MHT, and <i>consulting parties</i>
May 14, 2019	Letter – Revising APE in VA	MDOT SHA to MHT and <i>consulting parties</i>
June 17, 2019	Consulting Parties Meeting - continued discussions of historic properties findings	MDOT SHA, FHWA, MHT, and <i>consulting parties</i>

8.3 Section 4(f) Consultation

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 certain conditions are applied. Section 4(f) regulations require the *Section 4(f) Evaluation* be provided for coordination and comment to officials with jurisdiction over the Section 4(f) resource and to the US Department of the Interior (DOI), and, as appropriate, to the USDA and the Department of Housing and Urban Development (HUD) (23 C.F.R. §774.5). Between March 2018 and February 2020, MDOT SHA sent letters and conducted conference calls, meetings, and field reviews with the following agencies: NPS, M-NCPPC- Montgomery County, M-NCPPC- Prince George’s County, National Capital Planning Commission, City of Gaithersburg, City of Greenbelt, City of New Carrollton, City of Rockville, Montgomery County Public Schools Board of Education, ACHP, MHT, and the Virginia DHR. Coordination with DOI is ongoing and has occurred through NPS, which is the agency within DOI responsible for consultation related to Section 4(f). Coordination with USDA and HUD is also ongoing; the USDA is a participating agency under NEPA and MDOT SHA has notified HUD via letter of the Section 4(f) Evaluation for the MLS. Details on ongoing agency consultation are provided in the *Draft Section 4(f) Evaluation (DEIS Appendix F)* and **Chapter 5 of the DEIS**.



APPENDIX A:

Scoping Activities

Outreach Materials

telephone at (202) 833-9339, fax at (202) 833-9434, or website at <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Thirty Ninth RTCA SC-216 Aeronautical Systems Security Plenary.

The agenda will include the following:

1. Welcome and Administrative Remarks
2. Introductions
3. Agenda Review
4. Meeting-Minutes Review
5. Review Joint Action List
6. Review/Resolution of DO-356A/ED-203A Final Review and Comment(Frac)/Open Consultation Comments
7. Decision to Approve Release of DO-356A/Ed-203A for Presentation to Program Management Committee/Council for Publication
8. Schedule Update
9. Potential Future Joint Activities
10. Date, Place and Time of Next Meeting
11. New Business
12. Adjourn Plenary

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC on March 13, 2018.

Michelle Swearingen,

Systems and Equipment Standards Branch, AIR-6B0, Policy and Innovation Division, AIR-600, Federal Aviation Administration.

[FR Doc. 2018-05344 Filed 3-15-18; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Intent To Prepare Environmental Impact Statement, I-495 & I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland and Fairfax County, Virginia

AGENCY: Maryland Department of Transportation State Highway Administration (MDOT SHA), Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The FHWA, as the Lead Federal Agency, and MDOT SHA, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare an EIS for the I-495 & I-270 Managed Lanes Study (Study). The Study is the first element of a broader Traffic Relief Plan as announced by Governor Larry Hogan in September 2017, which considers improvements along the entire length of I-495 (Capital Beltway), as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. This EIS will evaluate the potential environmental impacts of alternatives that address congestion within the specific Study scope of I-495 from south of the American Legion Bridge in Fairfax County, Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west I-270 spurs in Montgomery and Prince George's Counties, Maryland. The EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA) and provisions of the Fixing America's Surface Transportation (FAST) Act and will include a range of reasonable alternatives, including a "No Build" alternative.

FOR FURTHER INFORMATION CONTACT: Jeanette Mar, Environmental Program Manager, Federal Highway Administration, Maryland Division, George H. Fallon Federal Building 31 Hopkins Plaza, Suite 1520, Baltimore MD 21201, (410) 779-7152, or email at jeanette.mar@dot.gov. Lisa B. Choplin, Project Director, I-495 & I-270 P3 Project Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202, (833) 858-5960, or email at 495-270-P3@sha.state.md.us.

SUPPLEMENTARY INFORMATION: The purpose of this notice is to: (1) Alert interested parties to the FHWA and MDOT SHA plan to prepare the EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted.

The Study limits extend to areas in Montgomery and Prince George's counties, Maryland along I-495 (Capital Beltway) from south of the American

Legion Bridge in Fairfax County, Virginia, to east of the Woodrow Wilson Bridge and on I-270 (Dwight D. Eisenhower Memorial Highway) from I-495 to I-370 including the east and west I-270 spurs.

At the present time, high travel demand from commuter, business, and recreational trips results in severe congestion nearly 10 hours a day in the Study corridors. Travelers place a high value on reaching their destinations in a timely manner, and in recent years, the Study corridors have become so unreliable that uncertain travel times are experienced daily. Managed lanes are needed to provide more dependable travel times and congestion relief. Motorists on I-495 and I-270 do not have an option for efficient travel during extensive periods of congestion. Additional roadway management options are needed to improve travel choices.

Additional capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources would be unable to effectively finance, construct, operate, and maintain highway systems of this magnitude. A revenue source that provides necessary funding, such as tolling options, is needed to provide additional capacity and improvements addressing existing and anticipated high travel demand. A Public-Private Partnership (P3) with the state will be pursued to develop innovative approaches to design, build, finance, operate, and maintain the potential improvements developed through the NEPA Study.

The intent of the proposed action to be assessed in the Study is to accommodate existing traffic and long-term traffic growth, enhance trip reliability, and provide an additional roadway travel choice. Additional roadway options would also accommodate homeland security needs and improve the movement of goods and services throughout the Study corridor. The EIS will include a review of existing and future traffic, existing roadway infrastructure, and existing environmental conditions to establish context for the identification of alternatives and assessment of potential impacts. The analyses undertaken during the EIS will result in identification of the alternative that best meets the Study purpose and need while considering the environmental impacts of that alternative. The alternatives evaluated in the EIS will include build alternatives which provide additional capacity and offer travel choices for travelers on I-495 and I-270. The "No Build" alternative will

be carried forward for baseline comparison purposes throughout the EIS development process.

The EIS will be prepared by MDOT SHA for FHWA to fulfill the requirements established in NEPA pursuant to current FHWA regulations and guidance. MDOT SHA intends to recommend a preferred alternative in the Draft EIS. The FHWA may issue a single Final EIS and Record of Decision (Final EIS/ROD), unless FHWA determines statutory criteria or consideration precluding issuance of a combined decision document.

Previous analyses which evaluated managed lanes in the Study corridors will be considered and incorporated by reference, as appropriate. The Study will consider relevant resource identification and field investigations from previous studies. To the extent consistent with FHWA NEPA regulations, conclusions reached as part of previous planning studies could inform the initial range of alternatives and focus the alternatives evaluation. Since 1990, several studies have examined various sections of I-495 and I-270 within the current Study limits in an effort to evaluate potential congestion relief and operational improvements. Among other issues, these studies considered the potential to provide additional capacity along I-495 and I-270 that could connect with adjacent transportation facilities. Recommendations resulting from each of these studies included the implementation of managed lanes (including Express Toll Lanes [ETL], High-Occupancy vehicle [HOV] lanes, and High-Occupancy Toll [HOT] lanes) on I-495 and radial facilities, (*i.e.*, I-270 and I-95). Studies have included: the *Statewide Commuter Assistance Study Corridor Profile Reports* (MDOT, 1990); the *Capital Beltway HOV Feasibility Study* (MDOT, 1992); *The Potential for Circumferential Transit in the Washington Region* (MWCOC, August 1993); the *I-270/US 15 Multi-Modal Corridor Study* (MDOT, 2002); the *Capital Beltway Study EIS* (VDOT, 2006); *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007); the *West Side Mobility Study* (MDOT and VDOT, 2009); and the *Purple Line Study and the Capital Beltway Study* (MDOT *et al.*, 2013).

The *Maryland's Statewide Express Toll Lanes Network Initiative* (MDOT, 2007) built on the studies listed above and provided an overview of the state's vision for a Statewide Express Toll Lanes Network on the State's busiest highway segments in the Baltimore-Washington Region, including I-495 and I-270. The major benefit of the

Express Toll Lanes cited in the study was the ability to provide needed highway lane capacity to ease the impact of congestion by providing transportation improvements sooner than traditional approaches could otherwise achieve. As a result, Metropolitan Washington Council of Governments (MWCOC) recognized this statewide approach to Express Toll Lanes as regionally significant and Express Toll Lanes on I-495 and I-270, as well as other corridors in the Baltimore Washington Region, became part of the Constrained Long-Range Plan.

In July 2017, the National Capital Region Transportation Planning Board at the MWCOC approved a set of ten regional initiatives for further study, which includes analyzing managed lanes on the portions of I-495 and I-270 that are included in the I-495 and I-270 Managed Lanes Study. In September 2017, Maryland Governor Hogan announced the intent to develop additional capacity along sections of I-270, I-495, and the Baltimore-Washington Parkway (MD 295). For I-495 and I-270, the Governor has proposed a P3 to design, build, finance, operate, and maintain this project to accelerate the delivery of improvements for congestion relief.

Scoping Process

FHWA and MDOT SHA will undertake a scoping process for the I-495 & I-270 Managed Lanes Study that will solicit input from the public and interested agencies on the issues that will be evaluated in EIS. This public outreach effort will educate and engage stakeholders regarding the nature and extent of the proposed action. FHWA and MDOT SHA will invite all interested individuals, organizations, and public agencies to comment on the scope of the EIS, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, evaluation methods to be used, and potential mitigation measures.

More information on public outreach activities, including future public workshops, will be available in a project coordination plan on the Study website. All public meetings related to the Study will be held in locations accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the I-495 & I-270 P3 Office at (833) 858-5960 via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop.

Letters inviting agencies to be cooperating or participating in the environmental review process are being

sent to those agencies that have jurisdiction or may have an interest in the EIS. Additionally, FHWA and MDOT SHA will notify cooperating and participating agencies of a separate agency scoping meeting.

DATES: Four initial public workshop presentations will be held in April 2018 to solicit public input regarding the scope of issues that will be included in the EIS. Written comments on the scope of the EIS should be provided to MDOT SHA by May 1, 2018, using the email address or physical mailing address listed below. Comments may also be provided in writing at the public workshops.

ADDRESSES: The public and other interested parties are encouraged to comment on-line at the Study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops. Hard copy comments can also be mailed to the I-495 & I-270 Project Office at 707 North Calvert Street, Baltimore MD 21202.

Authority: 23 U.S.C. 315; 49 CFR 1.48; 23 CFR 771.111 and 771.123.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: March 8, 2018.

Gregory Murrill,

Division Administrator, Federal Highway Administration, Baltimore, Maryland.

[FR Doc. 2018-05354 Filed 3-15-18; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2018-0015]

Agency Information Collection

Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for approval of a new information collection. We published a **Federal Register** Notice with a 60-day public comment period on this information collection on June 19, 2017. We are required to publish this notice in the

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NEWS RELEASE

MDOT SHA SEEKS INPUT FOR I-495 & I-270 MANAGED LANES STUDY AT PUBLIC OPEN HOUSES THIS MONTH IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES

Citizens Encouraged to Attend Mid-April Evening Meetings in Upper Marlboro, Clarksburg, Bethesda and Greenbelt

(April 3, 2018) - The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold four public open houses in April for the I-495 and I-270 Managed Lanes Study, which is the first step for public input on the Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways. The National Capital region is one of the most congested in the nation with some of the highest commuting times.

"Understanding the local perspective will help us determine the best plan to reduce traffic congestion, increase economic development, enhance safety and return quality of life to Maryland commuters in this area," said Transportation Secretary Pete K. Rahn.

MDOT SHA, in conjunction with the Federal Highway Administration (FHWA), will prepare an Environmental Impact Statement for the I-495 and I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

The study considers improvements along the entire length of I-495 (Capital Beltway) in Maryland, as well as the entire length of I-270 (Dwight D. Eisenhower Memorial Highway) up to I-70 in Frederick County, Maryland. The I-495 and I-270 Managed Lanes Study extends along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge and on I-270 from I-495 to I-370, including the east and west spurs. The study will include a review of existing and future traffic, existing roadway infrastructure, and environmental conditions to identify alternatives and assess potential impacts.

The four public open houses will solicit public input regarding the scope of the study, including the purpose and

need, potential alternatives to be considered, and environmental impacts to be evaluated.

The open house dates and locations are as follows:

Tuesday, April 17; 6:30 to 8:30 p.m.

Dr. Henry Wise Jr. High School

12650 Brook Lane
Upper Marlboro, MD 20772

Wednesday, April 18; 6:30 to 8:30 p.m.

Clarksburg High School

22500 Wims Road
Clarksburg, MD 20871

Thursday, April 19; 6:30 to 8:30 p.m.

Bethesda Chevy Chase High School

4301 East West Highway
Bethesda, MD 20814

Tuesday, April 24; 6:30 to 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway
Greenbelt, MD 20770

All open houses related to the study will be held in locations accessible to persons with disabilities. Any person requiring special assistance, such as a language interpreter, should contact 1-833-858-5960 or via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop they want to attend.

CONTACT INFORMATION: The public and other interested parties are encouraged to comment on-line at the study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the public workshops. Hard copy comments can also be mailed to the I-495 and I-270 P3 Project Office at the Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202.

Jeanette Mar - Environmental Program Manager, Federal Highway Administration, Maryland Division

George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201
(410) 779-7152; jeanette.mar@dot.gov

Lisa B. Choplin - Project Director, I-495 and I-270 P-3 Project Office

Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore MD 21202
(833) 858-5960; 495-270-P3@sha.state.md.us

For more information on this project, please visit the project website at www.495-270-P3.com.

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Take our Website Survey

CONTACT US

707 North Calvert Street
Baltimore, Maryland 21202-3601
Main Business Line – 410-545-0300
Safety Campaigns – 1-800-323-6742

For emergencies, call MDOT SHA's Statewide Operations Center at 410-582-5650.

INFO

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About SHA
Employment
Frequently Asked Questions
Press Releases
Public Information Act

SOCIAL MEDIA

**MANAGED
LANES STUDY**

495

270

JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

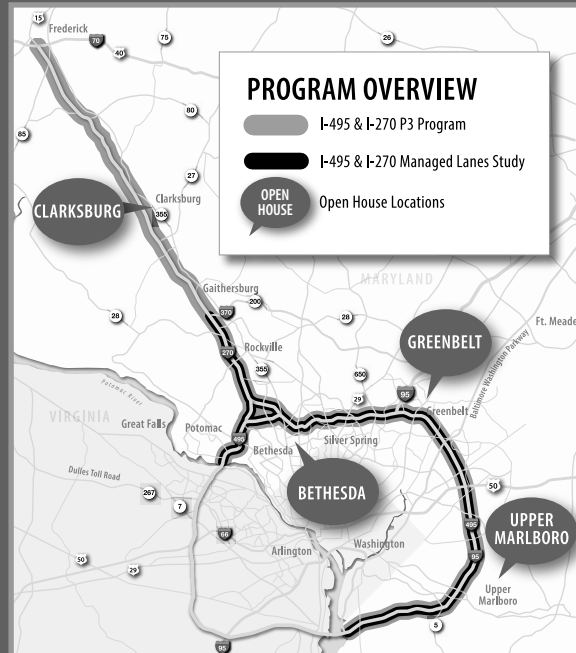
The state will hold a series of Open Houses in April which will:

- Provide the public with an introduction and overview of the study.
- Introduce staff who can answer study-related questions.
- Welcome public comment on the study scope, including the purpose and need, potential alternatives to be studied, environmental impacts to be considered, and evaluation methods to be used.

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

Can't Attend?

Meeting materials, including an online meeting presentation, will be available on the study website at 495-270-P3.com.



Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

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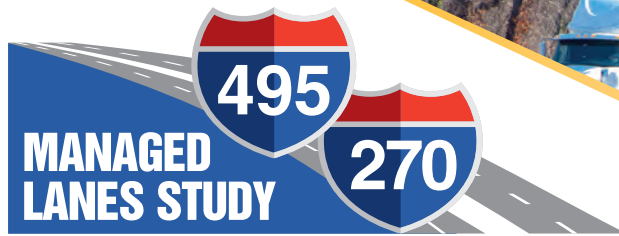
Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770

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 project toll-free number at 833-858-5960 by April 10, 2018.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION



JOIN US AT ONE OF THESE OPEN HOUSES!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation has introduced an innovative Traffic Relief Plan to reduce congestion on two of the state's most heavily traveled highways, I-270 and I-495. The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) are preparing an Environmental Impact Statement (EIS) for the I-495 & I-270 Managed Lanes Study to identify innovative transportation solutions to reduce congestion.

This Study is the first element of a broader Traffic Relief Plan which considers improvements along the entire length of I-495, as well as I-270. The first phase limits extend along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including the east and west I-270 spurs. The study will include a review of existing and future traffic, roadway, and environmental conditions to identify alternatives.

The state will hold a series of Open Houses in April which will:

- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods

Note: The meetings will be an Open House format, allowing attendees to review display boards and dialogue with MDOT SHA Study Team staff.

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Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770



From: [Samuel Kahl](#)
Cc: [Gregory Slater](#); [Lisa Choplin](#)
Subject: I-495 & I-270 Managed Lanes Study

March 22, 2018

As an elected official within the National Capital region, you know first-hand that the region is one of the most congested in the nation with some of the highest commuting times. To address this issue, the Maryland Department of Transportation (MDOT) has introduced an innovative "Traffic Relief Plan" to reduce congestion on Maryland roads, including two of the state's most heavily traveled highways, I-270 and I-495. The Traffic Relief Plan considers improvements along the entire length of I-495, as well as the entire length of I-270 up to I-70 in Frederick County. In balancing the need for congestion improvements within a highly developed area, one of the Maryland Department of Transportation State Highway Administration's (MDOT SHA) goals is to be considerate of the environment and community.

As part of this undertaking, MDOT SHA is initiating an environmental study to identify innovative transportation solutions to reduce the effects of congestion for millions of drivers in your area. This transformative effort will improve the daily lives of citizens and other users by reducing congestion and providing a more reliable drive. The study, which is the first element of the broader Traffic Relief Plan, extends along I-495 from south of the American Legion Bridge in Virginia to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370 including the I-270 east and west spurs, is in the very early stages.

MDOT SHA is sending residents and businesses throughout the corridor notification of our intent to commence the environmental study and to ask for participation in a series of public workshops in April. The purpose of these workshops is to gather valuable input that will aid in development of the study effort. The best way for all interested stakeholders to get involved with and keep informed of the I-495 & I-270 Managed Lanes Study is to visit MDOT SHA's I-495 & I-270 Managed Lanes Study webpage, www.495-270-P3.com. The website will allow interested persons to participate in a customer survey to provide input and feedback. This is just the beginning of efforts to involve the public in this transformative effort. While feedback will always be welcomed and encouraged, future meetings will be scheduled and communicated as the study develops.

We are committed to delivering an innovative solution to address the daily congestion issue along I-495 and I-270 while minimizing impacts to the community and to the environment. I look forward to and encourage your participation in this study.

If you have any questions or concerns, please do not hesitate to contact Ms. Lisa B. Choplin, MDOT SHA P3 Project Director, at 410-545-0438 or via email at 495-270-P3@sha.state.md.us. Ms. Choplin will be happy to assist you.

Sincerely,

Gregory Slater
Administrator



WELCOME!

Scoping Open House for the I-495 & I-270 Managed Lanes Study

PURPOSE OF TODAY'S SCOPING OPEN HOUSE:

- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods

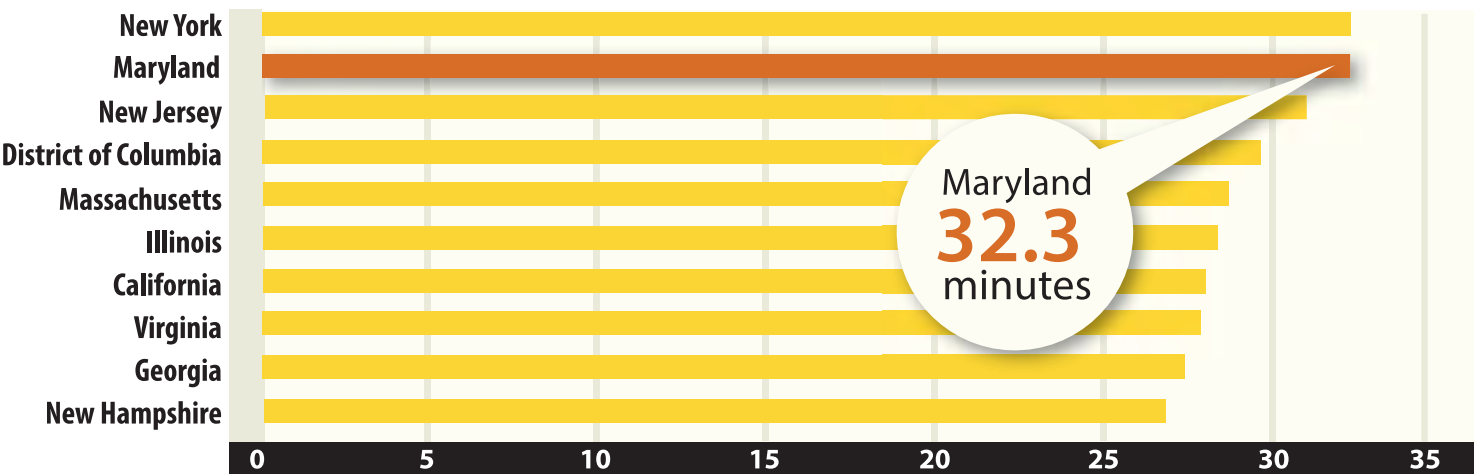


Future meetings will focus on detailed alternatives and specific environmental/property issues.



THE NATIONAL CAPITAL REGION FACES SOME OF THE NATION’S WORST CONGESTION

Maryland has the **second** highest commuting times in the **country**.



Average minutes spent commuting to work

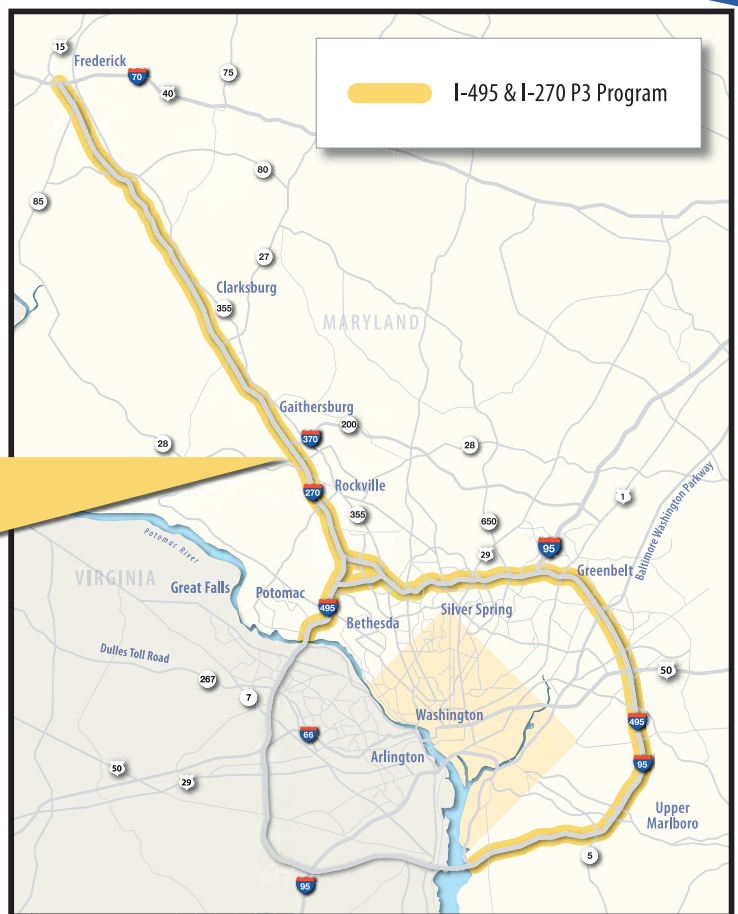
Source: American Community Survey, 2015

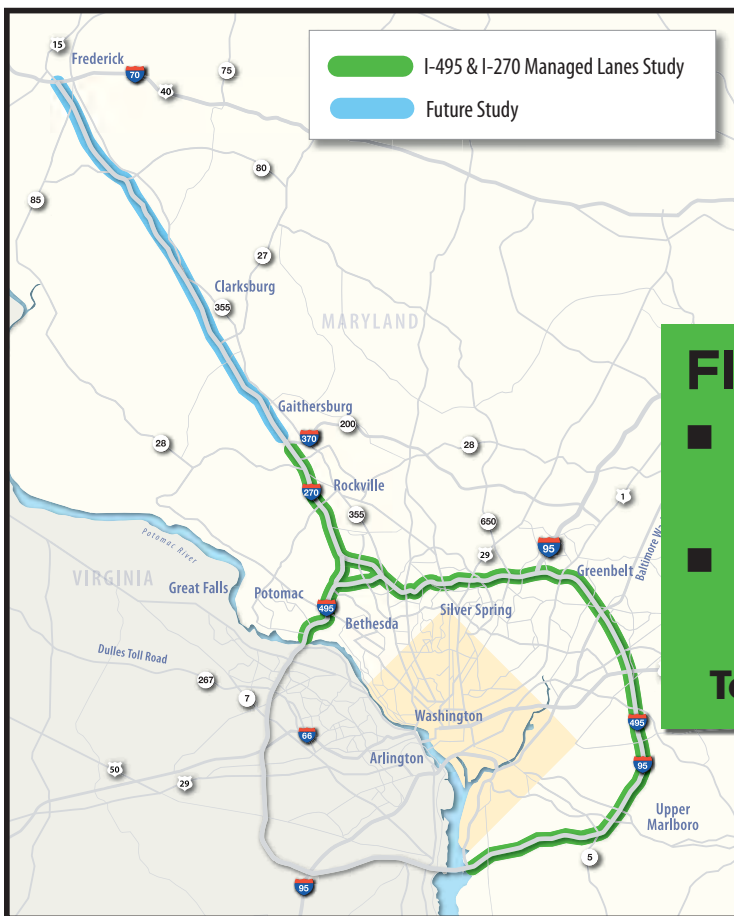


I-495 & I-270 P3 PROGRAM

The overall I-495 & I-270 Public-Private Partnership (P3) Program includes improvements for over 70 miles of interstate in Maryland including:

- I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-70, including the east and west I-270 spurs





I-495 & I-270 MANAGED LANES STUDY

The first element of the P3 Program will be the I-495 & I-270 Managed Lanes Study including:

FIRST STUDY

- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

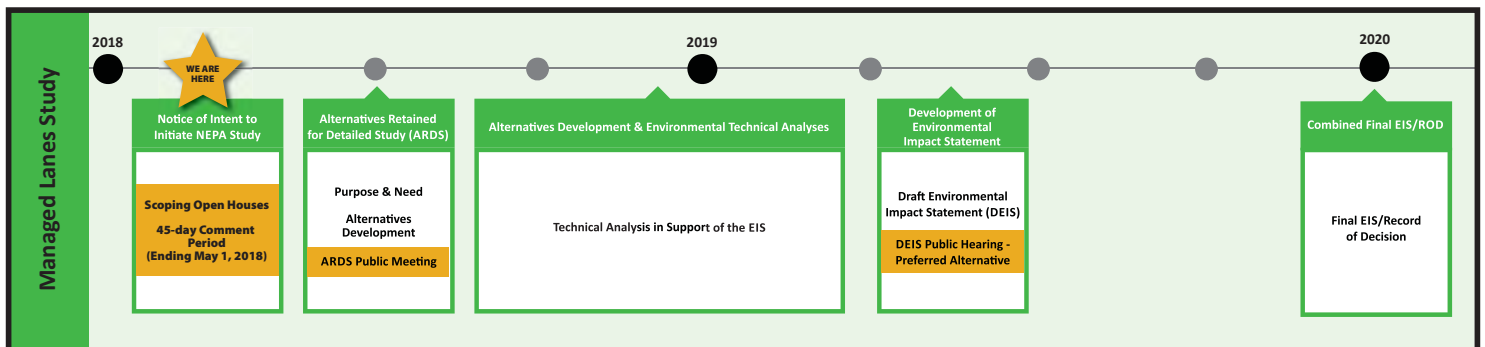
Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70



MANAGED LANES STUDY TIMELINE





WHY THE I-495 & I-270 MANAGED LANES STUDY?

- **Relieve Congestion:** High travel demand currently causes severe congestion nearly 10 hours per day and congestion is expected to increase over time; Improvements are needed to accommodate traffic today and in the future
- **Enhance Trip Reliability:** Congestion on I-495 and I-270 results in unpredictable travel times. Improvements are needed to ensure trip reliability
- **Offer Additional Roadway Travel Choices:** Motorists need additional roadway options for critical trips during periods of severe congestion
- **Provide for Emergency Access:** Government, military, and community installations need quick, unobstructed roadway access for emergencies or homeland security threats
- **Move Goods and Services:** Reduced congestion and predictable travel times will enhance the local, regional, and national economy

Additional capacity and improvements to enhance reliability must be financially viable. A revenue source that provides appropriate funding, such as tolling options, is needed to provide additional capacity improvements addressing existing high travel demand.



THE NEPA PROCESS

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions
- The I-495 & I-270 Managed Lanes Study will include the development of an Environmental Impact Statement (EIS), which will document the potential natural, cultural, and socioeconomic impacts of the study's alternatives
- The Federal Highway Administration (FHWA) will serve as the lead federal agency for the EIS
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) is serving as the local project sponsor and joint lead agency



U.S. Department of Transportation
Federal Highway Administration



**STATE HIGHWAY
ADMINISTRATION**



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



THE NEPA PROCESS



Scoping

Gathering input to be included in the study

Preliminary Alternatives and Screening

Development of preliminary alternatives and criteria used for evaluating those alternatives

Alternatives Retained for Detailed Study

Identification and development of alternatives retained for detailed study

Draft Environmental Impact Statement (DEIS)

Evaluation and documentation of the natural, cultural and socioeconomic impacts of the alternatives retained for detailed study and the Preferred Alternative

Combined Final EIS/Record of Decision (ROD)

Documentation of the impacts and mitigation for the Preferred Alternative and, responses to comments received on the DEIS. This completes the NEPA Process

PUBLIC-PRIVATE PARTNERSHIP (P3) OVERVIEW

- MDOT SHA will be seeking proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations increasing the likelihood of a lower total construction cost
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions





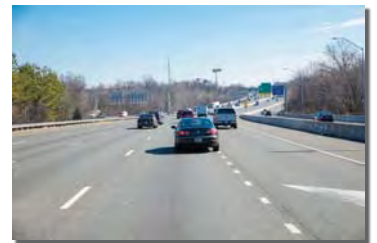
WHY WOULD MDOT SHA CONSIDER USING A P3?

- **Transfer of Risks:** The state and the private partner will share the risks based on who can best manage each risk to provide the best value to the state
- **Projects Constructed Faster:** P3 projects can move forward when the state does not have available funding because the private partner will provide financing to build it in exchange for future revenues from the highway
- **Operations and Maintenance:** The state can benefit from having a concessionaire operate the highway and maintain it (for example, pavement repairs, grass mowing, snow removal) at a more economical cost
- **Limited Government Funding:** Projects with limited or no governmental funding that are anticipated to generate user fees, such as toll roads, may be constructed



STAY CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the Study Team and provide comments:
 - By email at:
495-270-P3@sha.state.md.us
 - By calling toll free at:
833-858-5960
 - By mail at:
**Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202**



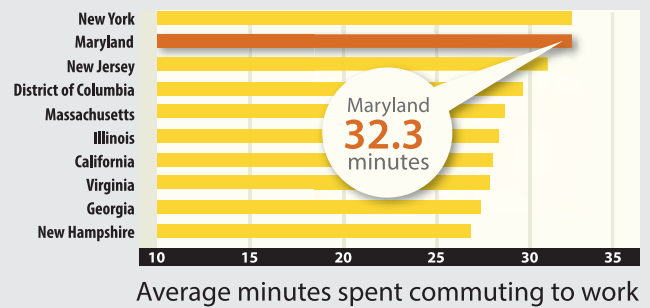


PURPOSE OF THE OPEN HOUSES:

- Provide an introduction and overview of the study
- Introduce staff who can answer study-related questions
- Welcome input on the study scope, purpose and need, potential alternatives, environmental considerations, and evaluation methods

Future meetings will focus on detailed alternatives and specific environmental/property issues.

Maryland has the **second** highest commuting times in the **country**.



I-495 & I-270 Public-Private Partnership (P3) Program

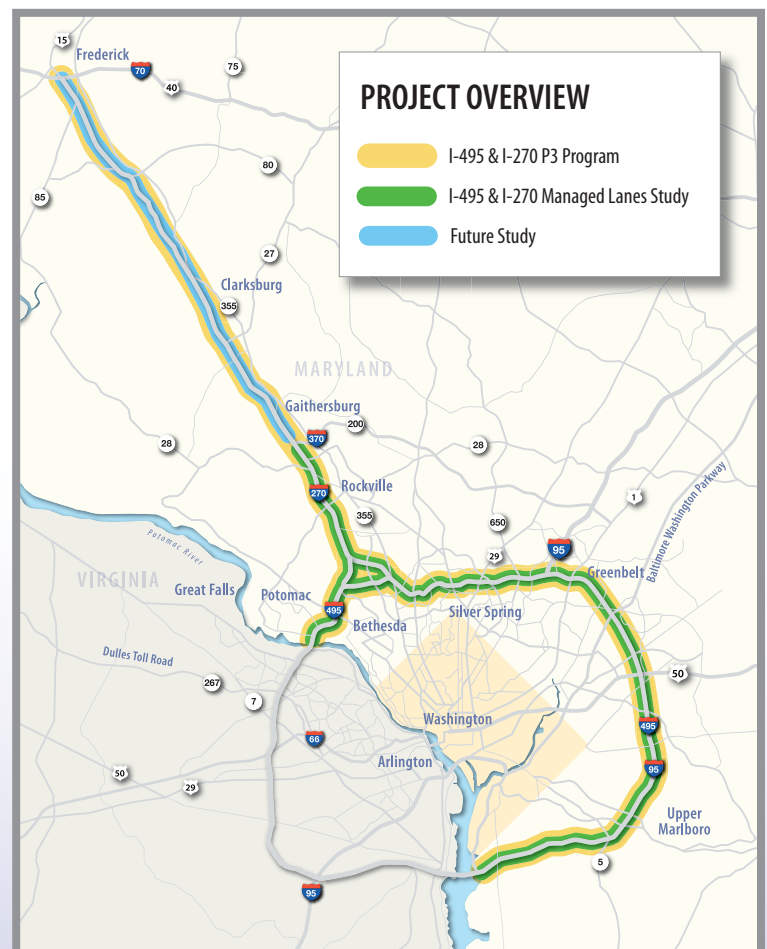
- The program limits include I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and I-270 from I-495 to I-70, including the east and west I-270 Spurs.
- The program seeks input from the private sector to design, build, finance, operate, and maintain improvements on both I-495 and I-270.

I-495 & I-270 Managed Lanes Study

- This study is the first element of the P3 Program and extends along I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and along I-270 from I-495 to I-370, including east and west spurs.
- The study includes a review of existing and future traffic, roadway, and environmental conditions to identify alternatives and assess potential impacts while focusing on enhancing trip reliability.

Future Study

- This second element of the P3 Program will extend along I-270 from I-370 north to I-70.



The Maryland Department of Transportation (MDOT) is developing the Traffic Relief Plan to reduce traffic congestion, increase economic development, and most importantly, to enhance safety and return quality of life to Maryland commuters. The Traffic Relief Plan incorporates many projects around the State by providing a "system of systems" for users including improvements to highways and transit.



TITLE VI AND RELATED STATUTES

What is Title VI?

Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 200d), related statutes and regulations provide that no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives federal financial assistance.

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 any program or activity without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

EXECUTIVE ORDERS THAT SUPPORT TITLE VI

Executive Order # 13166 Limited English Proficiency

Individuals that have limited ability to read, write, speak, or understand English are considered limited English proficient. MDOT SHA provides access to persons with Limited English proficiency in an effective manner; as requested or deemed necessary during the life of a project.

Executive Order # 12898 Environmental Justice

MDOT SHA is guided by the following Environmental Justice Principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in MDOT SHA's decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

FILING A COMPLAINT

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:

Address:
Shabram Izadi, Title VI Manager
Office of Equal Opportunity
State Highway Administration
Maryland Department of Transportation
211 East Madison Street Mail Stop MLL3
Baltimore, MD 21202

Telephone:
(410) 545-0377

Toll-free in Maryland:
1-888-545-0098

Please fill out a survey

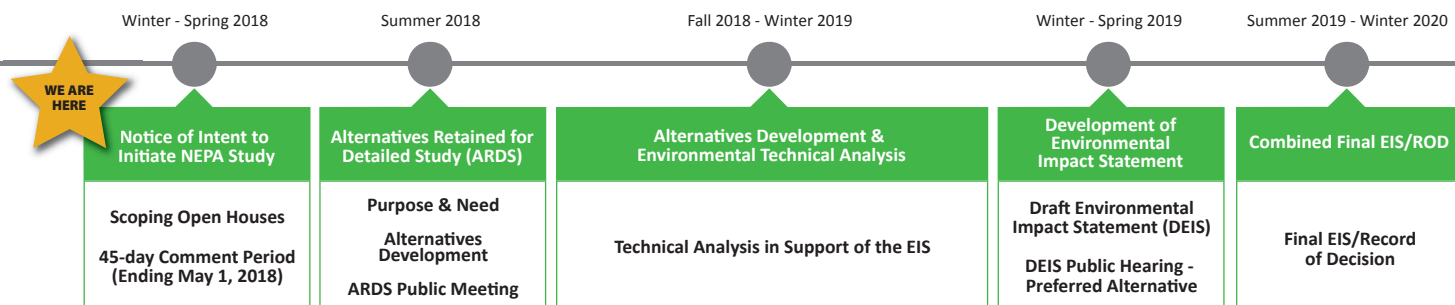
MDOT SHA strives to involve all groups relevant to its projects in its public involvement activities. Please fill out a Demographic Information Survey to assist MDOT SHA in planning outreach to communities during the course of the project.

NEPA PROCESS

The I-495 & I-270 Managed Lanes Study will follow the National Environmental Policy Act (NEPA) process and will prepare an Environmental Impact Statement (EIS).

- The law requires development of a reasonable range of project alternatives that can accomplish the purpose and need, taking into consideration potential impacts to socioeconomic, cultural, and natural resources.
- Coordination among federal, state, and local agencies, and communication with the public and other project stakeholders is key throughout this process.

I-495 & I-270 MANAGED LANES STUDY TIMELINE



OPEN HOUSES

Tuesday, April 17, 2018

6:30 p.m. – 8:30 p.m.

Dr. Henry A. Wise Jr. High School
12650 Brooke Lane, Upper Marlboro, MD 20772

Thursday, April 19, 2018

6:30 p.m. – 8:30 p.m.

Bethesda Chevy Chase High School
4301 East West Highway, Bethesda, MD 20814

Wednesday, April 18, 2018

6:30 p.m. – 8:30 p.m.

Clarksburg High School
22500 Wims Road, Clarksburg, MD 20871

Tuesday, April 24, 2018

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway, Greenbelt, MD 20770

STAYING CONNECTED

MDOT SHA is committed to keeping the public informed about this important study. To learn more about the study visit the project website at **495-270-P3.com**

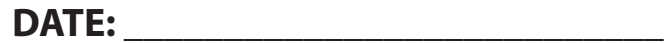
You can reach the Study Team and provide comments:

- By email at:
495-270-P3@sha.state.md.us
- Toll Free at:
833-858-5960

- By mail at:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202





LOCATION: _____

NAME: _____ **DATE:** _____

EMAIL: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

I/WE wish to comment or inquire about the following aspects of this study:

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

Poor



Poor



Poor



Poor



5. How can MDOT communicate more effectively?

☐ Check here if you prefer email communications only

Submit your Scoping Comments by May 1, 2018.
You may use this form or send your comments electronically to
495-270-P3@sha.state.md.us via the website at **495-270-P3.com**.



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IF MAILED
IN THE
UNITED STATES



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ATTN: LISA B. CHOPLIN, P3 DIRECTOR
I-495 & I-270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521



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ANSWER CHOICES	RESPONSES	
Often, especially during rush hours	28.84%	201
Frequently	34.58%	241
Sometimes	29.41%	205
Rarely	6.60%	46
Never	0.57%	4
TOTAL		697

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ANSWER CHOICES	RESPONSES	
Often, especially during rush hours	24.21%	169
Frequently	30.95%	216
Sometimes	28.22%	197
Rarely	14.33%	100
Never	2.29%	16
TOTAL		698

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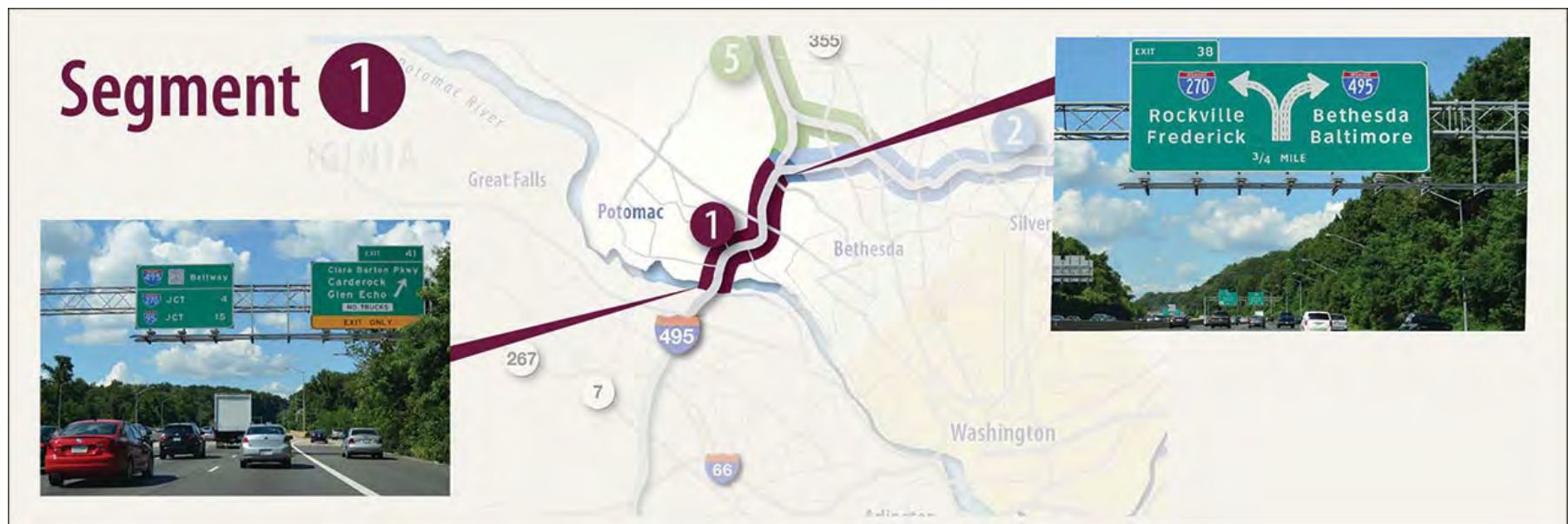
ANSWER CHOICES	RESPONSES	
Yes	68.81%	481
No	23.46%	164
Not sure	7.73%	54
TOTAL		699

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	NOT AT ALL IMPORTANT	NOT VERY IMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	NO OPINON	TOTAL RESPONDENTS
Reducing congestion	3.04% 21	6.96% 48	17.83% 123	72.03% 497	0.87% 6	690
Faster travel times	3.82% 26	8.22% 56	25.26% 172	61.23% 417	1.62% 11	681
Better travel time reliability (easier to predict how long the trip will take)	3.33% 23	8.55% 59	27.10% 187	59.71% 412	2.03% 14	690
Safer roads and ramps	2.91% 20	7.41% 51	25.58% 176	61.92% 426	2.62% 18	688
Implementing improvements quickly	6.09% 42	14.35% 99	31.30% 216	46.38% 320	2.46% 17	690

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ANSWER CHOICES	RESPONSES	
Yes	67.67%	473
No	32.33%	226
TOTAL		699

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	33.19%	151
I use it to get home.	31.43%	143
I use it for errands, entertainment, or appointments.	58.02%	264
It's part of a longer trip I'm making.	32.97%	150
Other (please specify)	10.77%	49
Total Respondents: 455		

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ANSWER CHOICES	RESPONSES	
Always	25.33%	115
Usually	46.48%	211
Sometimes	25.33%	115
Rarely	2.64%	12
Never	0.22%	1
TOTAL		454

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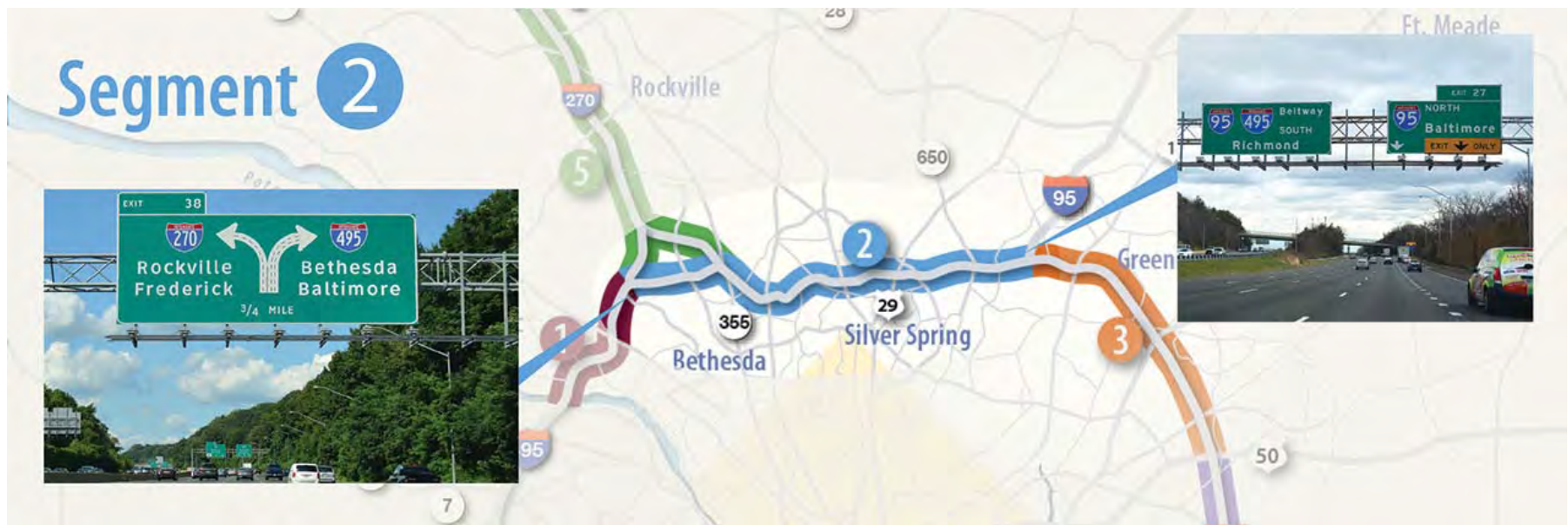
ANSWER CHOICES	RESPONSES	
I adjust my departure time	57.30%	259
I use an alternative route	38.05%	172
I do not make the trip	15.93%	72
I have no option to avoid congestion	39.60%	179
Other (please specify)	5.53%	25
Total Respondents: 452		

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ANSWER CHOICES	RESPONSES	
4+ times per week	24.84%	113
1-3 times per week	24.40%	111
1-3 times per month	34.29%	156
Less than once a month	16.48%	75
TOTAL		455

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ANSWER CHOICES	RESPONSES	
Yes	76.03%	517
No	23.97%	163
TOTAL		680

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	32.35%	164
I use it to get home.	35.50%	180
I use it for errands, entertainment, or appointments.	75.15%	381
It's part of a longer trip I'm making.	37.67%	191
Other (please specify)	5.92%	30
Total Respondents: 507		

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ANSWER CHOICES	RESPONSES	
Always	18.61%	94
Usually	43.56%	220
Sometimes	31.68%	160
Rarely	5.54%	28
Never	0.59%	3
TOTAL		505

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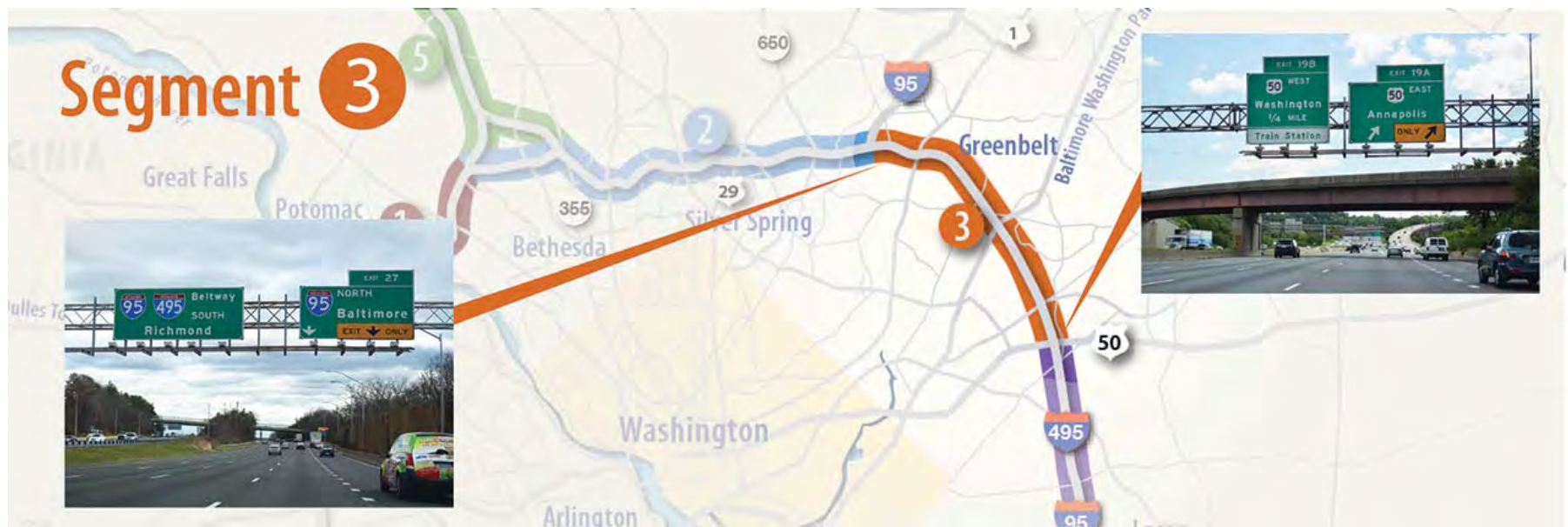
ANSWER CHOICES	RESPONSES	
I adjust my departure time	56.94%	287
I use an alternative route	57.34%	289
I do not make the trip	14.68%	74
I have no option to avoid congestion	32.54%	164
Other (please specify)	5.75%	29
Total Respondents: 504		

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ANSWER CHOICES	RESPONSES	
4+ times per week	29.11%	147
1-3 times per week	29.70%	150
1-3 times per month	30.69%	155
Less than once a month	10.50%	53
TOTAL		505

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ANSWER CHOICES	RESPONSES	
Yes	39.16%	262
No	60.84%	407
TOTAL		669

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	25.77%	67
I use it to get home.	26.15%	68
I use it for errands, entertainment, or appointments.	62.69%	163
It's part of a longer trip I'm making.	49.23%	128
Other (please specify)	4.62%	12
Total Respondents: 260		

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ANSWER CHOICES	RESPONSES	
Always	16.15%	42
Usually	33.08%	86
Sometimes	41.15%	107
Rarely	9.62%	25
Never	0.00%	0
TOTAL		260

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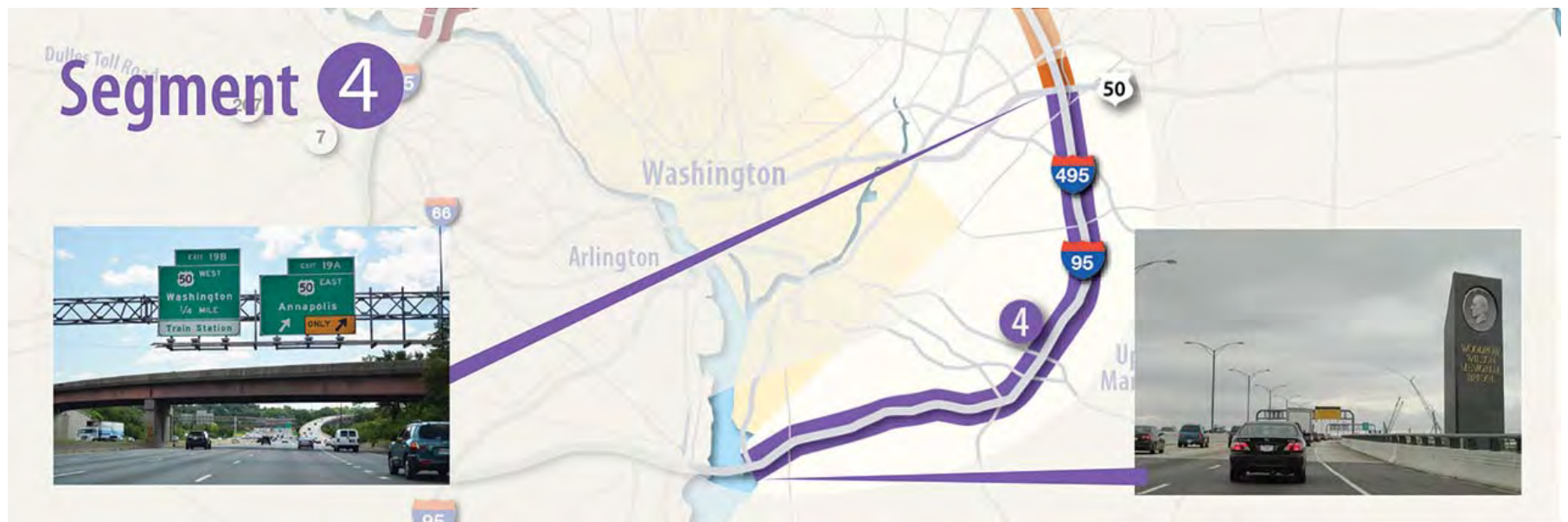
ANSWER CHOICES	RESPONSES	
I adjust my departure time	58.37%	150
I use an alternative route	45.14%	116
I do not make the trip	12.45%	32
I have no option to avoid congestion	42.02%	108
Other (please specify)	5.06%	13
Total Respondents: 257		

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ANSWER CHOICES	RESPONSES	
4+ times per week	19.23%	50
1-3 times per week	20.77%	54
1-3 times per month	37.31%	97
Less than once a month	22.69%	59
TOTAL		260

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ANSWER CHOICES	RESPONSES	
Yes	21.15%	140
No	78.85%	522
TOTAL		662

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	23.19%	32
I use it to get home.	27.54%	38
I use it for errands, entertainment, or appointments.	60.87%	84
It's part of a longer trip I'm making.	50.00%	69
Other (please specify)	5.80%	8
Total Respondents: 138		

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ANSWER CHOICES	RESPONSES	
Always	21.74%	30
Usually	28.99%	40
Sometimes	36.23%	50
Rarely	11.59%	16
Never	1.45%	2
TOTAL		138

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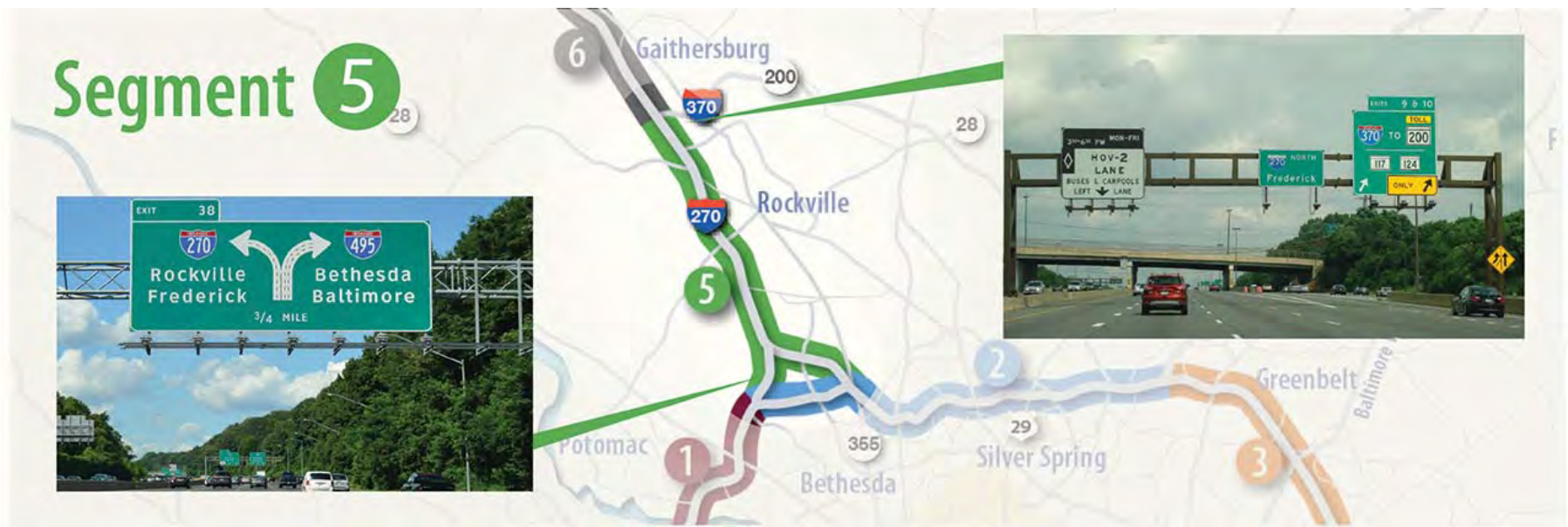
ANSWER CHOICES	RESPONSES	
I adjust my departure time	51.09%	70
I use an alternative route	44.53%	61
I do not make the trip	13.87%	19
I have no option to avoid congestion	46.72%	64
Other (please specify)	4.38%	6
Total Respondents: 137		

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ANSWER CHOICES	RESPONSES	
4+ times per week	20.44%	28
1-3 times per week	10.95%	15
1-3 times per month	30.66%	42
Less than once a month	37.96%	52
TOTAL		137

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ANSWER CHOICES	RESPONSES	
Yes	77.39%	510
No	22.61%	149
TOTAL		659

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	39.49%	201
I use it to get home.	41.85%	213
I use it for errands, entertainment, or appointments.	80.16%	408
It's part of a longer trip I'm making.	38.11%	194
Other (please specify)	4.91%	25
Total Respondents: 509		

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ANSWER CHOICES	RESPONSES	
Always	17.52%	89
Usually	39.17%	199
Sometimes	35.63%	181
Rarely	7.09%	36
Never	0.59%	3
TOTAL		508

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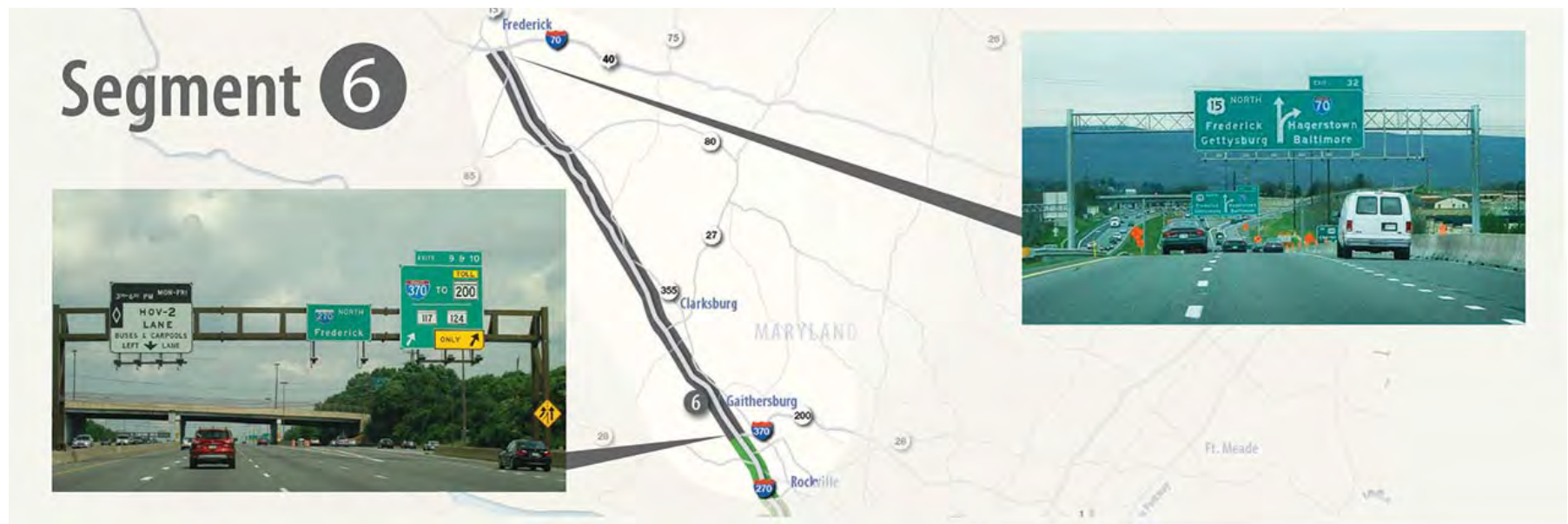
ANSWER CHOICES	RESPONSES	
I adjust my departure time	61.46%	311
I use an alternative route	56.52%	286
I do not make the trip	12.85%	65
I have no option to avoid congestion	36.36%	184
Other (please specify)	5.14%	26
Total Respondents: 506		

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ANSWER CHOICES	RESPONSES	
4+ times per week	36.74%	187
1-3 times per week	28.49%	145
1-3 times per month	26.52%	135
Less than once a month	8.25%	42
TOTAL		509

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ANSWER CHOICES	RESPONSES	
Yes	52.28%	344
No	47.72%	314
TOTAL		658

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ANSWER CHOICES	RESPONSES	
I use it to get to work.	34.12%	116
I use it to get home.	34.41%	117
I use it for errands, entertainment, or appointments.	65.29%	222
It's part of a longer trip I'm making.	53.53%	182
Other (please specify)	4.41%	15
Total Respondents: 340		

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ANSWER CHOICES	RESPONSES	
Always	21.66%	73
Usually	35.31%	119
Sometimes	34.12%	115
Rarely	8.01%	27
Never	0.89%	3
TOTAL		337

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ANSWER CHOICES	RESPONSES	
I adjust my departure time	61.76%	210
I use an alternative route	46.18%	157
I do not make the trip	13.24%	45
I have no option to avoid congestion	41.76%	142
Other (please specify)	5.59%	19
Total Respondents: 340		

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ANSWER CHOICES	RESPONSES	
4+ times per week	32.84%	112
1-3 times per week	17.30%	59
1-3 times per month	29.33%	100
Less than once a month	20.53%	70
TOTAL		341

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ANSWER CHOICES	RESPONSES	
Male	54.81%	336
Female	45.19%	277
TOTAL		613

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ANSWER CHOICES	RESPONSES	
Under 18	0.16%	1
18-24	2.10%	13
25-34	13.75%	85
35-44	22.98%	142
45-54	19.58%	121
55-64	22.01%	136
65+	19.42%	120
TOTAL		618

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ANSWER CHOICES	RESPONSES	
Montgomery County	70.84%	447
Prince George's County	7.92%	50
Fredrick County	6.81%	43
Howard County	1.74%	11
Northern Virginia	2.54%	16
Washington, DC	2.69%	17
Allegany County	0.16%	1
Anne Arundel County	0.79%	5
Baltimore City	1.74%	11
Baltimore County	1.74%	11
Calvert County	0.16%	1
Caroline County	0.00%	0
Carroll County	0.32%	2
Cecil County	0.00%	0

ANSWER CHOICES	RESPONSES	
Charles County	0.32%	2
Dorchester County	0.00%	0
Garrett County	0.16%	1
Harford County	0.00%	0
Kent County	0.00%	0
Queen Anne's	0.00%	0
Somerset County	0.00%	0
St. Mary's County	0.00%	0
Talbot County	0.32%	2
Washington County	0.48%	3
Wicomico County	0.16%	1
Worcester County	0.00%	0
I live outside of the metropolitan Washington region	0.32%	2
Other (please specify)	0.79%	5
TOTAL	631	

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ANSWER CHOICES	RESPONSES	
White or Caucasian	80.97%	468
Black or African American	7.44%	43
Hispanic or Latino	2.94%	17
Asian or Asian American	5.36%	31
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	3.29%	19
TOTAL		578



APPENDIX B: Preliminary Alternatives Outreach Materials



For Immediate Release

June 22, 2018

Contact: MDOT SHA Office of Communications, 410-545-0303

**MDOT SHA to Hold Public Workshops on
Preliminary Alternatives on I-495 & I-270 in
Montgomery and Prince George's Counties**

*Citizens Encouraged to Attend July Evening Workshops in
Greenbelt, Clarksburg, Capitol Heights, and Bethesda*

The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold its second round of public workshops in July for the *I-495 & I-270 Managed Lanes Study*, which considers improvements along two of the state's most congested highways, I-495 (Capital Beltway) and I-270 (Dwight D. Eisenhower Memorial Highway).

The study is part of MDOT SHA's statewide Traffic Relief Plan to reduce congestion. The National Capital region is one of the most congested in the nation with some of the highest commuting times being on I-495 and I-270. A preliminary range of alternatives to address congestion on I-495 and I-270 has been developed based on feedback from the public at the April Open Houses. At public workshops on July 17, 18, 24 and 25, MDOT SHA will present these alternatives and garner additional public input.

Beginning in March, MDOT SHA initiated the environmental study known as the *I-495 & I-270 Managed Lanes Study*, which includes I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge, and I-270 from I-495 to I-370 including the east and west spurs of I-270. This study is part of the larger I-495 & I-270 P3 Program, which will include a future study along I-270 from I-370 to I-70 beginning in 2019.

As part of the study, MDOT SHA has completed a scoping process that included comprehensive engagement with members of the public, elected officials, key stakeholders, and federal, state, regional and local agencies. Four open houses were held in April in Montgomery and Prince George's counties to solicit public input on the scope of the study, including the purpose and need, potential alternatives to be considered, and environmental impacts to be evaluated.

To continue to keep the public engaged, MDOT SHA will hold its next series of public workshops from 6:30 p.m. to 8:30 p.m. at these locations in Montgomery and Prince George's counties:

Tuesday, July 17

Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt MD 20770

Wednesday, July 18

Clarksburg High School
22500 Wims Road
Clarksburg MD 20871

Tuesday, July 24

Central High School
200 Cabin Branch Road
Capitol Heights MD 20743

Wednesday, July 25

Thomas W. Pyle Middle School
6311 Wilson Lane
Bethesda MD 20817

The workshops will outline the preliminary range of alternatives and the screening criteria to be used to evaluate the alternatives to be carried forward in the *I-495 & I-270 Managed Lanes Study*. The workshop formats will include static board displays, scheduled general presentations, and small working group tables. The general presentations will occur at 6:30 p.m. and 7:30 p.m. and last approximately 30 minutes. The boards and small working group tables will be available throughout the workshop with technical staff available for discussion of comments and questions.

Alternative descriptions and graphics featuring typical details of the potential improvements will be presented. A virtual workshop also will be available on the program website 495-270-p3.com starting July 17, 2018.

Further technical analysis will be conducted through the fall on the alternatives carried forward from the July workshops.

All workshops related to the study will be accessible to persons with disabilities. Any person requiring special assistance, such as a language interpreter, should contact (833) 858-5960 or via email at 495-270-P3@sha.state.md.us at least 48 hours before the workshop.

CONTACT INFORMATION: The public is welcome to comment on-line at the study's website (www.495-270-P3.com), via email at 495-270-P3@sha.state.md.us, or by hard copy during the workshops. Hard copy comments can also be mailed to the I-495 and I-270 P3 Office at the Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Mail Stop P-601, Baltimore MD 21202.

Lisa B. Choplin, DBIA

Director, I-495 and I-270 P3 Office

Maryland Department of Transportation State Highway Administration

707 North Calvert Street, Mail Stop P-601

Baltimore MD 21202

(833) 858-5960; 495-270-P3@sha.state.md.us

For more information on this project, please visit the project website 495-270-p3.com.

###

**MANAGED
LANES STUDY**

495

270

JOIN US AT ONE OF THESE PUBLIC WORKSHOPS!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation (MDOT) has introduced an innovative Traffic Relief Plan to reduce congestion, including on two of the state's most heavily traveled highways, I-270 and I-495. In March, MDOT State Highway Administration (MDOT SHA) initiated an environmental study called the I-495 & I-270 Managed Lanes Study, which includes I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge, and I-270 from I-495 to I-370 including the east and west spurs of I-270.

MDOT SHA recently completed the scoping process, which included an initial comprehensive engagement with members of the public, elected officials, key stakeholders, and federal, state, regional and local agencies. In April, Open Houses were held in Montgomery and Prince George's counties to solicit public input on the study. A Preliminary Range of Alternatives has been developed based on feedback from the public at the April Open Houses. In July, MDOT SHA will host public workshops to present these alternatives and garner additional public input.

MDOT SHA's July public workshops in Montgomery and Prince George's counties will present:

- Study status and schedule
- Purpose and Need summary
- Preliminary Range of Alternatives developed from the scoping process
- Screening Criteria to evaluate the alternatives

The meeting formats will include static board displays, scheduled general presentations, and small working group tables. The general presentations will occur at 6:30 p.m. and 7:30 p.m. and last approximately 30 minutes. The boards and small working group tables will be available throughout the meeting with technical staff available for discussion of comments and questions. Alternative descriptions and simple graphics featuring typical details of the potential improvements will be presented. **Environmental and property information will not be available at this stage of the study.** A virtual workshop will also be available on the program website 495-270-p3.com starting July 17, 2018.

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
6:30 p.m. – 8:30 p.m.

Thomas W. Pyle Middle School

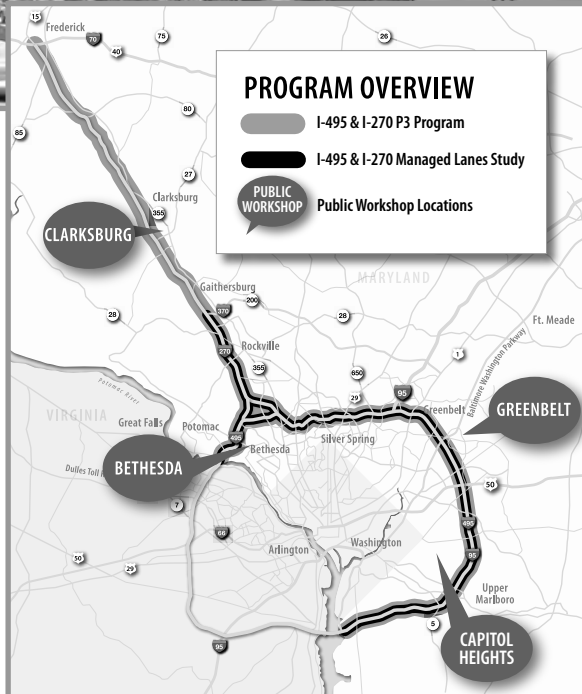
6311 Wilson Lane, Bethesda, MD 20817

PROGRAM OVERVIEW

 I-495 & I-270 P3 Program

 I-495 & I-270 Managed Lanes Study

 PUBLIC WORKSHOP
Public Workshop Locations



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 project toll-free number at 833-858-5960 by July 10, 2018.



JOIN US AT ONE OF THESE PUBLIC WORKSHOPS!

The National Capital region is one of the most congested in the nation with some of the highest commuting times. That's why the Maryland Department of Transportation (MDOT) has introduced an innovative Traffic Relief Plan to reduce congestion, including on two of the state's most heavily traveled highways, I-270 and I-495. In March, MDOT State Highway Administration (SHA) initiated an environmental study called the I-495 & I-270 Managed Lanes Study, which includes I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge, and I-270 from I-495 to I-370 including the east and west spurs of I-270.

MDOT SHA recently completed the scoping process, which included an initial comprehensive engagement with members of the public, elected officials, key stakeholders, and federal, state, regional and local agencies. In April, Open Houses were held in Montgomery and Prince George's counties to solicit public input on the study. A Preliminary Range of Alternatives has been developed based on feedback from the public at the April Open Houses. In July, MDOT SHA will host public workshops to present these alternatives and garner additional public input.

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Para recibir este boletín en Español, por favor envíe un correo electrónico a: 495-270-P3@sha.state.md.us. Por favor indique en el asunto del correo electrónico.



Scoping Open House Review and Report

The Maryland Department of Transportation State Highway Administration (MDOT SHA) is conducting the I-495 & I-270 Managed Lanes Study, which is following the National Environmental Policy Act (NEPA) process. In April, MDOT SHA held the first set of public workshops, called Scoping Open Houses, to introduce the study to the public and gather feedback on the potential environmental and transportation considerations to be explored by the study.

The Scoping Open Houses provided an informal setting where the community could speak to representatives from MDOT SHA and the study team. Comments from the public highlighted a desire to better understand the study goals and the types of roadway alternatives that may be developed as part of the study. These comments and more detail regarding the outcome of the scoping process can be found on the program website 495-270-p3.com.

Purpose & Need

MDOT SHA and the Federal Highway Administration (FHWA) developed the study purpose and need through a comprehensive process that included a review of past and existing studies, analyzing regional, environmental, and socioeconomic conditions, and feedback from the public and federal, regional, state, and local agencies. The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution 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. The study will address the following needs:

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

Additional capacity and improvements to enhance reliability must be financially viable. MDOT's traditional funding sources will be unable to effectively finance, construct,

operate, and maintain improvements of this magnitude. Revenue sources that provide adequate funding, such as pricing options, are needed to achieve congestion relief and address existing high travel demand.

Given the highly constrained area surrounding the interstates in the study area, MDOT SHA will work to avoid and minimize community, wetlands, waterways, cultural, noise, air quality and parkland impacts, and mitigate for impacts when not avoidable to the extent practicable. MDOT SHA will work with our federal, state, and local resource agency partners in a streamlined, collaborative, and cooperative way to meet all regulatory requirements to ensure the protection of significant environmental and community resources. More detailed information regarding the purpose and need is on the program website.

Alternatives

A Preliminary Range of Alternatives is being considered in the I-495 & I-270 Managed Lanes Study. These alternatives include the No-Build alternative and corridor-wide solutions that are intended to address congestion along I-495 and I-270, offer more travel mode choices, and enhance travel efficiency. A wide range of alternatives are being evaluated and will include adding general purpose lanes, managed lanes, and transit alternatives.

MDOT SHA developed Screening Criteria to evaluate the reasonableness of the range of alternatives. This screening evaluation will determine which alternatives are carried forward in the study. MDOT SHA is interested in hearing your input on the Preliminary Range of Alternatives presented at the July public workshops. Alternative descriptions and simple graphics featuring typical details of the potential improvements will be presented.

This Fall, the study team will complete further detailed technical evaluation on the alternatives carried forward including traffic, air, noise, environmental analyses, and identify potential effects to properties. The Team plans to present the detailed technical evaluations for public feedback to inform MDOT SHA in the identification of its Preferred Alternative at a later date.



Your Voice Counts. Your Feedback is Critical

A preliminary range of alternatives has been developed based on feedback from the public at the April Open Houses. In July, MDOT SHA will host public workshops to present these alternatives and the screening criteria that will be used to evaluate the alternatives to be carried forward. Your input at this next phase of outreach is critical in determining alternatives to be carried forward for further study.

In addition to the public workshops, the study team will reach out to the community beyond the traditional workshop format. You will find the MDOT SHA study team across the region, including at festivals and local civic events, where we will be capturing your feedback on the study. These events will ensure that we increase the diversity of ideas and gather your input on the study. Additionally, an online survey intended to capture public feedback will be available on the program website at **495-270-P3.com**.

What to expect in July?

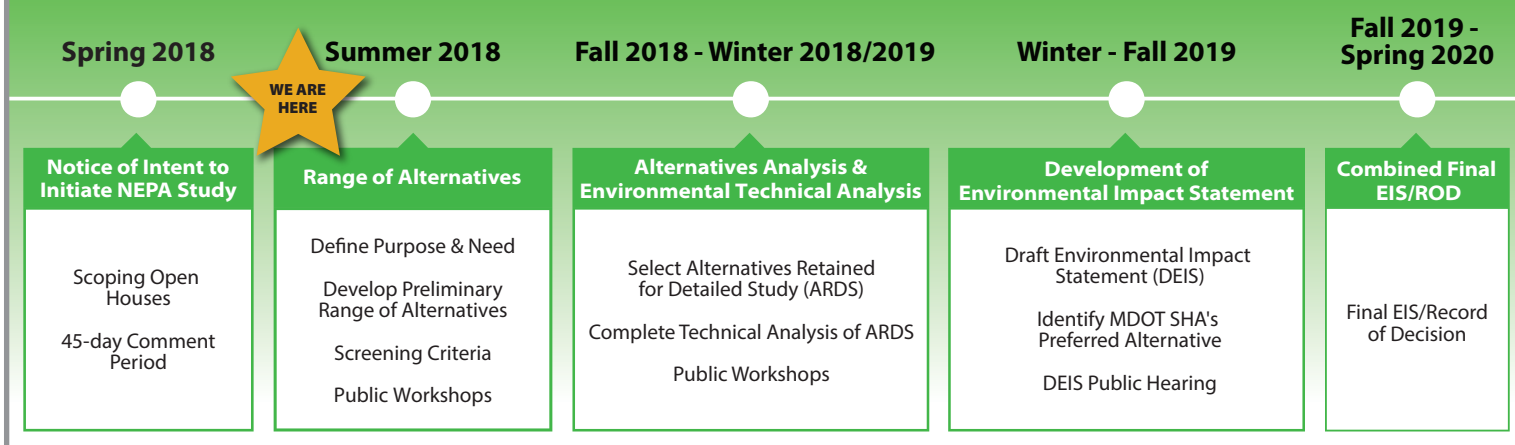
MDOT SHA is hosting a series of public workshops in Montgomery and Prince George's counties to present:

- Study status and schedule;
- Purpose and Need summary;
- Preliminary Range of Alternatives developed from the scoping process; and
- Screening Criteria to evaluate the alternatives

The meeting formats will include static board displays, scheduled general presentations, and small working group tables. The general presentations will occur at 6:30 p.m. and 7:30 p.m. and last approximately 30 minutes. The boards and small working group tables will be available throughout the meeting with technical staff available for discussion of comments and questions. Alternative descriptions and simple graphics featuring typical details of the potential improvements will be presented. **Environmental and property information will not be available at this stage of the study.** A virtual workshop will also be available on the program website **495-270-p3.com** starting July 17, 2018.



I-495 & I-270 MANAGED LANES STUDY TIMELINE



The website includes a contact page where you can request a presentation for your community association meeting.

如需<中文版>的简报, 请发电子邮件到 495-270-P3@sha.state.md.us。请在电子邮件主题栏标出

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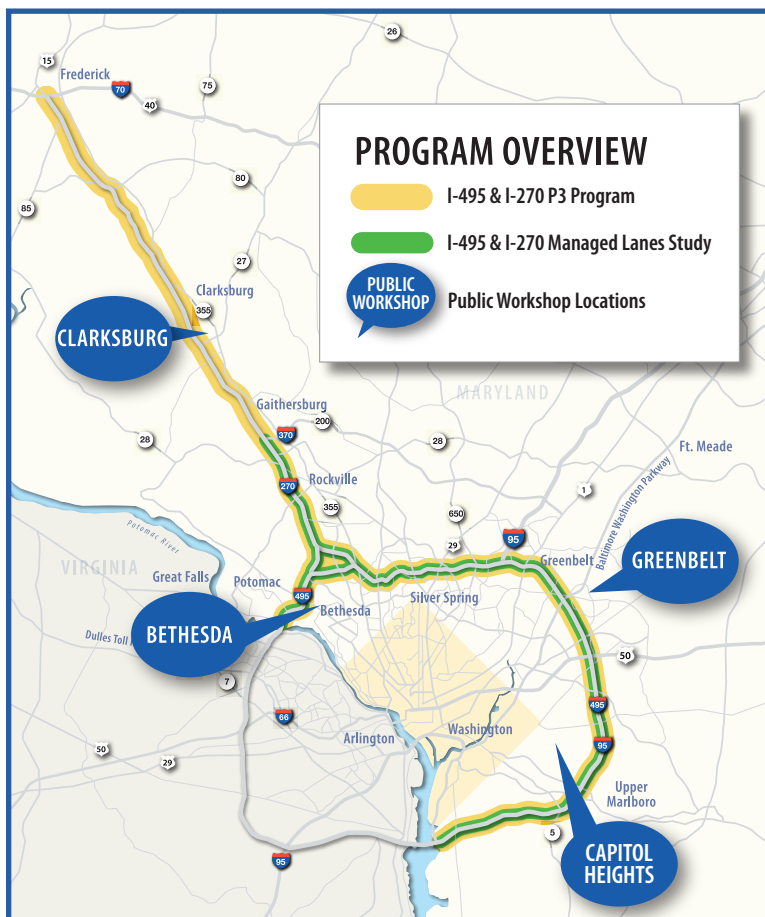
Để nhận được bản tin này bằng <tiếng Việt>, xin vui lòng gửi email đến: 495-270-P3@sha.state.md.us. Xin vui lòng biểu thị trong dòng tiêu đề email.

Para recibir este boletín en Español, por favor envíe un correo electrónico a: 495-270-P3@sha.state.md.us. Por favor indique en el asunto del correo electrónico.



495-270-P3.com

Study Newsletter



JOIN US AT ONE OF THESE PUBLIC WORKSHOPS!

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6:30 p.m. – 8:30 p.m.

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Stay Connected

- Visit the website at www.495-270-p3.com
- Submit a comment online or by mail to:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202

- Contact the study team via email at 495-270-P3@sha.state.md.us
- Call the study team toll free at **833-858-5960**
- Sign up for email notifications on the website at www.495-270-p3.com



WELCOME!

Alternatives Public Workshop for the I-495 & I-270 Managed Lanes Study

PURPOSE OF TODAY'S PUBLIC WORKSHOP

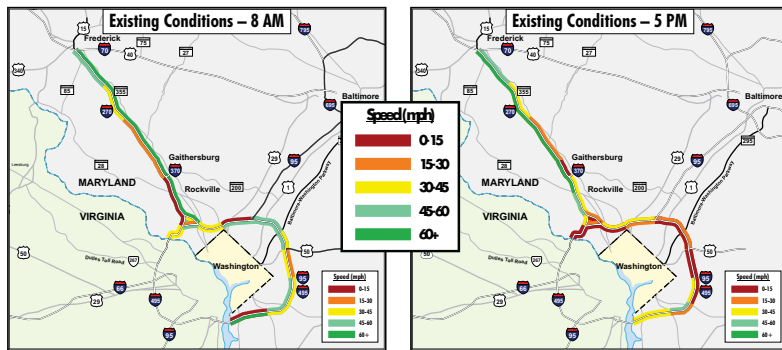
- Provide an update on the study status and schedule
- Provide a summary of the study Purpose and Need
- Present a Preliminary Range of Alternatives developed from the scoping process
- Present the Screening Criteria to evaluate the alternatives



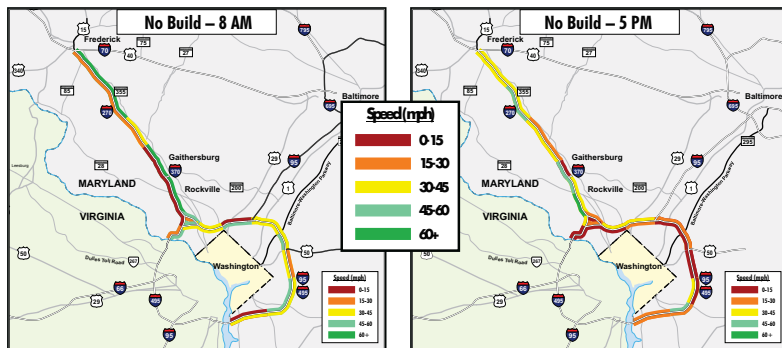
Future meetings will focus on detailed alternatives and environmental/property information.

TRAFFIC CONDITIONS

EXISTING



NO BUILD



- Top 5 highest volume freeway sections in Maryland are within study area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Study area includes several of the most unreliable freeway sections in Maryland (highly variable travel times day to day)
- Many sections experience speeds less than 15 mph under existing conditions and traffic is expected to deteriorate

Average Annual Daily Traffic (AADT)

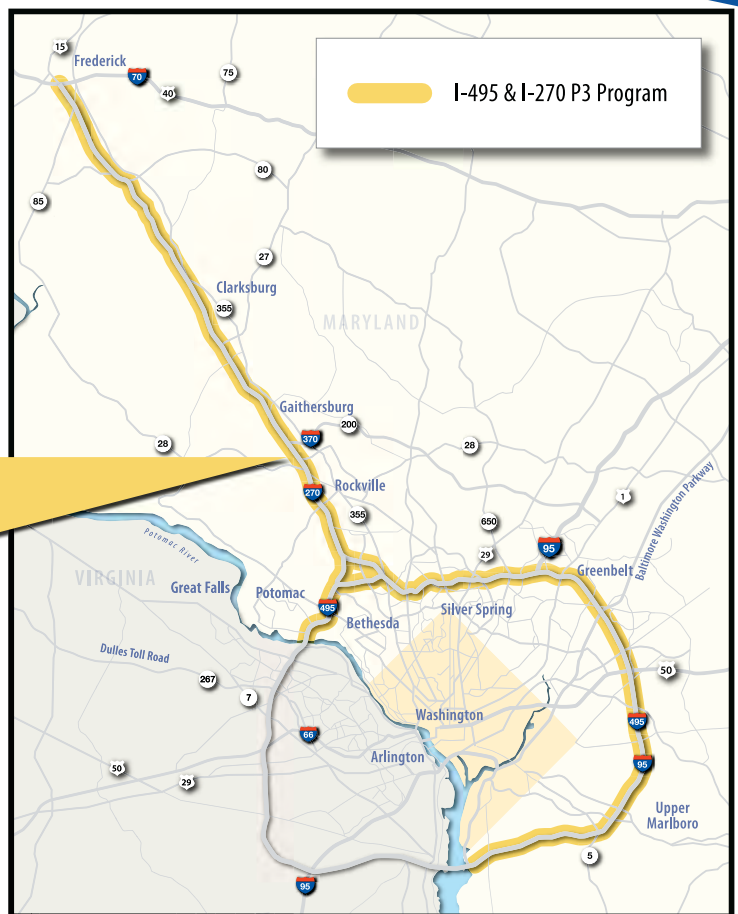
Location	2018	2040
I-270: I-370 to I-495	259,000	299,000
I-495: VA Line to I-270	253,000	282,000
I-495: I-270 to I-95	235,000	252,000
I-495: I-95 to MD 4	230,000	245,000



I-495 & I-270 P3 PROGRAM

The overall I-495 & I-270 Public-Private Partnership (P3) Program includes improvements for over 70 miles of interstate in Maryland including:

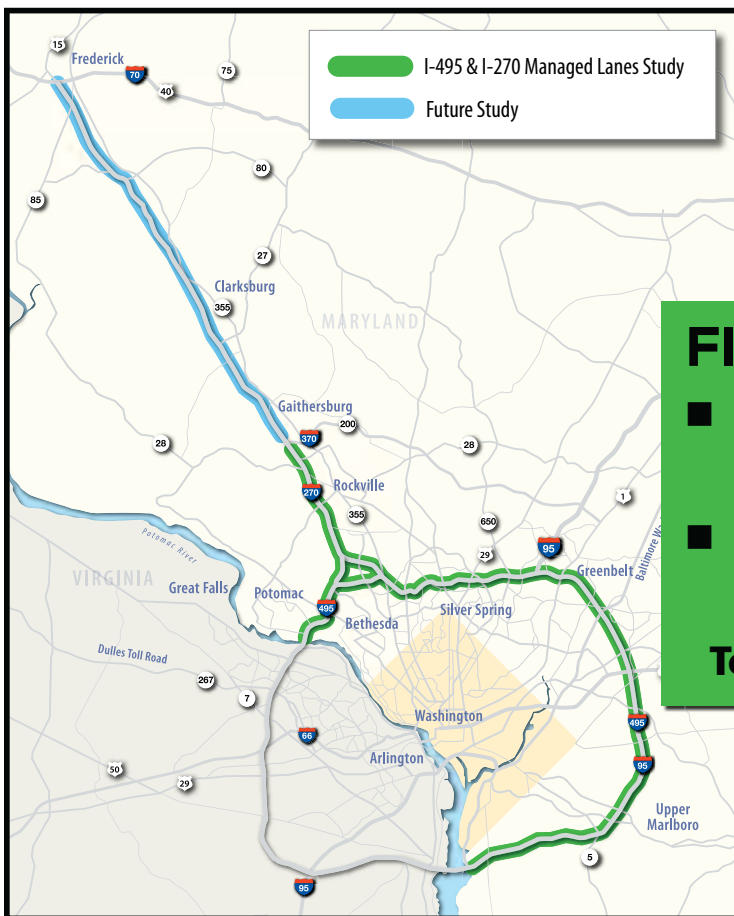
- I-495 (Capital Beltway) from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-70, including the east and west I-270 spurs



PUBLIC-PRIVATE PARTNERSHIP (P3)

- MDOT SHA will seek proposals from the private sector to enter into a Public-Private Partnership (P3) to develop innovative approaches to design, build, finance, operate, and maintain potential improvements developed through the I-495 & I-270 Managed Lanes Study
- Using a P3 encourages efficiencies and innovations to provide a better long-term value for the public in a shorter amount of time
- The state will use a competitive process to ensure the best value for the citizens of Maryland
- The state will maintain ownership of the transportation facilities and will ensure they meet their public functions





I-495 & I-270 MANAGED LANES STUDY

The first element of the P3 Program is the I-495 & I-270 Managed Lanes Study:

FIRST STUDY

- I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge
- I-270 from I-495 to I-370, including the east and west I-270 spurs

Today's meeting focuses on this study

FUTURE STUDY

- I-270 from I-370 north to I-70



THE NEPA PROCESS

- The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to evaluate the environmental impacts of their proposed actions
- The I-495 & I-270 Managed Lanes Study will include the development of an Environmental Impact Statement (EIS), which will document the potential natural, cultural, and socioeconomic impacts of the study's alternatives
- The Federal Highway Administration (FHWA) serves as the lead federal agency for the EIS
- The Maryland Department of Transportation State Highway Administration (MDOT SHA) is serving as the local project sponsor and joint lead agency



U.S. Department of Transportation
Federal Highway Administration



**STATE HIGHWAY
ADMINISTRATION**



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



THE NEPA PROCESS

Scoping

Gathering input to be included in the study



Preliminary Range of Alternatives and Screening

Development of preliminary alternatives and criteria used for evaluating those alternatives based on input from scoping process

Alternatives Retained for Detailed Study (ARDS)

Identification and development of Alternatives Retained for Detailed Study

Draft Environmental Impact Statement (DEIS)

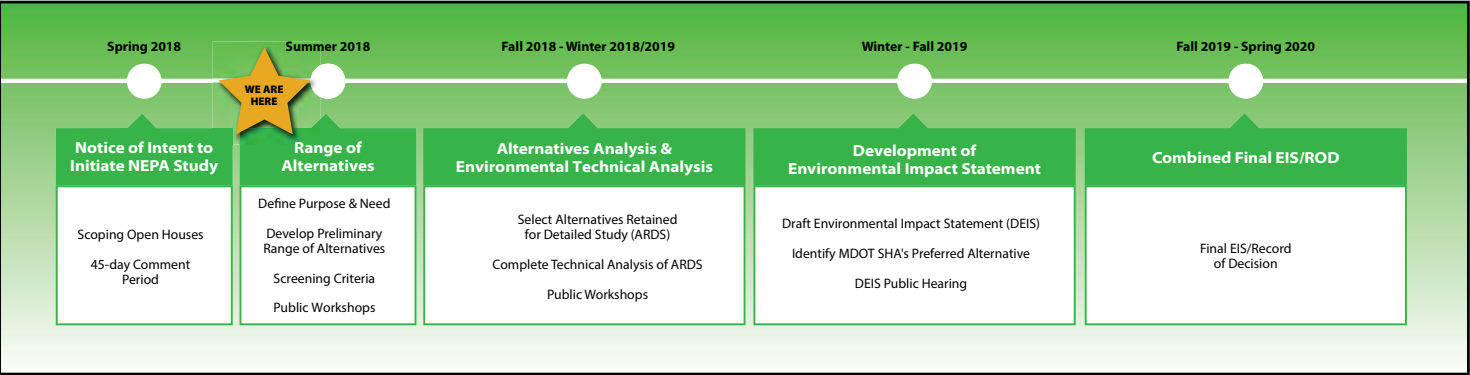
Evaluation and documentation of the natural, cultural and socioeconomic impacts of the ARDS and the MDOT SHA's Preferred Alternative

Combined Final EIS/Record of Decision (ROD)

Documentation of the impacts and mitigation for the Selected Alternative and, responses to comments received on the DEIS. This completes the NEPA Process



MANAGED LANES STUDY TIMELINE





SCOPING UPDATE

Scoping is the first step in the National Environmental Policy Act (NEPA) process. It provides opportunities for public and agency input on the purpose and need, potential alternatives, and environmental considerations to be addressed during the study.

The I-495 & I-270 Managed Lanes Study scoping occurred in Mid-March-Early May 2018 and included:

- Coordination meetings with local, State and federal agencies.
- Publication of a Notice of Intent (NOI) in the Federal Register on March 16, 2018.

- Launch of a website in March, which provided a study overview, contact information and the opportunity for the public to submit study-related comments and questions and to be added to the study mailing list.
- A series of four Open Houses designed to share study information and obtain community feedback. 374 citizens attended the Open Houses.

PUBLIC SCOPING COMMENTS

620 comments submitted from March 16 to May 1, 2018 including:

- 143 written comments at the Public Scoping Open Houses
- 126 comments via P3 study website and email and one letter received via mail
- 713 survey responses were received during the scoping period.
Note: 345 comments via the study survey
- Six comments by phone to the toll-free number



MAJOR THEMES FROM THE PUBLIC SCOPING COMMENTS

- Support for the study, specific recommendations, or fixing congestion
- Statements about tolls and partnership with the private sector
- Concerns with effects to the environment, noise, air, and properties
- Support for improvements to transit
- Questions about the study timeline and initial outreach

The Scoping Report, including a complete matrix of comments received, is available on the website under Environmental > Resources





PURPOSE & NEED

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution 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.

The study will address the following 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

Additional goals of the study include incorporating funding sources for financial viability and developing the study in an environmentally responsible manner.



TRANSPORTATION TERMINOLOGY

General purpose (GP) Lanes are lanes on a freeway or expressway that are open to all motor vehicles

Managed Lanes are highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions.

High-occupancy Vehicle Managed Lanes (HOV) are a highway or street lane reserved for the use of high-occupancy vehicles, a motor vehicle carrying at least two or more persons, including carpools, vanpools, and buses.

Priced Managed Lanes combines two highway management tools:

Congestion Pricing: The use of pricing to moderate demand during peak periods is common in sectors such as power and air travel. Similarly, the concept of value pricing within the highway sector involves the introduction of road user charges that vary with the level of congestion and/or time of day, providing incentives for motorists to shift some trips to off-peak times, less-congested routes, or alternative modes. Higher prices may also encourage motorists to combine lower-valued trips with other journeys or eliminate them entirely. When peak-period volumes are high, a shift in a relatively small proportion of trips can lead to substantial reductions in overall congestion levels and more reliable travel times.

Lane Management: The rationale for lane management is to maintain a superior level of service and provide an alternative to general-purpose lanes during peak travel periods. Lane management involves restricting access to designated highway lanes based on occupancy or vehicle type. By limiting the number of vehicles in designated lanes, it is possible to maintain a desirable level of traffic service. Managed lanes are separated from general-purpose lanes by differentiating pavement striping or physical barriers, with entry often but not always limited to designated locations.

Contraflow Lane is a managed lane operating in the opposite direction of the normal flow of traffic and designated for peak-direction travel; separated by pylons or movable barrier.

Reversible Lane is facility in which the direction of traffic flow can be changed at different times of the day to match peak direction of travel, typically inbound in the morning and outbound in the afternoon.

Transportation Systems Management (TSM) are actions that improve the operation and coordination of transportation services and facilities.

Travel Demand Management (TDM) is a variety of strategies, techniques, or incentives aimed at providing the most efficient and effective use of existing transportation services and facilities (e.g. rideshare and telecommuting promotion, managed lanes, preferential parking, road pricing, etc.)



High-occupancy Vehicle Lanes



Priced Managed Lanes



Contraflow Lanes



Reversible Lanes

PRELIMINARY RANGE OF ALTERNATIVES

ALTERNATIVE / DESCRIPTION

1

No Build (Existing):

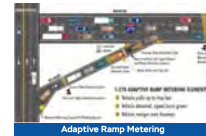
All projects in Constrained Long-Range Plan (CLRP) (including I-270 Innovative Congestion Management (ICM) improvements)



2

Transportation Systems Management (TSM) / Travel Demand Management (TDM):

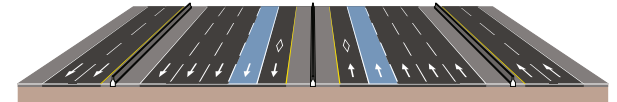
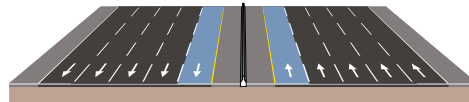
Solutions along I-495 and I-270: restriping within existing pavement, peak period shoulder use, ramp metering and Active Traffic Management (ATM) strategies



3

Add 1- General Purpose (GP) Lane:

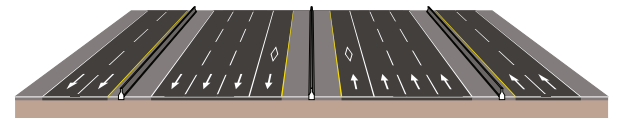
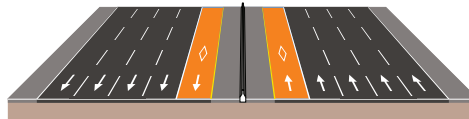
Add one general-purpose lane in each direction on I-495 and I-270



4

1-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:

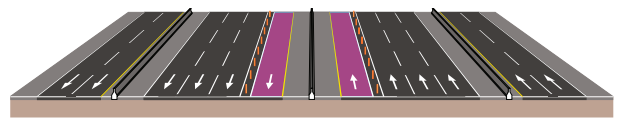
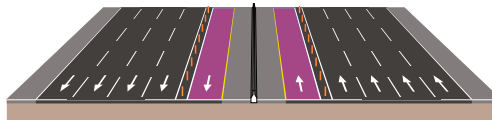
Add one HOV lane in each direction on I-495 and retain existing HOV lane in each direction on I-270



5

1-Lane, Priced Managed Lane Network:

Add one priced managed lane in each direction on I-495 and convert one existing HOV lane in each direction to a priced managed lane on I-270



Legend

- New GP Lanes
- New HOV Managed Lanes
- New Priced Managed Lanes
- Contraflow Lanes

* Note: Managed Lanes Could Include Buses

NOT TO SCALE

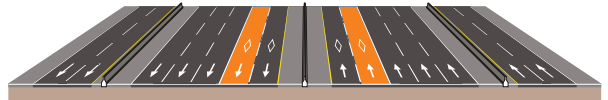
PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION

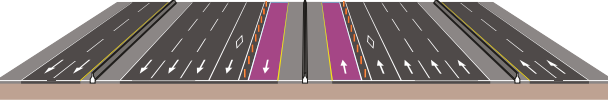
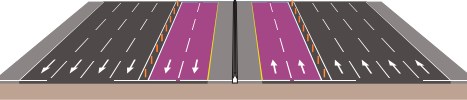
6 Add 2 General Purpose (GP) Lanes:
Add two general-purpose lanes in each direction on I-495 and I-270



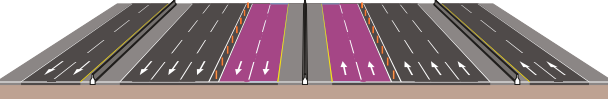
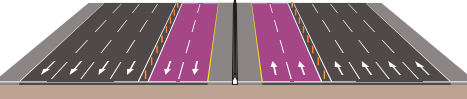
7 2-Lane, High-occupancy Vehicle (HOV) Managed Lane Network:
Add two HOV managed lanes in each direction on I-495 and retain one existing HOV lane and add one HOV managed lane in each direction on I-270



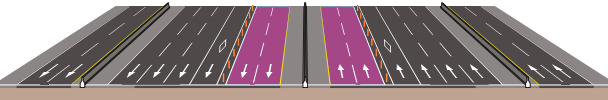
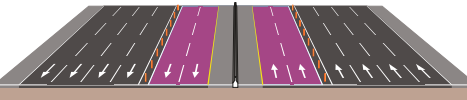
8 2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced and 1-Lane, HOV Managed Lane network on I-270 only
Add two priced managed lanes in each direction on I-495 and add one priced managed lane and retain one HOV lane in each direction on I-270



9 2-Lane, Priced Managed Lane Network:
Add two priced managed lanes in each direction on I-495 and convert one existing HOV lane to a priced managed lane and add one priced managed lane in each direction on I-270



10 2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only
Add two priced 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



Legend	
	New GP Lanes
	New HOV Managed Lanes
	New Priced Managed Lanes
	Contraflow Lanes
* Note: Managed Lanes Could Include Buses	

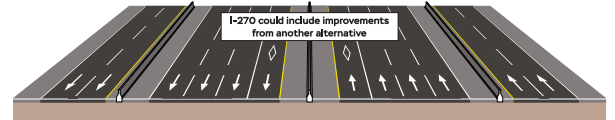
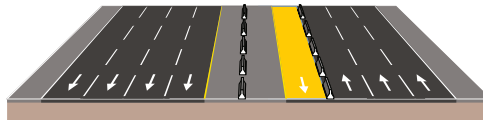
PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION

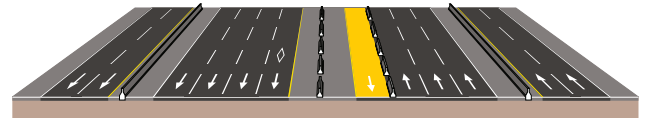
- 11** **Collector/Distributor on I-495:**
Physically separate traffic using collector-distributor (C-D) lanes, adding two GP lanes in each direction on I-495; retain existing lanes on I-270



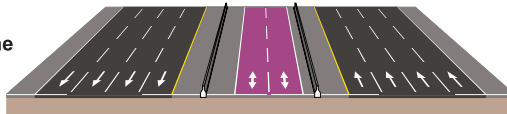
- 12A** **Contraflow on I-495:**
Convert existing general-purpose lane on I-495 to contraflow lane during peak periods



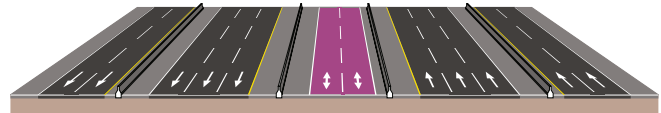
- 12B** **Contraflow on I-270:**
Convert existing HOV lane on I-270 to contraflow lane during peak periods while maintaining GP lanes



- 13A** **Priced Managed, Reversible Lane Network on I-495:**
Add two priced managed reversible lanes on I-495



- 13B** **Priced Managed, Reversible Lane Network on I-270:**
Convert existing HOV lanes to two priced managed reversible lanes on I-270 while maintaining GP lanes



Legend	
	New GP Lanes
	New HOV Managed Lanes
	New Priced Managed Lanes
	Contraflow Lanes

* Note: Managed Lanes Could Include Buses

PRELIMINARY RANGE OF ALTERNATIVES (continued)

ALTERNATIVE / DESCRIPTION

- 14A** Heavy Rail
- This alternative considers heavy rail transit parallel to the existing I-495 and/or I-270 corridors. Heavy Rail is a mode of transit service (also called metro, subway, rapid transit, or rapid rail) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails.



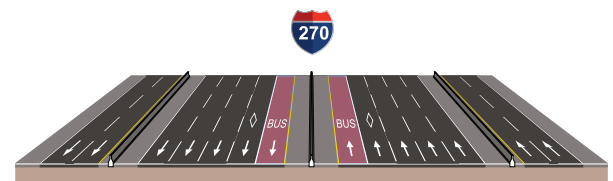
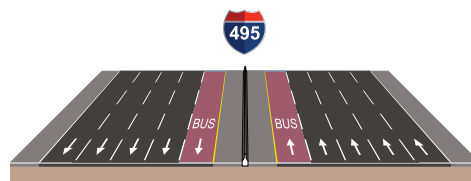
- 14B** Light Rail
- This alternative considers light rail transit parallel to the existing I-495 and/or I-270 corridors, such as the Purple Line currently under construction. Light Rail is a mode of transit service (also called streetcar, tramway, or trolley) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph and driven by an operator on board the vehicle.



- 14C** Fixed Guideway Bus Rapid Transit (Off Alignment)
- This alternative considers fixed guideway bus rapid transit (BRT) along a new alignment parallel to the existing I-495 and/or I-270 corridors. Bus Rapid Transit is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.



- 15** Dedicated Bus Managed Lane on I-495 and I-270 Roadways





SCREENING CRITERIA

Why do we screen the Preliminary Range of Alternatives?

The screening of alternatives is one of the key elements of the NEPA process to determine which alternatives will be carried forward to more detailed analysis in the DEIS.

The initial screening of alternatives will involve a general, qualitative assessment of each alternative to determine if it is reasonable or unreasonable, or if there is another similar alternative that would better meet the screening criteria.

The following criteria related to the study's Purpose and Need will be used to evaluate and screen the Preliminary Range of Alternatives.

ENGINEERING CONSIDERATIONS

- **Existing Traffic and Long-Term Traffic Growth:** Does the alternative accommodate existing traffic and long-term traffic growth?
- **Trip Reliability:** Does the alternative enhance travel time reliability?
- **Additional Travel Choice:** Does the alternative provide an additional travel choice while retaining full-time general-purpose lanes?
- **Ease of Useage for Travelers:** Will the alternative include complex operating configurations that could lead to driver confusion?

HOMELAND SECURITY

- Does the alternative provide additional capacity to assist in accommodating population evacuation?
- Does the alternative extend the ability to quickly coordinate a traffic response by allowing use by emergency responders?

MOVEMENT OF GOODS AND SERVICES

- Does the alternative improve the movement of goods via truck freight travel?

- Does the alternative enhance the movement of services by improving access to employment centers?

FINANCIAL VIABILITY

- Does the alternative have the potential to be financially self-sufficient?

MULTI-MODAL CONNECTIVITY

- Would the alternative enhance connectivity to and between existing transit facilities near the corridor?
- Could it accommodate new or modified transit service within the alternative?

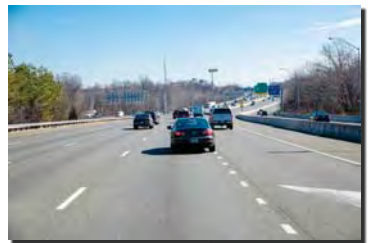
ENVIRONMENTAL

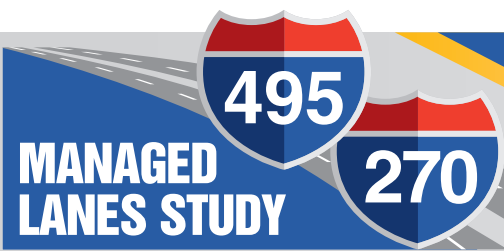
- Would the alternative require additional property?
- Would the alternative impact park properties?
- Would the alternative impact historic properties?
- Would the alternative impact wetlands and waters?



STAY CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the study team and provide comments:
 - By email at:
495-270-P3@sha.state.md.us
 - By calling toll free at:
833-858-5960
 - By mail at:
**Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202**





PUBLIC WORKSHOP

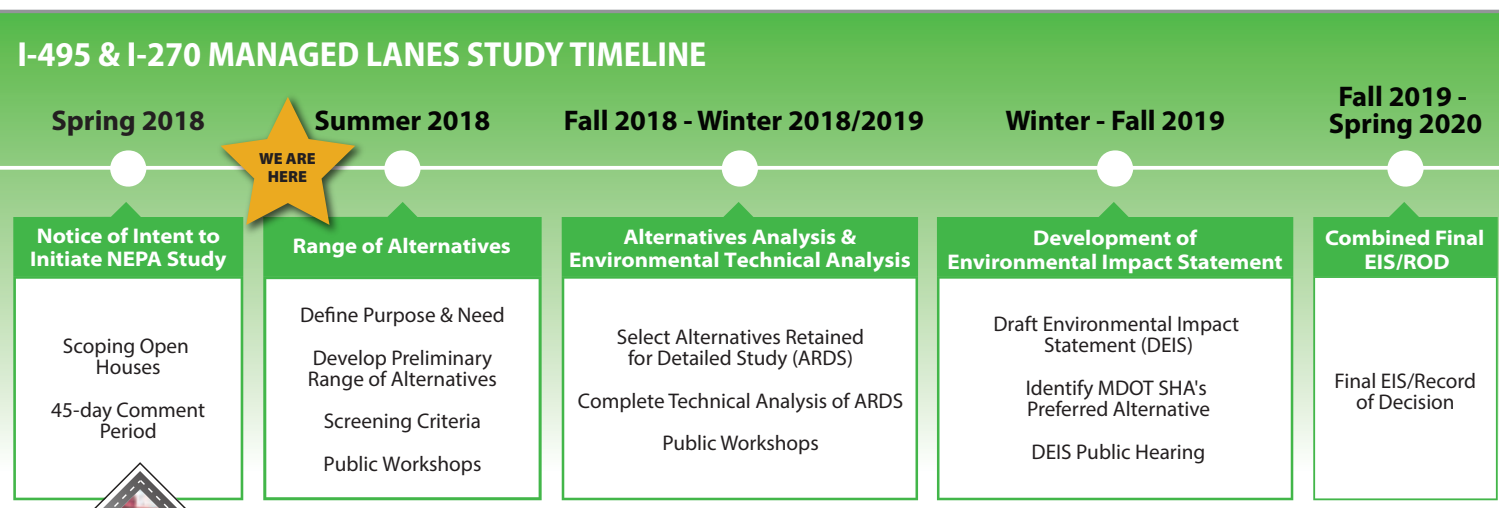
KEEPING YOU CONNECTED

- MDOT SHA is committed to keeping the public informed about this important study.
- The study team will reach out to the community beyond the traditional workshop format. You will find the MDOT SHA study team across the region at festivals and local civic events where we will be capturing feedback on the study. This will ensure that we increase the diversity of ideas and gather your input on the study.
- To learn more about the study, visit the project website at **495-270-P3.com**
- You can reach the study team and provide comments:

- **By email at:**
495-270-P3@sha.state.md.us
- **By calling toll free at:**
833-858-5960

- **By mail at:**
Maryland Department
of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

Visit the program website to take a survey on your goals for the program.



495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION



PUBLIC WORKSHOP



THANK YOU FOR JOINING US

I-495 & I-270 Managed Lanes Study

Tonight's meeting will:

- Provide an update on the study status and schedule
- Provide a summary of the study Purpose and Need
- Present a Preliminary Range of Alternatives developed from the scoping process
- Present the Screening Criteria to evaluate the alternatives

Future meetings will focus on detailed alternatives and environmental/property information.

LOOK INSIDE FOR IMPORTANT MEETING FORMAT INFORMATION



495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Tuesday, July 17, 2018

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Parkway, Greenbelt, MD 20770

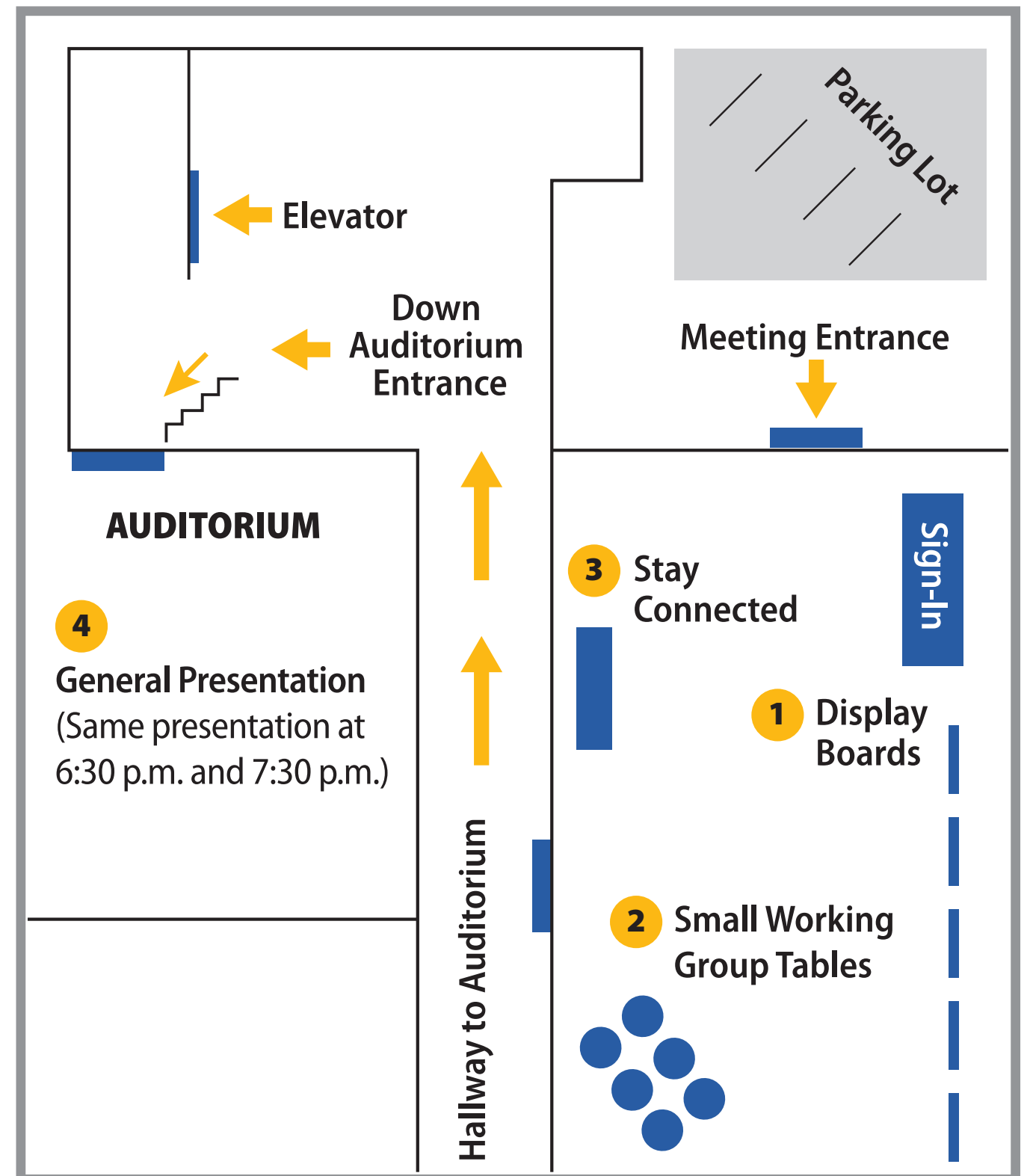


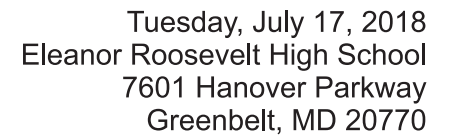
- 1 Display Boards** are available in the cafeteria. You can review the meeting materials at your own pace. Staff are available to answer questions.
- 2 Small Working Group Tables** are also available in the cafeteria. Staff are available at these tables for discussion, comments, and questions.
- 3 Stay Connected Comment Area** where you can provide written feedback for the study record.
- 4 A General Presentation**, lasting approximately 30 minutes, will occur in the auditorium at 6:30 p.m. and 7:30 p.m. The presentation will include the same information as shown on the display boards. Your specific questions can be discussed with project staff at the small working group tables following the presentation.

- Accommodating existing traffic and long-term traffic growth;
- Enhancing trip reliability;
- Providing additional roadway travel choices;
- Evaluating ease of usage for travelers;
- Accommodating Homeland Security by improving evacuation options and improving emergency response;
- Improving movement of goods and services by improving freight travel times and by improving access to employment centers;
- Addressing financial viability;
- Improving multi-modal connectivity by enhancing access to existing and planned transit; and
- Consideration of key environmental resources: need for additional right-of-way, and impacts to parks, historic properties, and wetlands and waters.






Eleanor Roosevelt High School - MEETING LAYOUT








	Good	Okay	Poor
1. The information presented was easy to understand?			
2. The presentation was informative and useful?			
3. The presenters responded well to my questions?			
4. Meeting information was in the language I requested?			
5. How can MDOT communicate more effectively?			




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?

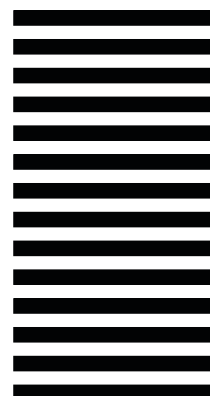
Good  Okay  Poor 

4. Meeting information was in the language I requested?

Good  Okay  Poor 

5. How can MDOT communicate more effectively?

Submit your Comments by August 27, 2018
You may use this form or send your comments electronically to
495-270-P3@sha.state.md.us via the website at **495-270-P3.com**.



ATTN: LISA B. CHOPLIN, DIRECTOR
I-495 & I-270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521




Please provide your comments on the specific alternatives below:


You can also view the online meeting with alternatives and provide comments on the program website 495-270-p3.com

Alternative 1 - No-Build (Existing)	Alternative 11 - Collector/Distributor on I-495
Alternative 2 - Transportation Systems Management (TSM) / Travel Demand Management (TDM)	Alternative 12A - Contraflow on I-495
Alternative 3 - Add 1- General Purpose (GP) Lane	Alternative 12B - Contraflow on I-270
Alternative 4 - 1-Lane, High-Occupancy Vehicle (HOV) Managed Lane Network	Alternative 13A - Priced Managed, Reversible Lane Network on I-495
Alternative 5 - 1-Lane, Priced Managed Lane Network	Alternative 13B - Priced Managed, Reversible Lane Network on I-270
Alternative 6 - Add 2 General Purpose Lanes (GP) Lanes	Alternative 14A - Heavy Rail
Alternative 7 - 2-Lane, High-Occupancy Vehicle (HOV) Managed Lane Network	Alternative 14B - Light Rail
Alternative 8 - 2-Lane, Priced Managed Lanes Network on I-495, 1-Lane Priced and 1-Lane, HOV Managed Lane Network on I-270 only	Alternative 14C - Fixed Guideway Bus Rapid Transit (Off Alignment)
Alternative 9 - 2-Lane, Priced Managed Lane Network	Alternative 15 - Dedicated Bus Managed Lane on I-495 and I-270 Roadways
Alternative 10 - 2-Lane, Priced Managed Lane Network and 1-Lane HOV Managed Lane Network on I-270 only	General Alternative Comments

APPENDIX C: Screened Alternatives Messaging Materials


Feb. 26 – Mar. 4 Ad Examples


Maryland State Highway Administra...
 Sponsored



The I-495 & I-270 Managed Lanes Study is recommending seven screened alternatives to deliver transformative congestion relief, improve economic development and quality of life through the region. View the video and provide your feedback by clicking learn more.... [More](#)

LEARN MORE

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The I-495 & I-270 Managed Lanes Study is recommending seven screened alternatives to...

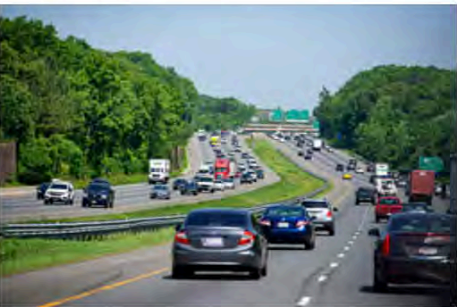


I-495 & I-270 Managed Lanes Study
Video presentation for the MDOT December 2018 International Industry Forum for I-495 &...

[LEARN MORE >](#)




Maryland State Highway Administration
 Sponsored

The I-495 & I-270 Managed Lanes Study is recommending seven screened alternatives to deliver transformative congestion relief, improve economic development and quality of life through the region. View the video and provide your feedback by clicking learn more.
#Fix495Now

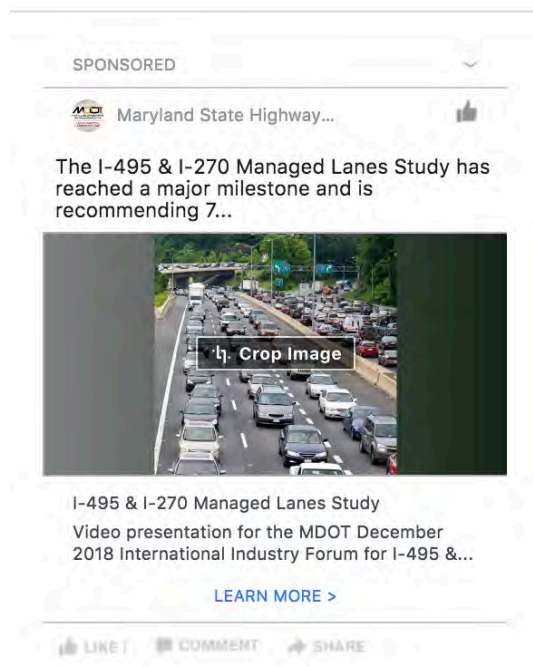
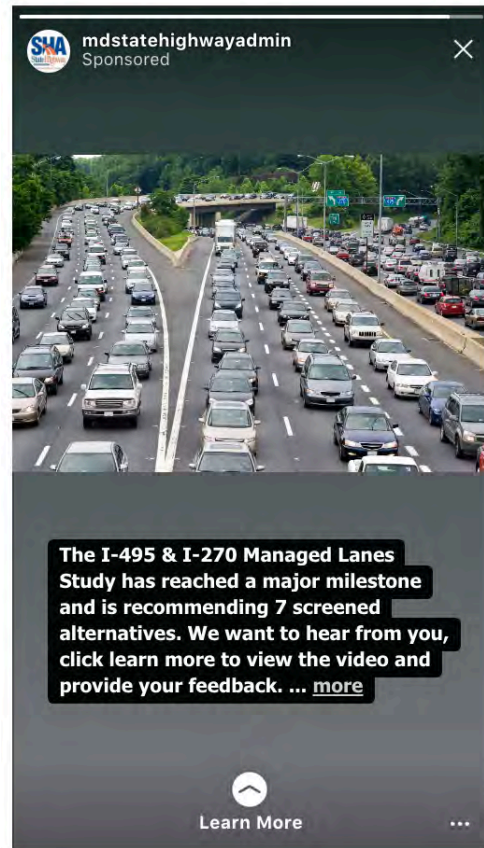


495-270-P3.COM
I-495 & I-270 Managed Lanes Study

[LEARN MORE](#)

 Like
  Comment
  Share

Mar. 4 – Mar. 11 Ad Examples



MANAGED LANES STUDY

495

270

Request a Presentation
at your Community
Association Meeting.
Contact Us! 833-858-5960
495-270-p3@sha.state.md.us

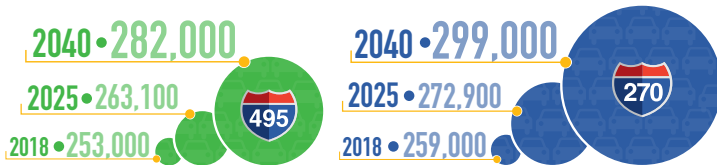
Study Newsletter

FEBRUARY 2019

MDOT SHA is Addressing Our Region's Congestion

Traffic congestion in the National Capital Region is among the worst in the nation. On I-495 and I-270, heavy traffic lasts between seven and ten hours every day. This gridlock extends onto local roads, as drivers look for ways to avoid the congestion.

Expected Growth in Average Annual Daily Traffic

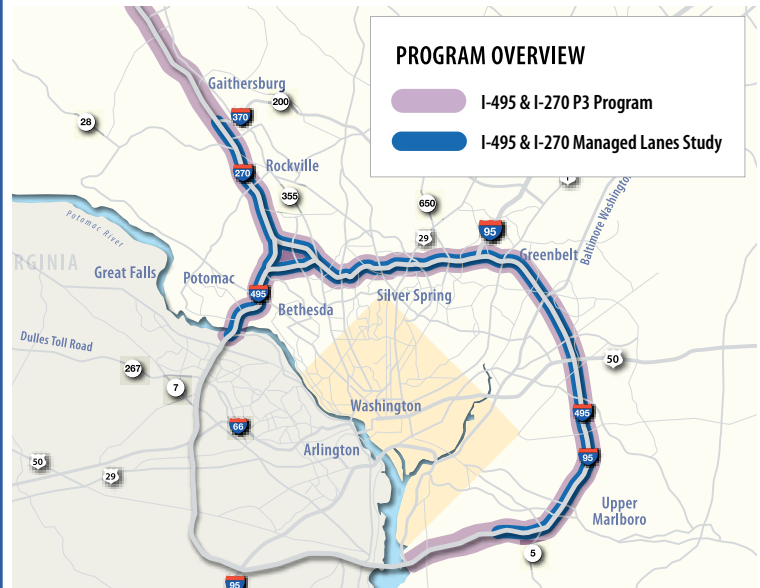


With regional population expected to grow by nearly 1.2 million people by 2040, the travel time for everyone's trip on I-495 and I-270 is expected to increase, further stressing the system.

Transportation studies show that both transit and highway improvements are required to meet future travel needs. For a highway system as extensive and vital as I-495 and I-270, the necessary investment for improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic. The consequence of inaction will severely impact the quality of life for Maryland's citizens, and dampen the State's economy.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have undertaken the I-495 & I-270 Managed Lanes Study to evaluate solutions that could accommodate traffic growth and provide more reliable travel times. Concurrent with the Study, MDOT SHA has begun a separate Public-Private Partnership (P3) process to enable the use of resources and innovation

Study Area Limits



The FHWA and MDOT SHA initiated the I-495 & I-270 Managed Lanes Study in March 2018. Since initiating the study, MDOT SHA has gathered additional traffic data to better refine the study limits to locations where heavy volumes of traffic enter and exit the highway. The refined limits are:

- Western Limit on I-495: south of George Washington Memorial Parkway
- Southern Limit on I-495: west of MD 5
- Northern Limit on I-270: north of I-370

from the private sector to design, build, finance, operate, and maintain these potential transportation improvements to address the Study goals.

I-495 & I-270 Managed Lanes Study Underway Evaluating Congestion Relief

The purpose of the I-495 & I-270 Managed Lanes Study is to develop a travel demand management solution 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. The FHWA and MDOT SHA are leading this Study, which is evaluating multiple alternatives to:

- Accommodate existing and future traffic growth
- Enhance trip reliability

- Provide additional roadway travel choices
- Accommodate homeland security, and
- Improve the movement of goods and services along these vital corridors.

Alternatives will also be evaluated to ensure they are financially viable and can be delivered in an environmentally responsible manner.



495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

How Did MDOT SHA Screen the Alternatives?

In Summer 2018, MDOT SHA presented the Preliminary Range of Alternatives to the public. Alternatives included the following elements:

- No Build
- General Purpose (GP) Lanes
- High Occupancy Vehicle (HOV) Lanes
- Priced Managed Lanes [either Express Toll Lanes (ETL) or High Occupancy Toll (HOT) Lanes]
- Reversible/Contraflow Lanes
- Stand-Alone Transit alternatives

To narrow the fifteen Preliminary Range of Alternatives, MDOT SHA performed an Initial Screening to determine each alternative's ability to meet the Study Purpose and Need. If

an alternative did not meet the Purpose and Need screening criteria, MDOT SHA recommended dropping it from further consideration. The screening criteria included engineering, homeland security, environmental considerations, movement of goods and services, financial viability, and multimodal connectivity.

Based on this Initial Screening, MDOT SHA recommends dropping a number of alternatives from further consideration and retaining seven Screened Alternatives for additional analysis. The MDOT SHA will perform this additional analysis to determine the traffic operations, financial viability, and potential effects to environmental resources. The MDOT SHA will present the results of this additional analysis in the upcoming public workshops and make recommendations on Alternatives Retained for Detailed Study (ARDS). The ARDS will be carried forward into the Draft Environmental Impact Statement (DEIS).

The alternatives screening process is illustrated below.



Alternatives Recommended to be Dropped from Further Consideration

The following alternatives were recommended to be dropped from further consideration. For a more detailed explanation regarding each of these alternatives, please visit the program website at 495-270-P3.com/environmental/alternatives

- **Transportation System Management and Transportation Demand Management**
- **High Occupancy Vehicle (HOV) Only Lanes**
- **General Purpose (GP) Lanes**
- **Collector-Distributor Lane Systems**
- **Contraflow Lanes**
- **Reversible Lanes on I-495**
- **Stand-Alone Transit alternatives** (heavy rail, light rail, bus rapid transit, and dedicated bus-only managed lanes)



The Public Continues to Provide Important Insight

In July 2018, MDOT SHA held four public workshops to discuss Study alternatives and gather input. The Alternatives Public Workshop Summary Report is now available on the program website. The Report includes and summarizes the public comments received during the Alternatives Public Workshop Comment Period, July 17 to August 27, 2018 and the results of the public survey conducted from June 18 to September 27, 2018.

The public will have another opportunity to comment on the Study this Spring 2019. Stay tuned to the program website 495-270-P3.com for more information as it becomes available.



Recommended Screened Alternatives

The MDOT SHA's Initial Screening recommends Alternatives 1, 5, 8, 9, 10, 13B, and 13C for further analysis and environmental evaluation. Although Alternative 1 does not meet the Study's Purpose and Need, it is being carried forward for baseline comparison purposes in accordance with the National Environmental Policy Act (NEPA). The seven recommended Screened Alternatives are detailed below:

Alternative 1	No Build
Alternative 5	1-Lane, HOT* Managed Lane Network on both I-495 & I-270
Alternative 8	2-Lane, ETL* Managed Lane Network on I-495; 1-ETL* and 1-Lane HOV Managed Lane on I-270
Alternative 9	2-Lane, HOT* Managed Lane Network on both I-495 & I-270
Alternative 10	2-Lane, ETL* Managed Lane Network on I-495 & I-270 plus 1-Lane HOV Managed Lane on I-270
Alternative 13B	2-Lane, HOT* Managed Lane Network on I-495; HOT* Managed, Reversible Lane Network on I-270
Alternative 13C	2-Lane, ETL* Managed Lane Network on I-495; ETL* Managed, Reversible Lane Network and 1-Lane HOV Managed Lane on I-270

*HOT Lanes or ETLs combine congestion pricing and lane management to control the number of vehicles entering the lane to keep traffic flowing. ETLs require all users to pay a toll whereas HOT lanes provide reduced tolls for HOVs with multiple people in them. When drivers choose to use the HOT lanes or ETLs, the general-purpose lanes can also move faster.

**Bus usage including consideration of additional express bus service will be examined in all ETL and HOT managed lanes alternatives to accommodate transit within the I-495 and I-270 roadways. MDOT has committed to working with the Washington Area Bus Transformation Project to incorporate the results of this separate project to identify bus transit improvements for I-495 and I-270.

The seven alternatives shown in the table above are being carried forward for detailed traffic, environmental, and financial analyses to determine each alternative's effectiveness at meeting the Study's Purpose and Need and the results will be presented at the upcoming public workshops. The alternatives that meet the screening criteria as established from the Purpose and Need will be carried forward in the Draft Environmental Impact Statement (DEIS) as the ARDS. Input from the environmental resource agencies and public regarding these results will be considered by FHWA and MDOT SHA prior to the identification of the Recommended Preferred Alternative in the DEIS.

More information on the recommended Screened Alternatives and those alternatives no longer being considered is available on the program website at 495-270-P3.com/environmental/alternatives.

Next Steps: Screened Alternatives Public Workshops



The MDOT SHA will hold a series of [public workshops in Spring 2019](#) to present detailed traffic, environmental, and financial analyses for the seven Screened Alternatives with recommendations on the ARDS.

The MDOT SHA team will guide attendees through the public workshops, presenting interactive map displays and hard copy maps to highlight the limits of disturbance of the recommended Screened Alternatives, and answer questions. A presentation will be given to highlight the Screened Alternatives process.



Following the Spring public workshops, MDOT SHA will evaluate the results from the ARDS, including public feedback, and identify the Recommended Preferred Alternative that will be in the DEIS. The MDOT SHA will hold formal Public Hearings where people can provide testimony and comments on the Preferred Alternative and the DEIS in winter 2020.

MANAGED LANES STUDY

Maryland Department of Transportation
State Highway Administration

I-495 & I-270 P3 Office

707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

495

270

Request a Presentation
at your Community
Association Meeting.
Contact Us! 833-858-5960
495-270-p3@sha.state.md.us

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Study Timeline

Spring 2018

Summer - Fall 2018

Winter - Spring 2019

Summer 2019 - Winter 2020

Winter - Fall 2020

Notice of Intent to Initiate NEPA Study

Scoping Open Houses

45-Day
Comment Period

Range of Alternatives

Define Purpose & Need
Develop Preliminary
Range of Alternatives
Screening Criteria
Public Workshops

Alternatives Analysis & Environmental Technical Analysis

Select Alternatives
Retained for Detailed
Study (ARDS)
Complete Technical
Analysis of ARDS
Public Workshops

WE ARE
HERE

Development of Environmental Impact Statement

Draft Environmental
Impact Statement (DEIS)
Identify MDOT SHA's
Preferred Alternative
DEIS Public Hearing

Combined Final EIS/ROD

Final EIS/Record
of Decision

Stay Connected



Visit 495-270-p3.com



Call **833-858-5960**



EMAIL Study team
495-270-P3@sha.state.md.us



Sign up for email
notifications on the
website 495-270-p3.com



Submit a comment online
495-270-P3.com or by mail to:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202



495-270-P3.com

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

[View this email in your browser](#)**February 15, 2019**

Greetings.

The National Capital Region Transportation Planning Board recognizes that transit alone cannot meet the travel demand in the region and a balanced transportation network including highway improvements is needed. In fact, the recently approved long range plan, known as Visualize 2045, identified expanding the express highway network as one of the seven transportation initiatives for a better future. [Click here to learn more on Visualize 2045](#). The Maryland Department of Transportation State Highway Administration (MDOT SHA) shares the perspective of the National Capital Region Transportation Planning Board and is committed to addressing the staggering amount of congestion along the I-495 and I-270 corridors – an issue that has been studied for decades.

In an effort to keep you updated on our current study, I wanted to share with you the latest edition of the MDOT SHA I-495 & I-270 Managed Lanes Study Newsletter.

February 2019 Newsletter

In July 2018, MDOT SHA presented the [Preliminary Range of Alternatives](#) at a series of public workshops in Montgomery and Prince George's counties. Since that time, MDOT SHA has performed an initial screening and reduced the Preliminary Range of Alternatives to seven recommended Screened

recommended to be dropped from further consideration and explains the screening process for those decisions.

View the Screened Alternatives Video

Throughout Winter 2019, further technical studies are being completed to determine the traffic operations, financial viability, and potential effects to environmental resources associated with the recommended Screened Alternatives. Once further analyses of the seven recommended Screened Alternatives are complete, MDOT SHA will hold another series of [public workshops in Spring 2019](#) to present the results of the additional analyses of the recommended Screened Alternatives and identify the remaining alternatives that will be retained for detailed study in the Draft Environmental Impact Statement (DEIS).

Public participation is encouraged so stay tuned to the program website and a follow-up email for more details about the Spring public workshops. We encourage you to share this information with your neighbors and local community. The newsletter can be downloaded on the program website here:

February 2019 Newsletter

Questions or comments on the managed lanes study may be provided anytime via the I-495 & I-270 P3 program email at 495-270-P3@sha.state.md.us and updated information on the study and public involvement opportunities can be found on the I-495 & I-270 P3 program website.

Visit the Program Website

Sincerely,

Gregory Slater
Administrator

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Our mailing address is:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

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Hello,

In the National Capital Region, heavy traffic lasts on I-495 & I-270 between 7 to 10 hours every day. The Maryland Department of Transportation State Highway Administration (MDOT SHA) is committed to addressing our region's congestion by providing improvements on I-495 and I-270. Improvements are being developed under the I-495 & I-270 Public-Private Partnership (P3) Program.

We are committed to keeping you informed on our efforts. The MDOT SHA plans to release the recommended Screened Alternatives for the I-495 & I-270 Managed Lanes Study later this month. We are also planning multiple public workshops in early Spring to present our analysis for the recommended Screened Alternatives with recommendations for the Alternatives to be Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement.

While we will be providing a newsletter and online video later this month updating you on the recommended Screened Alternatives and will be providing specific details for the public workshops in March, our team wants to provide your community with the opportunity to speak directly with MDOT SHA about the P3 Program. If you are interested in scheduling a presentation, please email us at 495-270-P3@sha.state.md.us or call us at 833-858-5960. We encourage your community to invite other nearby community associations so we can get as much input about issues that are important to your neighborhoods.

The MDOT SHA values your feedback on the I-495 and I-270 P3 Program, including the I-495 & I-270 Managed Lanes Study, and will continue to provide the public opportunities to be involved in this transformative effort. Questions or comments may be provided anytime via the I-495 and I-270 P3 Program email at 495-270-p3@sha.state.md.us. Updated information on the P3 Program

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Sincerely,

Lisa B. Choplin

Director, I-495 & I-270 P3 Office



495-270-P3.com



MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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Our mailing address is:

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State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

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APPENDIX D: Recommended ARDS Outreach Materials



Contact: MDOT SHA Office of Communications, 410-545-0303

MDOT SHA to Hold Six Public Workshops on Alternatives for the I-495 & I-270 Managed Lanes Study in Montgomery County and Prince George's County

For Immediate Release - March 7, 2019

The Maryland Department of Transportation State Highway Administration (MDOT SHA) will hold its next round of public workshops in April for the I-495 & I-270 Managed Lanes Study, which considers improvements along two of the state's most congested highways, I-495 (Capital Beltway) and I-270 (Dwight D. Eisenhower Memorial Highway).

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today on average, travelers experience seven hours of congestion daily on I-270. The duration is even worse on I-495 with travelers experiencing 10 hours of congestion daily.

To address this congestion, 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. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

Since presenting the [Preliminary Range of Alternatives](#) in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to seven recommended Screened Alternatives. Public workshops are being held to present the traffic, environmental, and financial analyses for the [recommended Screened Alternatives](#) along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.

The upcoming April 2019 public workshops, will give the public another opportunity to provide input to MDOT SHA, specifically on the alternatives to be retained for detailed study. In response to public feedback, MDOT SHA has added more public workshop dates and times including opportunities for the public to meet on Saturdays in both Montgomery and Prince George's counties.

Public workshops will be held at the following locations and times in Montgomery and Prince George's counties:

Thursday, April 11, 2019

6:30 p.m. – 8:30 p.m.

Prince George's Sports and Learning Complex
8001 Sheriff Rd.
Landover, MD 20785

Saturday, April 13, 2019

10:00 a.m. – 12:00 p.m.

Pyle Middle School
6311 Wilson Ln.
Bethesda, MD 20817

Tuesday, April 23, 2019

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Pkwy
Greenbelt, MD 20770

Wednesday, April 24, 2019

6:30 – 8:30 p.m.

Eastern Middle School
300 University Blvd, East
Silver Spring, MD 20901

Thursday, April 25, 2019

6:30 – 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy
Rockville, MD 20850

Saturday, April 27, 2019

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Lane
Suitland-Silver Hill, MD 20746

The workshop materials will include informational displays, handouts, and interactive and hard copy mapping. Staff will be available to answer questions. During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.

CONTACT INFORMATION: The public is also encouraged to comment online at www.495-270-P3.com, via email at 495-270-P3@sha.state.md.us, or by hard copy during the workshops.

Hand written comments will be received at the public workshops or verbal comments may be provided to a court reporter. Comments from the meeting can also be mailed to:

I-495 and I-270 P3 Office
Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore MD 21202

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 project toll-free number at 833-858-5960 by April 1, 2019.

For more information, please visit www.495-270-p3.com.

###



For Immediate Release

Contact: MDOT SHA Office of Communications, 410-545-0303

**I-495 and I-270 Travelers Could See Dramatic Time Savings on Their Future Commutes
with the State's Regional Congestion Relief Plans**

***MDOT SHA to Host First of Eight Managed Lanes Study Public Workshops
Tonight in Landover***

April 11, 2019 - Tonight, the Maryland Department of Transportation State Highway Administration (MDOT SHA) is holding the first of eight public workshops in April and May, to present the results of preliminary traffic and environmental studies for the I-495 & I-270 Managed Lanes Study. The MDOT SHA has been studying seven Screened Alternatives (as announced in February) and is proposing to carry all seven forward as the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement.

“Maryland needs to address congestion in the DC region now,” said MDOT SHA Administrator Greg Slater. “If we don’t find a solution now, Marylanders will be sitting in traffic for many years to come – and that would be unfortunate. With the Managed Lanes Study, possible solutions for an improved transportation network and accessibility to transit options are being analyzed. With this Study along with the Purple Line and other transportation efforts, MDOT is seeking to implement a connected network of choices for Maryland travelers, and businesses. The I-495 and I-270 traffic relief studies are about giving people time back in their lives and providing them with a reliable trip. Who doesn’t need time back in their day?”

A recent report released by the national transportation research nonprofit TRIP showed the average commuter in the Washington national Capital Region loses 87 hours to congestion annually. Analyses for the I-495 & I-270 Managed Lanes Study show that the hours lost to congestion will continue to grow for commuters on I-495 and I-270 under the no-build alternative. Preliminary analyses for the build alternatives under study for the I-495 & I-270 Managed Lanes Study show the average savings per commuter on I-495 and I-270 would vary from 45 hours to 73 hours per year.

Congestion relief would also be expected on many of the local arterial roads due to reduced demand and less cut-through traffic, with up to nearly a 7% reduction in delays projected on the local roadway network on a daily basis in 2040.

Detailed traffic data will be presented at the workshops to demonstrate how each of the ARDS would affect travel along I-495, I-270, and throughout the region. Workshop attendees will have the opportunity to see how each alternative could improve their specific commute on I-495 and I-270 in the future by using a “My Commute” calculator tool that will be available at all of the workshops.

The MDOT SHA has added two workshops in May, in addition to the six in April. The workshops will be held at the following dates and times:

Thursday, April 11, 2019

6:30 p.m. – 8:30 p.m.

Prince George’s Sports and Learning Complex

8001 Sheriff Rd.

Landover, MD 20785

Saturday, April 13, 2019

10:00 a.m. – 12:00 p.m.

Pyle Middle School

6311 Wilson Ln.

Bethesda, MD 20817

Tuesday, April 23, 2019

6:30 p.m. – 8:30 p.m.

Eleanor Roosevelt High School

7601 Hanover Pkwy.

Greenbelt, MD 20770

Wednesday, April 24, 2019

6:30 p.m. – 8:30 p.m.

Eastern Middle School

300 University Blvd, East

Silver Spring, MD 20901

Thursday, April 25, 2019

6:30 p.m. – 8:30 p.m.

Thomas Wootton High School

2100 Wootton Pkwy.

Rockville, MD 20850

Saturday, April 27, 2019

10:00 a.m. - 12:00 p.m.

Suitland Community Center

5600 Regency Ln.

Suitland-Silver Hill, MD 20746

Tuesday, May 14, 2019
6:30 p.m. – 8:30 p.m.
Oxon Hill High School
6701 Leyte Dr.
Oxon Hill, MD 20745

Thursday, May 16, 2019
6:30 p.m. – 8:30 p.m.
Seneca Valley High School
19401 Crystal Rock Dr.
Germantown, MD 20874

The MDOT SHA study team will be available at each of the eight workshops, including two on Saturdays, to answer questions about the alternatives analysis. Large-format maps will be available via paper displays and digitally on large screens and iPads. The workshops will also feature educational display boards and two identical short presentations, each followed by an opportunity for brief general questions and answers.

The MDOT SHA will have comment cards available for people wishing to provide a documented written comment and a verbatim reporter to take verbal comments. Feedback is also welcome throughout the study online at 495-270-P3.com, via email at 495-270-P3@sha.state.md.us or through the mail to:

I-495 and I-270 P3 Office
Maryland Department of Transportation State Highway Administration
707 North Calvert Street, Mail Stop P-601
Baltimore, MD 21202

For more information about the recommended Screened Alternatives, including the screening criteria and process, as well as all of the display boards and a video of the presentation, visit the program website at 495-270-p3.com.

###

MANAGED LANES STUDY

495

270

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, 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. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

Since presenting the Preliminary Range of Alternatives in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to seven recommended Screened Alternatives. Public workshops are being held to present the traffic, environmental, and financial analyses for the recommended Screened Alternatives along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.



www.495-270-p3.com



APRIL PUBLIC WORKSHOPS

Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's Counties:

Thursday, April 11th

6:30 p.m. - 8:30 p.m.

Prince George's Sports & Learning Complex
8001 Sheriff Rd
Landover, MD 20785

Saturday, April 13th

10:00 a.m. - 12:00 p.m.

Thomas Pyle Middle School
6311 Wilson Ln
Bethesda, MD 20817

Tuesday, April 23th

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Parkway
Greenbelt, MD 20770

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E
Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy
Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln
Suitland-Silver Hill, MD 20746



MEETING FORMAT

- The MDOT SHA team will guide attendees through the workshop materials that will include informational displays, handouts, and interactive and hard copy mapping. Staff will be available to answer questions.
- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- A virtual workshop will also be available on the program website 495-270-p3.com starting April 11, 2019.
- Comments will be accepted at the public workshops and online. Throughout the study we welcome your feedback. Provide your comments:



Email Study Team: 495-270-P3@sha.state.md.us



Submit a comment online 495-270-P3.com or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601 Baltimore, MD 21202

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 project toll-free number at 833-858-5960 by April 1, 2019.

MANAGED LANES STUDY

495

270



ABOUT THE STUDY

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, 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. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to west of MD 5 and includes I-270 from I-495 to I-370.

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Greenbelt, MD 20770

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E
Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy
Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln
Suitland-Silver Hill, MD 20746



MEETING FORMAT

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- A virtual workshop will also be available on the program website [495-270-p3.com](https://www.mdot.org/495-270-p3) starting April 11, 2019.
- Comments will be accepted at the public workshops and online. Throughout the study we welcome your feedback. Provide your comments:



Email Study Team: 495-270-P3@sha.state.md.us



Submit a comment online [495-270-P3.com](https://www.mdot.org/495-270-p3) or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office 707 North Calvert Street, Mail Stop P-601 Baltimore, MD 21202



www.495-270-p3.com

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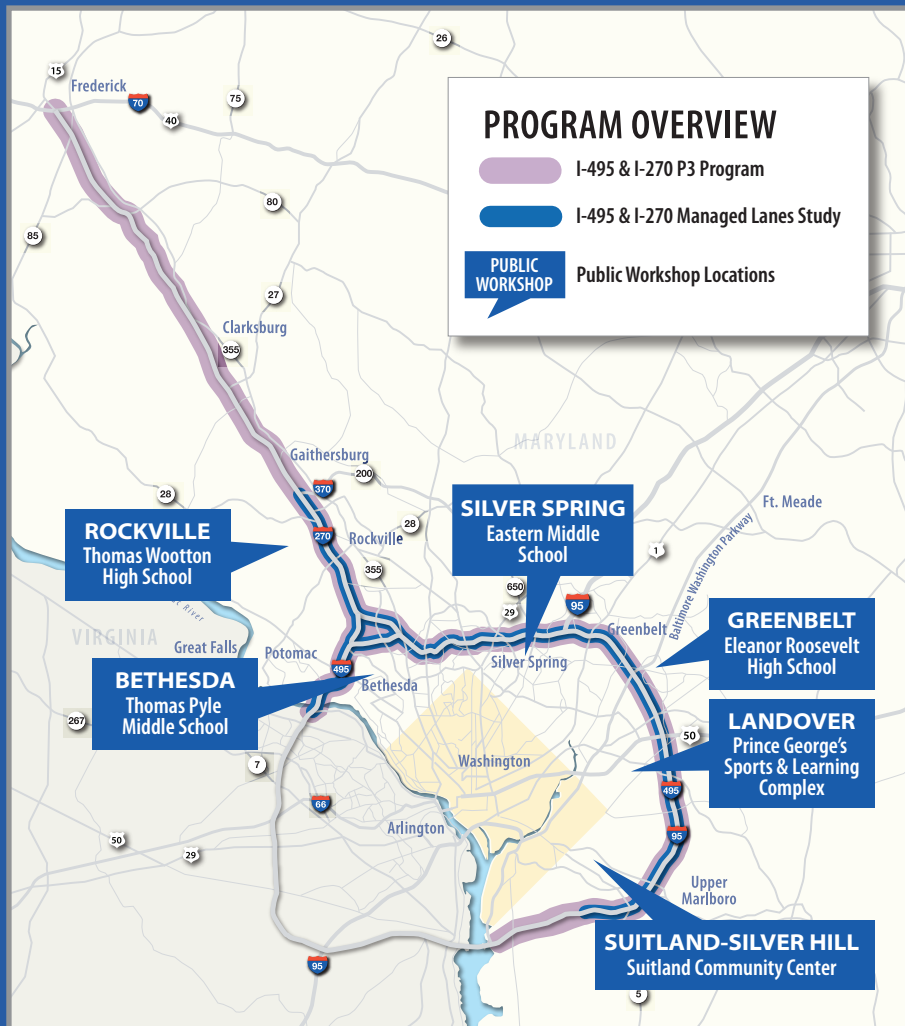
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如需<中文版>的简报，请发电子邮件到 495-270-P3@sha.state.md.us。请在电子邮件主题栏标出

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Để nhận được bản tin này bằng <tiếng Việt>,,
xin vui lòng gửi email đến:
495-270-P3@sha.state.md.us. Xin vui
lòng biểu thị trong dòng tiêu đề email.

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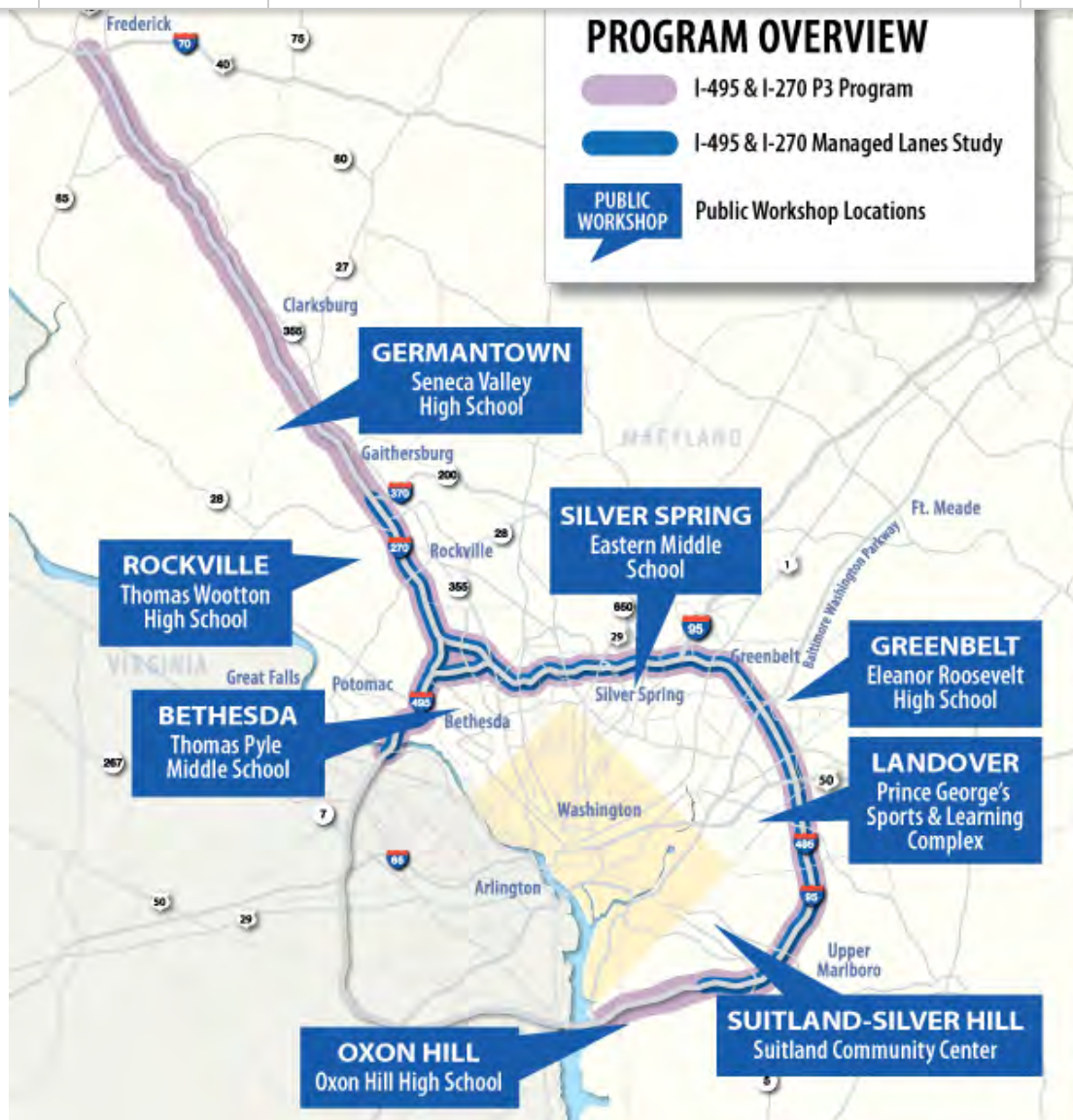
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April 10, 2019

FHWA and MDOT SHA to Hold Eight Public Workshops on Alternatives for the I-495 & I-270 Managed Lanes Study in Montgomery and Prince George's Counties.

Please plan to attend one of the eight public workshops in Montgomery and Prince George's Counties. We have also planned two Saturday meetings to accommodate busy schedules, which was a popular request in the last round of meetings.

**VIEW THE SPRING PUBLIC WORKSHOPS
DATES & LOCATIONS**



- The MDOT SHA team will guide attendees through the workshop materials that will include informational displays and handouts, with interactive and hard copy mapping. Staff will be available to answer questions.
- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturdays, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- Comments will be accepted at the public workshops through hard copy and online comment forms and by email and mail. Throughout the study, we welcome your feedback.

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BACKGROUND

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

To address this congestion, 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. This study is looking to provide a solution that addresses congestion, improves trip reliability, and enhances existing and planned mobility and connectivity for other modes of travel including transit. The study begins on I-495 south of the George Washington Memorial Parkway in Virginia, and includes addressing the serious regional bottleneck at the American Legion Bridge, and extends to the west of MD 5 and includes I-270 from I-495 to I-370.

Since presenting the [Preliminary Range of Alternatives](#) in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to [seven recommended Screened Alternatives](#). Public workshops are being held to present the traffic, environmental, and financial analyses for the recommended Screened Alternatives along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.

CONTACT US

A virtual workshop will also be available on the program website starting **April 11, 2019**.

For more information on the I-495 & I-270 Managed Lanes Study, visit the Program Website.

VISIT THE PROJECT WEBSITE

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REQUEST FOR ASSISTANCE: The Maryland Relay Service can assist telephone 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 project toll-free number at 833-858-5960.

**495-270-P3.com****MARYLAND DEPARTMENT OF TRANSPORTATION****STATE HIGHWAY ADMINISTRATION**

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Our mailing address is:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202

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March 6, 2019

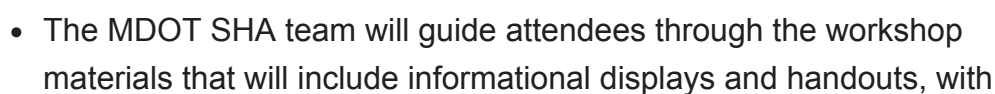
Dear Elected Official:

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

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VIEW THE APRIL PUBLIC WORKSHOPS DATES & LOCATIONS



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- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- Comments will be accepted at the public workshops through hard copy and online comments forms and by email and mail. Throughout the study, we welcome your feedback.

CONTACT US

A virtual workshop will also be available on the program website starting **April 11, 2019**.

For more information on the I-495 & I-270 Managed Lanes Study, visit the Program Website.

VISIT THE PROGRAM WEBSITE

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 project toll-free number at 833-858-5960 by April 1, 2019.*



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STATE HIGHWAY ADMINISTRATION

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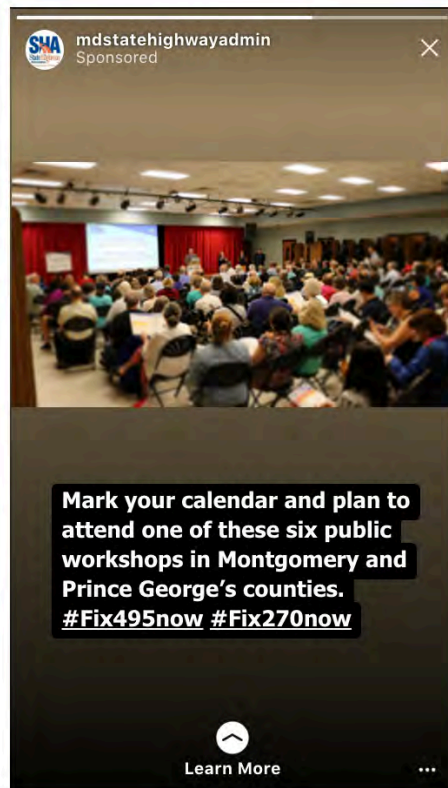
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Paid Social Media Plan (Facebook and Instagram)

March 8, 2019

5. Maryland Residents mark your calendars! You are invited to attend MDOT SHA's Public Workshop on Thursday, April 11th at Prince George's Sports & Learning Complex. #Fix495now #Fix270now





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Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's counties. [#Fix495now](#) [#Fix270now](#)



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Click learn more to see all six Public Workshops

LEARN MORE

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Mark your calendar and plan to attend one of these six public workshops in Montgomery and Prince George's counties. [#Fix495now](#) [#Fix270now](#)



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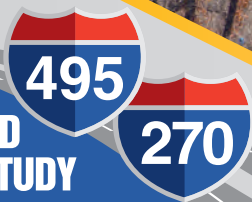
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Learn More

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MANAGED LANES STUDY

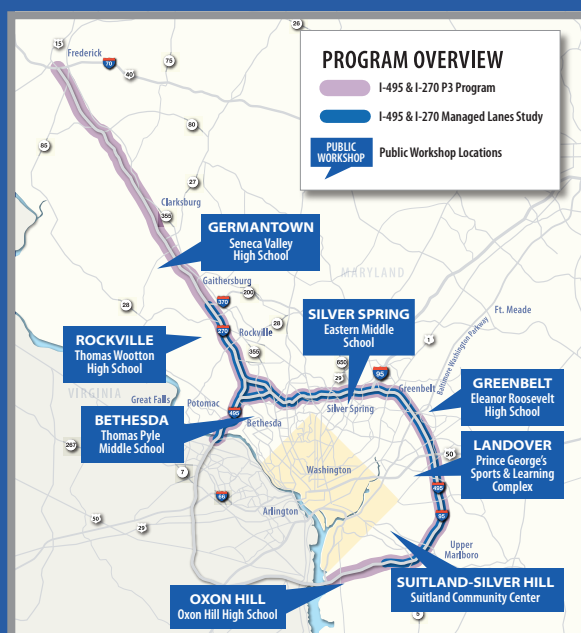


i ABOUT THE STUDY

Multiple studies over the last decade have shown that the National Capital Region is one of the most congested in the nation, and Marylanders face the second highest commuting times in the country. Today, on average, travelers have to navigate seven hours of traffic congestion daily on I-270. The duration is even worse on I-495 with travelers having to navigate 10 hours of congestion daily.

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Since presenting the Preliminary Range of Alternatives in July 2018, MDOT SHA completed an initial screening which reduced the preliminary alternatives to seven recommended Screened Alternatives. Public workshops are being held to present the traffic, environmental, and financial analyses for the recommended Screened Alternatives along with the recommendations for the alternatives to be retained for detailed study in the Draft Environmental Impact Statement.



PUBLIC WORKSHOPS

Mark your calendar and plan to attend one of these eight public workshops in Montgomery and Prince George's Counties:

Thursday, April 11th

6:30 p.m. - 8:30 p.m.

Prince George's Sports and Learning Complex
8001 Sheriff Rd., Landover, MD 20785

Saturday, April 13th

10:00 a.m. - 12:00 p.m.

Thomas Pyle Middle School
6311 Wilson Ln., Bethesda, MD 20817

Tuesday, April 23rd

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Pkwy., Greenbelt, MD 20770

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E, Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy., Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln., Suitland-Silver Hill, MD 20746

Tuesday, May 14th

6:30 p.m. - 8:30 p.m.

Oxon Hill High School
6701 Leyte Dr., Oxon Hill, MD 20745

Thursday, May 16th

6:30 p.m. - 8:30 p.m.

Seneca Valley High School
19401 Crystal Rock Dr., Germantown, MD 20874



MEETING FORMAT

- The MDOT SHA team will guide attendees through the workshop materials that will include informational displays, handouts, and interactive and hard copy mapping. Staff will be available to answer questions.
- During the week, two presentations will occur at 6:30 p.m. and 7:30 p.m. On Saturday, two presentations will occur at 10:00 a.m. and 11:00 a.m. Presentations are the same and will provide an overview of where we are today with time for questions and answers.
- A virtual workshop will also be available on the program website 495-270-p3.com starting April 11, 2019.
- Comments will be accepted at the public workshops and online. Throughout the study we welcome your feedback. Provide your comments:

📧 Email Study Team:
495-270-p3@sha.state.md.us

📧 Submit a comment online 495-270-p3.com or by mail to: Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202

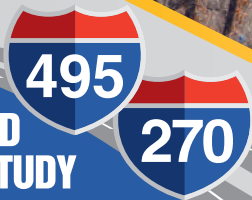
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MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MANAGED LANES STUDY

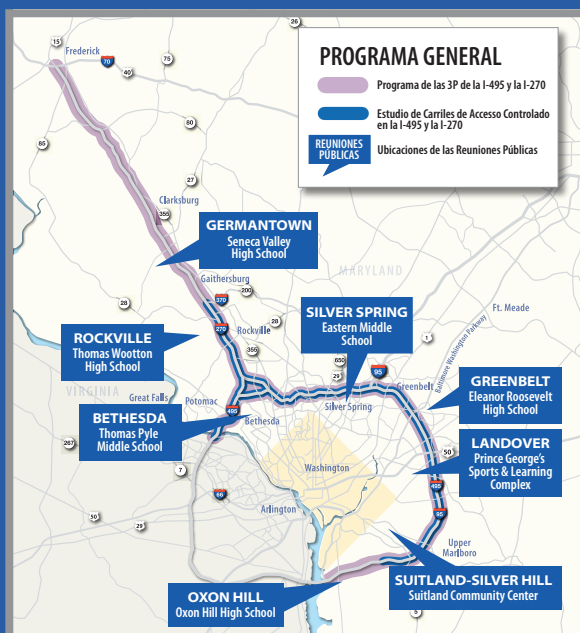


i SOBRE EL ESTUDIO

Varios estudios realizados durante la última década han demostrado que la Región de la Capital Nacional es una de las zonas más congestionadas de la nación, y los habitantes de Maryland se enfrentan con el segundo tiempo más alto de viajes diarios en el país. Hoy, en promedio, la I-270 tiene siete horas de congestión de tráfico diariamente. La situación es aun peor en la I-495, donde hay 10 horas de congestión diariamente.

Para abordar esta congestión, la Administración Federal de Autopistas (Federal Highway Administration o FHWA) y la Administración Estatal de Carreteras del Departamento de Transporte de Maryland (Maryland Department of Transportation State Highway Administration o MDT SHA) están completando el estudio de carriles de acceso controlado en la I-495 y la I-270. Este estudio busca proporcionar una solución que aborde la congestión, mejore la confiabilidad del viaje y aumente movilidad y conectividad existentes y planificadas para otros modos de viaje, incluido el tránsito. El estudio comienza en la I-495 al sur de George Washington Memorial Parkway en Virginia, e incluye abordar el embotellamiento en el American Legion Bridge, y se extiende al oeste del MD 5 e incluye la I-270 desde la I-495 hasta la I-370.

Desde julio de 2018, cuando se presentaron las Alternativas Preliminares (Preliminary Range of Alternatives), MDT SHA ha completado un examen inicial lo cual redujo las Alternativas Preliminares a siete Alternativas recomendadas (Screened Alternatives). Se están llevando a cabo reuniones públicas donde presentaran los análisis de tráfico, análisis ambientales y análisis financieros de las Alternativas recomendadas, junto con las recomendaciones para las alternativas que se conservarán para un estudio detallado en la declaración de impacto ambiental preliminar (Draft Environmental Impact Statement).



FORMATO DE REUNIÓN

- El equipo de MDT SHA guiará a las personas a través de los materiales de las reuniones públicas que incluirán pantallas informativas, folletos y mapas interactivos y en papel. El personal estará disponible para responder a las preguntas.
- Durante la semana, dos presentaciones ocurrirán a las 6:30 p.m. y 7:30 p.m. El sábado, se realizarán dos presentaciones a las 10:00 a.m. y a las 11:00 a.m. Las presentaciones son iguales y brindarán una visión general de dónde estamos hoy con tiempo para preguntas y respuestas.
- Una reunión virtual también estará disponible en el sitio web del programa 495-270-p3.com a partir del 11 de abril de 2019.
- Los comentarios serán aceptados durante las reuniones públicas y en el sitio web del programa. Agradecemos sus comentarios a lo largo del estudio. De sus comentarios:



Correo Electrónico del Equipo de Estudio:
495-270-p3@sha.state.md.us



Envíe un comentario en el sitio de web 495-270-p3.com o por correo a:
Maryland Department of Transportation State Highway Administration, I-495 & I-270 P3 Office, 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21202



REUNIONES PÚBLICAS

Marque su calendario y planea venir a uno de estas ocho reuniones públicas en los condados de Montgomery y Prince George's:

jueves 11 de abril

6:30 p.m. - 8:30 p.m.

Prince George's Sports and Learning Complex
8001 Sheriff Rd., Landover, MD 20785

sábado 13 de abril

10:00 a.m. - 12:00 p.m.

Thomas Pyle Middle School
6311 Wilson Ln., Bethesda, MD 20817

martes 23 de abril

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Pkwy., Greenbelt, MD 20770

miércoles 24 de abril

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E, Silver Spring, MD 20901

jueves 25 de abril

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy., Rockville, MD 20850

sábado 27 de abril

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln., Suitland-Silver Hill, MD 20746

martes 14 de mayo

6:30 p.m. - 8:30 p.m.

Oxon Hill High School
6701 Leyte Dr., Oxon Hill, MD 20745

jueves 16 de mayo

6:30 p.m. - 8:30 p.m.

Seneca Valley High School
19401 Crystal Rock Dr., Germantown, MD 20874



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MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

SOLICITUD DE ASISTENCIA: El servicio de transmisión de Maryland puede asistir a los usuarios de teletipo al 7-1-1. Personas que requieran asistencia para participar, como un intérprete para problemas de audición / dificultades para hablar o asistencia con el idioma inglés, debe ponerse en contacto con el proyecto con la línea gratuita al 833-858-5960.

Subject: Potential Locations for Targeted Public Outreach Based on Socioeconomic/Environmental Justice Data

Per recommendations in NCHRP Report 710, *Practical Approaches for Involving Traditionally Underserved Populations in Transportation Decisionmaking*, socioeconomic data for the CEA Analysis Area population has been collected to identify potential locations for targeted outreach. The schools, affordable housing complexes, and places of worship listed in the following tables are located in Census block groups and communities where traditionally underserved populations have been identified.

Schools with Over 45% Free and Reduced Lunch Program Participation

Among the public schools in the CEA Analysis Area, an average of 45 percent of students use free and reduced-price lunch programs per school. This list includes schools with a student population greater than 45 percent that utilizes free and reduced-price lunch programs.

SCHOOL	ADDRESS	PHONE
Annapolis Road Academy Alternative High	2112 Church Rd., Bowie 20716	(301) 209-3580
Ardmore Elementary School	9301 Ardwick-Ardmore Rd., Springdale 20774	(301) 925-1311
Arrowhead Elementary School	2300 Sansbury Rd., Upper Marlboro, 20772	(301) 499-7071
Barnaby Manor Elementary School	2411 Owens Rd., Oxon Hill, 20745	(301) 702-7560
Buck Lodge Middle School	2611 Buck Lodge Rd., Adelphi 20783	(301) 431-6290
Carrollton Elementary School	8300 Quintana St., New Carrollton 20784	(301) 918-8708
Cherokee Lane Elementary School	9000 25th Ave., Adelphi 20783	(301) 445-8415
Cresthaven Elementary School	1234 Cresthaven Dr., Silver Spring 20903	(240) 740-0580
Eastern Middle School	300 University Blvd. East, Silver Spring 20901	(301) 650-6650
Frances Fuchs Early Childhood Center	11011 Cherry Hill Rd., Beltsville 20705	(301) 572-0600
Francis Scott Key Middle School	910 Schindler Dr., Silver Spring 20903	(301) 422-5600
Glenarden Woods Elementary School	7801 Glenarden Pkwy., Glenarden 20706	(301) 925-1300
Greenbelt Middle School	6301 Breezewood Dr., Greenbelt 20770	(301) 513-5040
H. Winship Wheatley Early Childhood Center	8801 Ritchie Dr., Capitol Heights 20743	(301) 808-8100
High Point High School	3601 Powder Mill Rd., Beltsville 20705	(301) 572-6400
Hollywood Elementary School	9811 49th Ave., College Park 20740	(301) 513-5900
James E. Duckworth Regional School	11201 Evans Trail, Beltsville 20705	(301) 572-0620
James Mchenry Elementary School	8909 McHenry Ln., Lanham 20706	(301) 918-8760
Joann Leleck Elementary School at Broad Acres	710 Beacon Rd., Silver Spring 20903	(240) 740-1900
Longfields Elementary School	3300 Newkirk Ave., Forestville 20747	(301) 817-0455
Margaret Brent Regional Center	5816 Lamont Terr., New Carrollton 20784	(301) 918-8780
North Forestville Elementary School	2311 Ritchie Rd., Forestville 20747	(301) 499-7098
Oak View Elementary School	400 East Wayne Ave., Silver Spring 20901	(301) 650-6434
Pine Crest Elementary School	201 Woodmoor Dr., Silver Spring 20901	(240) 740-1970
Princeton Elementary School	6101 Baxter Dr., Suitland 20746	(301) 702-7650
Robert Frost Elementary School	6419 85th Ave., New Carrollton 20784	(301) 918-8792
Roscoe R. Nix Elementary School	1100 Corliss St., Silver Spring 20903	(301) 422-5070
Rosemont Elementary School	16400 Alden Ave., Gaithersburg 20877	(301) 840-7123
Saint Francis International School	1500 St. Camillus Dr., Silver Spring, MD 20903	(301) 434-2344
Samuel Chase Elementary School	5700 Fisher Rd., Temple Hills 20748	(301) 702-7660
Springhill Lake Elementary School	6060 Springhill Dr., Greenbelt 20770	(301) 513-5996
The Foundation School	1330 McCormick Dr., Largo 20774	(301) 772-1200
Thomas Johnson Middle School	5401 Barker Pl., Lanham 20706	(301) 918-8680
Turning Point Academy	7800 Good Luck Rd., Lanham 20706	(301) 552-0164

Affordable Housing Complexes Located within CEA Analysis Area

This list includes all affordable housing complexes, or market-rate housing complexes with affordable units, within the CEA Analysis Area.

HOUSING COMPLEX	ADDRESS	PHONE
Burnt Mills Crossing	10701 Venetia Mill Cir., Silver Spring, 20901	(301) 681-9001
Chelsea Towers	7401 Westlake Terr., Bethesda 20817	(301) 469-9092
Council House	3940 Bexley Pl., Marlow Heights 20748	(301) 423-0228
Diamond Square	80 Bureau Dr. B, Gaithersburg 20878	(301) 590-0068
Friendly Gardens Apartments	2423 Lyttonsville Rd., Silver Spring 20910	(301) 589-4916
Green Ridge House Apartments	22 Ridge Rd., Greenbelt 20770	(301) 474-7595
Guide Nashville Homes	6829 Nashville Rd., Lanham 20706	(443) 863-5271 ext. 75758
Guide Trexler House	6812 Trexler Rd., Lanham 20706	(301) 549-3602
Lakeview House Apartments	10250 Westlake Dr., Bethesda 20817	(301) 469-6927
Londonderry Towers	17060 King James Way, Gaithersburg 20877	(301) 258-0553
Magruder's Discovery Apartments	10508 Westlake Dr., Bethesda 20817	(301) 365-7251
Montgomery Club VI	204 Water St., Gaithersburg 20877	(301) 921-9040
Montgomery Housing, Inc.	678 West Side Dr., Gaithersburg 20878	(301) 840-2000
Paddington Square Apartments	8800 Lanier Dr., Silver Spring 20910	(301) 804-2034
Pooks Hill Tower & Court	3 Pooks Hill Rd., Bethesda 20814	(240) 752-7602
Second Step II	9901 Braddock Rd., Silver Spring 20910	(301) 754-1102
St. Luke's Homes, Inc.	6040 Southport Dr., Bethesda 20818	(301) 493-4200
The Crossings at Washingtonian Center	9806 Mahogany Dr., Gaithersburg 20878	(240) 252-3533
The Willows	429 West Diamond Ave., Gaithersburg 20877	(301) 948-1858
Thomas Street Housing	102 Thomas St., Rockville 20850	unknown
Timberlawn Crescent	5707 Luxemburg St., North Bethesda 20852	(301) 859-4501
Trinity Terrace	6001 Fisher Rd., Temple Hills 20748	(301) 630-7717
University Gardens	440 University Blvd. East, Silver Spring 20901	(301) 445-5540
University Gardens II	440 University Blvd. East, Silver Spring 20901	(301) 445-5540
Vesta 2000	5813 Old Temple Hills Rd., Temple Hills 20748	(301) 445-5775
Vesta Enteka	9125 Alcona St., Lanham 20706	unknown
Vesta Housing, Inc.	9006 Fourth St., Glenarden 20774	(301) 593-3578
Vesta Riverdale	4703 Alcon Dr., Temple Hills 20748	(240) 296-6099
Vesta Thirteen	7514 Dover Ln., Lanham 20706	(301) 552-2428
Victory Forest	10000 Brunswick Ave., Silver Spring 20910	(301) 589-4030
Victory Oaks at Saint Camillus	721 Beacon Rd., Silver Spring 20901	(301) 445-1445
VOA Lanham	6509 Greenfield Ct., Lanham-Seabrook 20706	(301) 276-1550

Places of Worship Located within CEA Analysis Area Communities Containing Potential Environmental Justice Populations

This list includes all places of worship in CEA Analysis Area Communities that contain potential Environmental Justice populations due to low-income household and/or minority race/ethnicity persons characteristics.

PLACE OF WORSHIP	ADDRESS	PHONE
Adelphi Presbyterian Church	9401 Riggs Rd., Adelphi 20783	(301) 434-6337
Ascension Lutheran Church	7415 Buchanan St., Landover Hills 20784	(301) 577-0500
Berwyn Baptist Church	4720 Cherokee St., College Park 20740	(301) 474-7117
Beth Sholom Congregation and Talmud Torah Synagogue	11825 Seven Locks Rd., Potomac 20854	(301) 279-7010
Bethel Baptist Church	11416 Cedar Ln., Beltsville 20705	(301) 937-4673
Bonner Wardell Church	9601 Burgess Ln., Silver Spring 20901	(301) 588-8473
Burnt Mills Seventh Day Adventist Church	10915 Lockwood Dr., Silver Spring 20901	(301) 593-8496
Calvary Apostolic Church	18919 Earhart Ct., Gaithersburg 20879	(301) 528-4063
Calvary Lutheran Church	9545 Georgia Ave., Silver Spring 20910	(301) 589-4001
Chinese Bible Church	9618 Autoville Dr., College Park 20740	(240) 387-7088
Christ Apostolic Church	6408 Princess Garden Pkwy., Lanham 20706	(301) 577-8680
Christ Apostolic Church	2320 Parallel Ln., Silver Spring 20904	(301) 384-3787
Christ Congregational Church	9525 Colesville Rd., Silver Spring 20901	(301) 585-8010
Christ Destiny International Church	5012 Cook Rd., Beltsville 20705	(301) 595-3710
Christadelphian Chapel	9240 Riggs Rd., Adelphi 20783	(301) 439-0063
Chua Quan Am Pho Chieu Ni Vien	7605 Good Luck Rd., New Carrollton 20784	(301) 552-4676
Church of God of Silver Spring	2106 Linden Ln., Silver Spring 20910	(301) 608-9597
Church of Our Saviour	1700 Powder Mill Rd., Hillandale 20903	(301) 439-5900
City of David Tabernacle	5010 Sunnyside Ave., Beltsville 20705	(240) 965-7558
College Park Church of The Nazarene	9704 Rhode Island Ave., College Park 20740	(301) 345-4616
College Park United Methodist Church	9601 Rhode Island Ave., College Park 20740	(301) 345-1010
College Park Wesleyan Church	4915 Edgewood Rd., College Park 20740	(301) 441-2388
Congressional Heights Baptist Church	9604 Hall Rd., Potomac 20854	(301) 801-2101
Covenant of Faith Church	2600 Metzert Rd., Adelphi 20783	(301) 445-7419
Crossover Christian Church	11331 Maryland Ave. East, Beltsville 20705	(240) 421-7482
D.C. Center of Self Realization Fellowship	4911 Niagara Rd., College Park 20740	(301) 345-4172
Deliverance Tabernacle Church	10739 Tucker St # 239, Beltsville, MD 20705	(301) 595-0055
Eglise Baptiste Du Calvaire	10002 Riggs Rd., Adelphi 20783	(301) 431-0030
Emmanuel Lutheran Church	7730 Bradley Blvd., Bethesda 20817	(301) 365-5733
Episcopal Church of The Ascension	205 S. Summit Ave., Gaithersburg 20877	(301) 948-0122
Epworth United Methodist Church	9008 Rosemont Dr., Gaithersburg 20877	(301) 926-0424
Faith Ministries	131 Rosewood Dr, Greenbelt, MD 20770	(301) 441-4935
First Assembly of God Church	313 Cedar Ave, Gaithersburg, MD 20877	(240) 751-4870
First Baptist Church of Glenarden	3600 Brightseat Rd, Glenarden, MD 20706	(301) 773-3600
First Baptist Church of Rockville	55 Adclare Road, Rockville, MD 20850	(301) 279-2400
Gaithersburg Mennonite Church	27 Mills Rd., Gaithersburg 20877	(301) 977-9626
Gaithersburg Presbyterian Church	610 S Frederick Ave, Gaithersburg, MD 20877	(301) 948-9418
Geneva United Presbyterian Church	11931 Seven Locks Rd, Rockville, MD 20854	(301) 424-4346
Good Shepherd Lutheran Church	16420 S Westland Dr, Gaithersburg, MD 20877	(301) 869-1780
Good Shepherd United Methodist Church	9701 New Hampshire Ave, Silver Spring, MD 20903	(301) 434-3331

Good Tidings Tabernacle	4911 Powder Mill Rd, Beltsville, MD 20705	(301) 937-6503
Grace Church	1607 Grace Church Road, Silver Spring, MD	301-585-3515
Grace Presbyterian Church	5924 Princess Garden Pkwy, Lanham, MD 20706	(301) 577-1092
Greek Orthodox Church of Saint George	7701 Bradley Blvd, Bethesda, MD 20817	(301) 469-7990
Greenbelt Baptist Church	101 Greenhill Rd, Greenbelt, MD 20770	(301) 474-4212
Greenbelt Community Church	1 Hillside Rd, Greenbelt, MD 20770	(301) 474-6171
Healing Temple Church of The Nazarene	11002 Cherry Hill Rd, Beltsville, MD 20705	(301) 422-0882
Heart of God Baptist Church	7100 Chesapeake Rd, Hyattsville, MD 20784	(301) 577-7373
Hermon Church	7801 Persimmon Tree Ln, Bethesda, MD 20817	(301) 859-0784
Hillandale Baptist Church	2601 Powder Mill Rd, Adelphi, MD 20783	(301) 434-6033
Holy Apostle Orthodox Church	10760 Baltimore Ave, Beltsville, MD 20705	(301) 931-3400
Holy Cross Lutheran Church	6905 Greenbelt Rd, Greenbelt, MD 20770	(301) 345-5111
Holy Family Seminary Church	401 Randolph Rd, Silver Spring, MD 20904	(301) 622-1184
Holy Redeemer Metropolitan Community Church	4907 Niagara Rd, College Park, MD 20740	(301) 982-5775
Horeb Haitian Adventist Church	3310 Powder Mill Rd, Hyattsville, Maryland 20783	(301) 931-3890
Iglesia De Dios Septimo Dia	9033 Howser Ln, Lanham, MD 20706	(301) 429-5100
Iglesia Pentecostes Sinai	5517 Whitfield Chapel Rd, Lanham, MD 20706	(301) 918-3949
Jehovah's Witness Kingdom Hall	6110 Princess Garden Pkwy, Lanham, MD 20706	(301) 577-4488
Kingdom Hall of Jehovah's Witnesses	8009 D'Arcy Rd, Forestville, MD 20747	(301) 499-1422
Kingdom Hall of Jehovah's Witnesses	624 Great Falls Rd, Rockville, MD 20850	(301) 340-0217
Knox Orthodox Presbyterian Church	410 Granville Dr, Silver Spring, MD 20901	(301) 587-6637
Lanham Church of God	9030 2nd St, Lanham, MD 20706	(301) 552-3199
Lanham United Methodist Church	5512 Whitfield Chapel Rd, Lanham, MD 20706	301-577-1500
Latvian Lutheran Church	400 Hurley Ave, Rockville, MD 20850	(301) 251-4151
Lighthouse Ministries International	9207 Tuckahoe Ln., Adelphi 20783	(301) 445-1382
Lutheran Church of The Abiding Presence	10774 Rhode Island Ave, Beltsville, MD 20705	(301) 937-7646
Lutheran Church of The Cross	12801 Falls Rd, Rockville, MD 20854	(301) 762-7565
Memorial United Methodist Church	8900 Georgia Ave., Silver Spring, MD 20910	(301) 587-1215
Mishkan Torah Synagogue	10 Ridge Rd, Greenbelt, MD 20770	(301) 474-4223
Montgomery Hills Baptist Church	9727 Georgia Ave, Forest Glen, MD 20910	(301) 681-7990
Mount Calvary Baptist Church	5120 Whitfield Chapel Rd, Lanham, MD 20706	(301) 577-4882
Mount Calvary Baptist Church	5000 St Barnabas Rd, Temple Hills, MD 20748	(301) 894-4798
Mowatt Memorial United Methodist Church	40 Ridge Rd, Greenbelt, MD 20770	(301) 474-9410
Murugan Temple Of North America	6300 Princess Garden Pkwy, Lanham, MD 20706	(301) 552-4889
New Beginnings Church of God of Prophecy	6017 Cipriano Rd, Lanham, MD 20706	(301) 459-7325
New Carrollton Bible Church	7600 Good Luck Rd, Lanham, MD 20706	(301) 552-6785
New Creations Christian Church	5649 Whitfield Chapel Rd, Lanham, MD 20706	(301) 577-7995
Our Lady Queen of Poland Church	[remaining addresses in separate Excel Spreadsheet]	
Point of Grace Community Church		
Prince George's Muslim Association		
Reaching the Nations Ministries International		
Rock Salvation Ministries		
Rockville Christian Church		
Rockville Church of Christ		

Rockville Presbyterian Church	
Rockville Seventh Day Adventist Church	
Saint Andrew Lutheran Church	
Saint Christopher's Episcopal Church	
Saint Cosmas Of Aitolia Orthodox Church	
Saint Hugh Catholic Church	
Saint James Episcopal Church	
Saint John the Evangelist Church	
Saint John's Episcopal Church	
Saint Luke's Church	
Saint Martin's Catholic Church	
Saint Matthias Catholic Church	
Saint Raphael's Catholic Church	
Silver Spring Christian Church of Christ	
Silver Spring United Presbyterian Church	
Silver Spring Zendo	
Sitka Church	
Sligo Baptist Church	
Southeast Hebrew Congregation	
Temple Israel	
The Hindu Temple of Metropolitan Washington	
Trinity Assembly of God	
Tumaini Baptist Church	
Unitarian Of Rockville Church	
Unitarian Universalist Church of Silver Spring	
Washington D.C. Temple of The Church of Jesus Christ of Latter-Day Saints	

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
Potomac	7060.12 - 1	51%	\$69,142	12%	Chelsea Towers Magruder's Discovery Apartments	14%	—
	7060.12 - 2	54%	\$72,750	—	—	5%	—
	7060.12 - 3	46%	\$33,977	27%	Lakeview House Apartments	32%	—
Gaithersburg	7007.06 - 1	72%	\$77,330	9%	Diamond Square	9%	Summit Hall Elementary (77%) Washington Grove Elementary (73%) Rosemont Elementary (59%)
	7007.17 - 1	84%	\$60,971	11%	—	10%	
	7007.17 - 2	79%	\$79,167	—	—	28%	
	7007.17 - 3	87%	\$52,037	16%	—	20%	
	7007.17 - 4	31%	\$60,625	—	—	16%	
	7007.24 - 1	91%	\$47,913	25%	Londonderry Towers Montgomery Club VI The Willows	40%	
	7008.16 - 1	94%	\$85,335	—	Montgomery Housing, Inc.	10%	
	7008.16 - 2	59%	\$80,500	8%	—	11%	
	7008.16 - 4	88%	\$66,364	14%	—	32%	
	7008.17 - 1	75%	\$95,357	15%	—	14%	
	7008.17 - 2	62%	\$95,461	—	The Crossings at Washingtonian Center	8%	
	7008.29 - 1	50%	\$157,679	—	—	8%	
Rockville	7010.05 - 1	51%	\$131,944	—	Thomas Street Housing	—	—
	7012.10 - 1	51%	\$214,815	—	—	—	
Forest Glen	7039.01 - 1	52%	\$106,932	—	—	—	—
	7040.00 - 3	79%	\$80,833	13%	20%	20%	
Silver Spring	7016.01 - 1	96%	\$57,324	9%	—	6%	JoAnn Leleck Elementary School at Broad Acres (90%)
	7016.02 - 1	98%	\$65,595	30%	Victory Oaks at Saint Camillus	22%	
	7016.02 - 3	70%	\$91,136	9%	Second Step II	—	
	7016.02 - 4	87%	\$107,159	8%	—	—	

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
	7021.01 - 2	77%	\$111,818	—	University Gardens University Gardens II	29%	Saint Francis International School (54%)
	7021.01 - 3	81%	\$95,114	—	—	9%	Roscoe R. Nix Elementary (73%)
	7022.00 - 1	72%	\$108,950	12%	—	7%	
	7027.00 - 4	71%	\$43,438	10%	Friendly Gardens Apartments Paddington Square Apartments	7%	Oak View Elementary (71%) Eastern Middle (50%)
	7028.00 - 4	52%	\$158,531	—	—	—	
	7029.00 - 2	50%	\$136,099	—	—	—	
Four Corners	7031.00 - 4	54%	*	21%	—	10%	Pine Crest Elementary (48%)
Hillandale	7015.05 - 3	64%	\$82,989	12%	Burnt Mills Crossing	7%	Cresthaven Elementary (70%)
	8073.04 - 1	79%	\$86,346	—	—	5%	Francis Scott Key Middle (63%)
Adelphi	8073.05 - 1	78%	\$93,707	—	—	13%	Buck Lodge Middle (85%)
	8073.05 - 2	59%	\$86,146	10%	—	8%	Cherokee Lane Elementary (81%)
Beltsville	8074.04 - 2	76%	\$83,071	10%	—	6%	High Point High (78%)
	8074.05 - 1	69%	\$100,432	—	—	9%	
	8074.05 - 3	74%	\$70,110	—	—	18%	
	8074.09 - 1	95%	\$61,774	12%	—	5%	James E. Duckworth Regional (62%)
	8074.09 - 2	75%	\$93,043	8%	—	5%	Frances Fuchs Early Childhood Center (60%)
College Park	8069.00 - 1	73%	\$92,663	—	—	—	

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
	8069.00 - 2	73%	\$100,958	—	—	—	Hollywood Elementary (72%)
	8070.00 - 2	51%	\$28,654	13%	—	17%	
	8073.01 - 1	78%	\$45,272	8%	—	24%	
	8073.01 - 2	59%	\$107,831	8%	—	8%	
Greenbelt	8067.06 - 1	47%	\$51,378	—	—	14%	Springhill Lake Elementary (86%) Turning Point Academy (69%) Greenbelt Middle School (66%)
	8067.06 - 2	91%	\$94,750	12%	—	—	
	8067.06 - 3	94%	\$87,896	8%	Guide Nashville Homes Guide Trexler House Vesta Thirteen	8%	
	8067.08 - 1	34%	\$41,892	—	Green Ridge House Apartments	—	
	8067.08 - 2	58%	\$46,500	—	—	8%	
	8067.08 - 3	52%	\$78,255	12%	—	9%	
	8067.10 - 2	88%	\$69,620	9%	—	9%	
	8067.10 - 3	80%	\$104,931	21%	—	7%	
	8067.12 - 1	96%	*	—	—	—	
	8067.12 - 2	92%	\$102,759	18%	—	4%	
	8067.13 - 1	99%	\$51,750	15%	—	6%	
	8067.13 - 2	93%	\$56,654	13%	—	14%	
	8067.14 - 1	91%	\$60,579	31%	—	10%	
	8067.14 - 2	92%	\$51,406	—	—	24%	
	8074.08 - 1	54%	\$77,109	—	—	—	
Seabrook	8036.06 - 2	81%	\$78,594	11%	—	5%	—
	8036.06 - 3	90%	\$84,013	—	VOA Lanham	6%	
	8036.06 - 4	87%	\$64,575	10%	Vesta Housing, Inc.	7%	
New Carrollton	8036.05 - 1	92%	\$74,044	14%	—	—	Carrollton Elementary (86%)
	8036.05 - 4	86%	\$93,375	13%	—	4%	
	8036.10 - 1	91%	\$64,167	9%	—	—	
	8036.12 - 1	89%	\$60,625	21%	—	6%	
	8036.12 - 2	98%	\$46,985	18%	—	—	Robert Frost Elementary (82%) Margaret Brent Regional Center (74%)

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
Lanham	8036.08 - 1	85%	92,105	10%	—	4%	James McHenry Elementary (82%)
	8036.08 - 2	92%	\$63,679	—	Vesta Enteka	4%	
	8036.08 - 3	94%	\$55,799	—	—	14%	
	8036.08 - 4	97%	\$84,417	8%	—	—	Thomas Johnson Middle School (69%)
Springdale	8036.01 - 1	100%	\$87,083	8%	—	—	
Glenarden	8035.21 - 1	93%	\$104,525	—	—	—	Ardmore Elementary (62%)
	8036.01 - 2	97%	\$117,857	10%	—	—	
	8036.02 - 2	98%	\$72,115	20%	—	—	Glenarden Woods Elementary (46%)
Summerfield	8035.08 - 1	100%	\$96,219	8%	—	—	—
	8035.19 - 3	99%	\$70,094	29%	—	—	
	8035.25 - 1	100%	\$45,571	37%	—	—	
Landover	8034.02 - 3	100%	\$53,897	17%	—	—	—
	8035.08 - 3	98%	\$55,789	8%	—	4%	
	8035.09 - 1	99%	43,225	31%	—	15%	
Landover Hills	8037.00 - 1	91%	62,857	15%	—	10%	—
Lake Arbor	8035.14 - 1	99%	\$66,433	10%	—	—	The Foundation School (74%)
Largo	8035.12 - 1	98%	\$76,905	8%	—	—	—
	8035.12 - 3	98%	\$107,045	—	—	—	
	8035.13 - 2	98%	\$65,278	—	—	—	
Forestville	8019.06 - 1	94%	\$55,469	22%	—	6%	Annapolis Road Academy Alternative High (91%)
	8021.03 - 2	96%	\$72,101	8%	—	—	
	8021.04 - 1	98%	\$57,557	27%	—	—	
	8021.04 - 2	96%	\$65,417	16%	—	—	
	8022.03 - 2	97%	\$87,188	—	—	—	Longfields Elementary (72%)
	8022.03 - 3	95%	\$77,845	18%	—	—	
	8022.04 - 4	97%	\$98,173	—	—	—	North Forestville

Table 1: Summary of Potential EJ Populations in CEA Analysis Area

CEA Analysis Area Community	Potential EJ Population—BG	Percent Minority Race and Ethnicity	Median HH Income	BG with 8% + (over 7%) HH using FS/SNAP—Percent	Affordable Housing Complexes	Above-med (4%+) Ltd English-Speaking HH	Schools with 46% + (over 45%) F&R Lunch
							Elementary (71%) H. Winship Wheatley Early Childhood Center (53%)
Westphalia	8007.01 - 2	95%	\$120,833	—	—	—	Arrowhead Elementary (76%)
	8022.01 - 1	78%	\$63,523	18%	—	5%	
	8022.01 - 2	99%	\$70,950	14%	—	—	
Morningside	8019.06 - 2	75%	\$64,688	14%	—	4%	—
Joint Base Andrews	8011.04 - 3	42%	\$55,000	—	—	—	—
Camp Springs	8019.01 - 2	92%	\$90,556	—	Vesta Riverdale	—	Princeton Elementary (75%)
	8019.04 - 1	95%	\$38,795	19%	—	11%	
	8019.04 - 2	83%	\$80,481	—	—	—	
	8019.05 - 1	98%	\$94,896	12%	—	4%	
	8019.05 - 2	85%	\$90,000	—	—	—	
Marlow Heights	8017.08 - 1	97%	\$69,545	19%		—	Barnaby Manor Elementary (74%)
	8019.07 - 1	96%	\$63,400	13%	Council House Apartments	—	
Temple Hills	8017.01 - 1	94%	\$58,322	16%	—	—	Samuel Chase Elementary (62%)
	8017.01 - 2	96%	\$80,959	8%	Vesta 2000	—	
	8017.02 - 1	92%	\$69,444	14%	Trinity Terrace	—	
	8019.01 - 1	94%	\$88,250	—	—	—	
Mitchellville	8035.16 - 1	100%	118,750	—	—	—	—
	8035.20 - 3	92%	134,063	9%	—	—	

Source(s): US Census Bureau, American Community Survey (ACS) Five-Year Estimates (2012-2016); HUD Multifamily Assistance & Section 8 Database, Montgomery County Housing Opportunities Commission, Prince George’s County Housing Authority, and Fairfax County Redevelopment and Housing Authority; Virginia Department of Education and Maryland State Department of Education. See the *Community Effects Assessment* for additional source details.

Table 2: Total Affordable Housing Complexes Located within CEAAA

(Need list of Fairfax County FCRP, RAD, Senior Housing and Assisted Living to check against. Not available online)

Name	Program	Number of Units	CEA Analysis Area Community	BG
Burnt Mills Crossing	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Hillandale	7015.05 BG 3
Chelsea Towers	HUD Multifamily Assistance & Section 8	238	Potomac	7060.12 BG 1
Council House	HUD Multifamily Assistance & Section 8	162	Marlow Heights	8019.07 BG 1
Diamond Square	Montgomery County Housing Opportunities Commission Opportunity Housing	400	Gaithersburg	7007.06 BG 1
Friendly Gardens Apartments	Montgomery County Housing Opportunities Commission Section 236	unknown	Silver Spring	7027.00 BG 4
Green Ridge House Apartments	HUD Multifamily Assistance & Section 8	101	Greenbelt	8067.08 BG 1
Guide Nashville Homes	HUD Multifamily Assistance & Section 8	12	Greenbelt	8067.06 BG 3
Guide Trexler House	HUD Multifamily Assistance & Section 8	6	Greenbelt	8067.06 BG 3
Lakeview House Apartments	HUD Multifamily Assistance & Section 8	151	Potomac	7060.12 BG 3
Londonderry Towers	HUD Multifamily Assistance & Section 8	150	Gaithersburg	7007.24 BG 1
Magruder's Discovery Apartments	HUD Multifamily Assistance & Section 8	134	Potomac	7060.12 BG 1
Montgomery Club VI	HUD Multifamily Assistance & Section 8	109	Gaithersburg	7007.24 BG 1
Montgomery Housing, Inc.	HUD Multifamily Assistance & Section 8	11	Gaithersburg	7008.16 BG 1
Paddington Square Apartments	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	Silver Spring	7027.00 BG 4
Pooks Hill Tower & Court	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	Bethesda	7044.04 BG 3
Second Step II	HUD Multifamily Assistance & Section 8	6	Silver Spring	7016.02 BG 3
St. Luke's Homes, Inc.	HUD Multifamily Assistance & Section 8	18	North Bethesda	7044.01 BG 1

The Crossings at Washingtonian Center	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Gaithersburg	7008.17 BG 2
The Willows	HUD Multifamily Assistance & Section 8	195	Gaithersburg	7007.24 BG 1
Thomas Street Housing	HUD Multifamily Assistance & Section 8	9	Rockville	7010.05 BG 1
Timberlawn Crescent	Montgomery County Housing Opportunities Commission Opportunity Housing	unknown	North Bethesda	7012.15 BG 3
Trinity Terrace	HUD Multifamily Assistance & Section 8	71	Temple Hills	8017.02 BG 1
University Gardens	HUD Multifamily Assistance & Section 8	65	Silver Spring	7021.01 BG 2
University Gardens II	HUD Multifamily Assistance & Section 8	27	Silver Spring	7021.01 BG 2
Vesta 2000	HUD Multifamily Assistance & Section 8	12	Temple Hills	8017.01 BG 2
Vesta Enteka	HUD Multifamily Assistance & Section 8	10	Lanham	8036.08 BG 2
Vesta Housing, Inc.	HUD Multifamily Assistance & Section 8	21	Seabrook	8036.06 BG 4
Vesta Riverdale	HUD Multifamily Assistance & Section 8	12	Camp Springs	8019.01 BG 2
Vesta Thirteen	HUD Multifamily Assistance & Section 8	10	Greenbelt	8067.06 BG 3
Victory Forest	Montgomery County Housing Opportunities Commission-Financed, Privately Owned	unknown	Forest Glen	7040.00 BG 4
Victory Oaks at Saint Camillus	HUD Multifamily Assistance & Section 8	48	Silver Spring	7016.02 BG 1
VOA Lanham	HUD Multifamily Assistance & Section 8	10	Seabrook	8036.06 BG 3



WELCOME!

Public Workshop for the I-495 & I-270 Managed Lanes Study

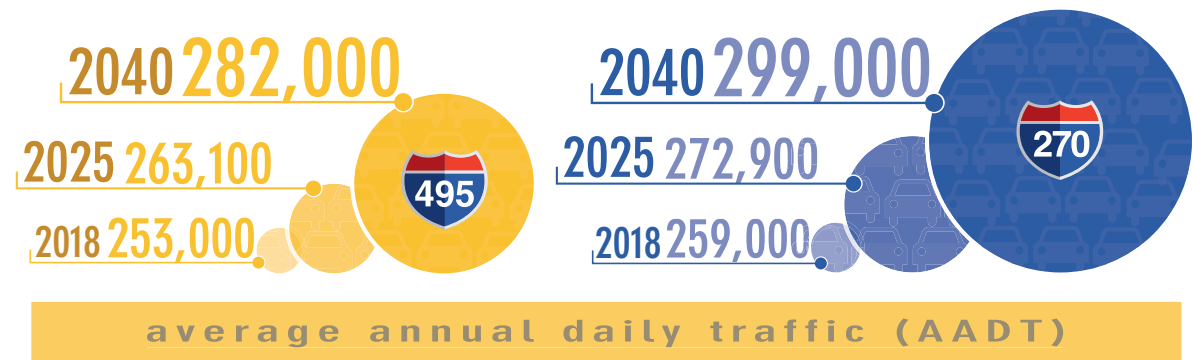
PURPOSE OF TODAY'S PUBLIC WORKSHOP

- Present the engineering, traffic, and environmental analyses for the Screened Alternatives
- Present the recommendations for the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement



PROGRAM NEED: *Address Existing and Future Traffic Congestion*

- Traffic congestion limits economic growth opportunities
- Traffic congestion diminishes the quality of life for Marylanders

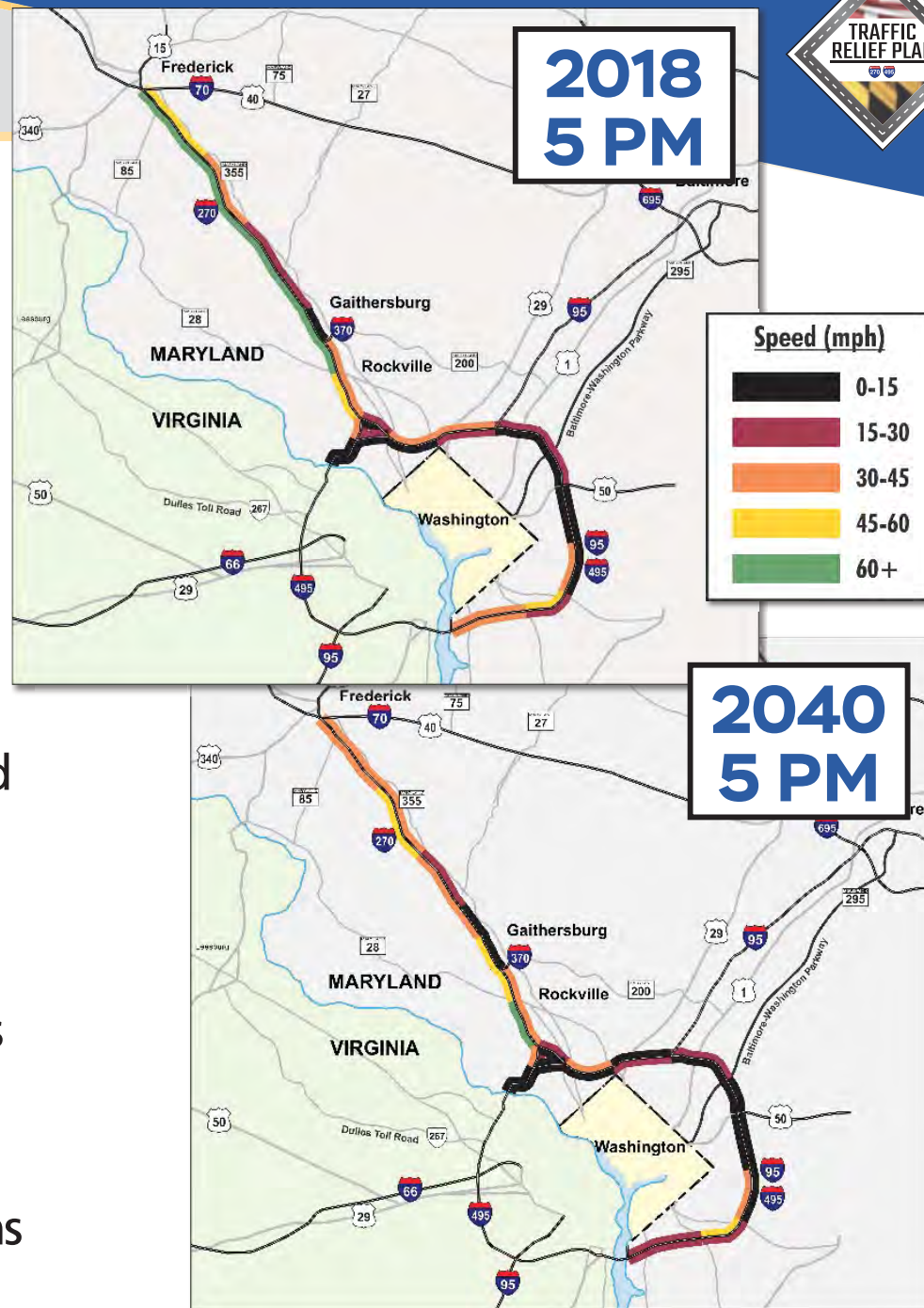


- 98% of Maryland weekday congestion occurs in the Baltimore/Washington region
- The average commuter in the National Capital Region loses 87 hours and over \$2,000 to congestion annually
- \$1.3 B* cost of congestion in the Maryland National Capital Region in 2016 – 33% increase since 2013

* 2017 MDOT SHA Mobility Report

PROGRAM NEED: *Address Existing and Future Traffic Congestion*

- Top 5 highest volume highway sections in Maryland are within program area
- Today, on average, severe congestion lasts for 7 hours each day on I-270 and 10 hours each day on I-495
- Program area includes several of the most unreliable highway sections in Maryland (highly variable travel times day to day)
- Many sections experience speeds less than 15 mph under existing conditions and traffic is expected to deteriorate

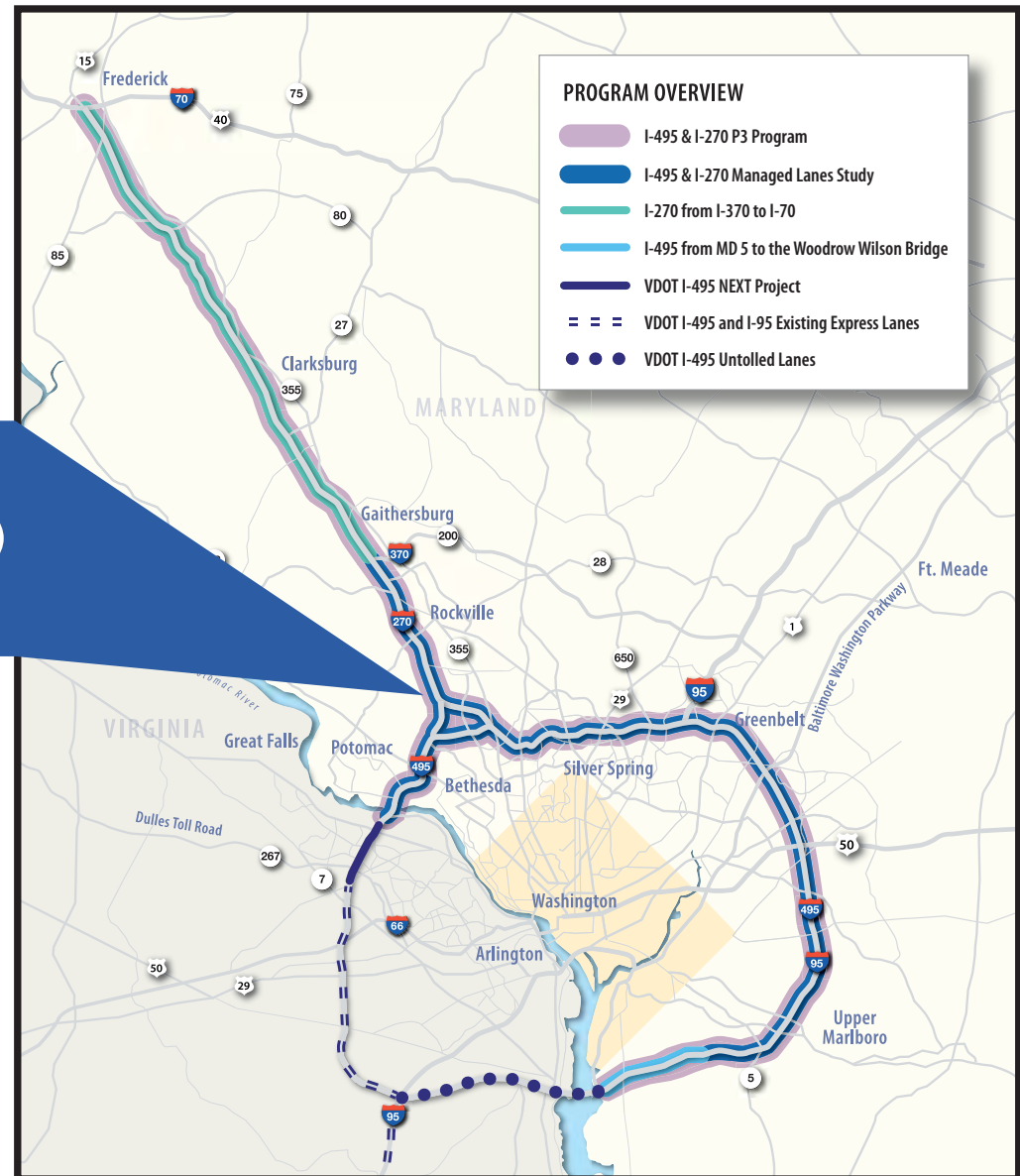


I-495 & I-270 P3 PROGRAM

- I-495 & I-270 P3 Program includes over 70-miles of highway improvements

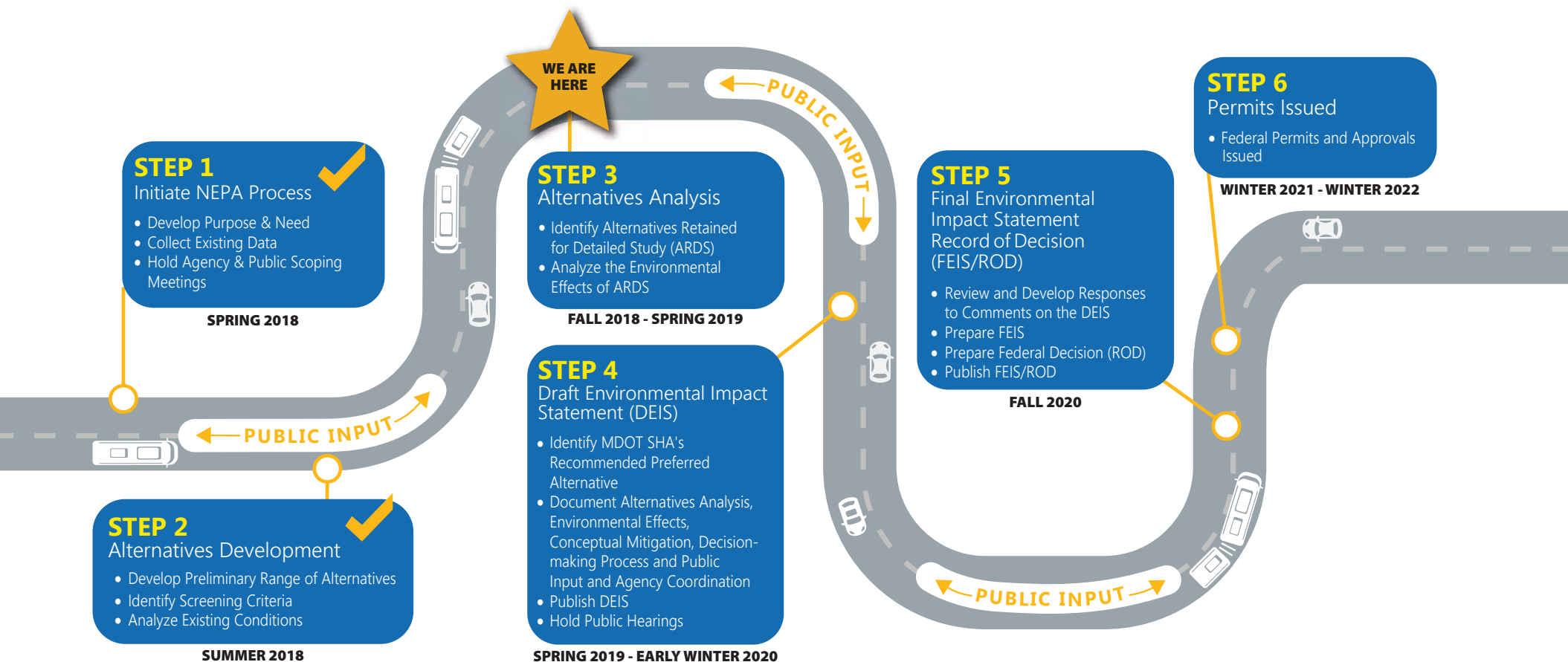
First Study: I-495 & I-270
Managed Lanes Study (48 miles)
➔ **CURRENT NEPA STUDY**

- Future NEPA Studies:
 - I-270 from I-370 to I-70
 - I-495 from MD 5 to the Woodrow Wilson Bridge
- VDOT I-495 NEXT Project: Environmental study underway independently



THE NEPA ENVIRONMENTAL PROCESS

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



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
- Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility



SCREENING CRITERIA

Six screening criteria were used to evaluate, screen, and refine the Preliminary Range of Alternatives to the seven Screened Alternatives. These criteria were based on the transportation needs and goals outlined in the study's Purpose and Need and applied to each alternative:



ENGINEERING

- Accommodating existing traffic and long-term traffic growth
- Enhancing travel time reliability
- Providing additional travel choice while retaining the general-purpose lanes
- Evaluating complex operating configurations that lead to driver confusion



HOMELAND SECURITY

- Accommodating Homeland Security by providing additional capacity to assist in accommodating population evacuation and the ability to quickly coordinate a traffic response by allowing use by emergency responders



FINANCIAL VIABILITY

- Evaluating potential construction costs compared to potential traffic in managed lanes



MOVEMENT OF GOODS AND SERVICES

- Improving movement of goods via truck freight travel and enhancing the movement of services by improving access to employment centers



MULTI-MODAL CONNECTIVITY

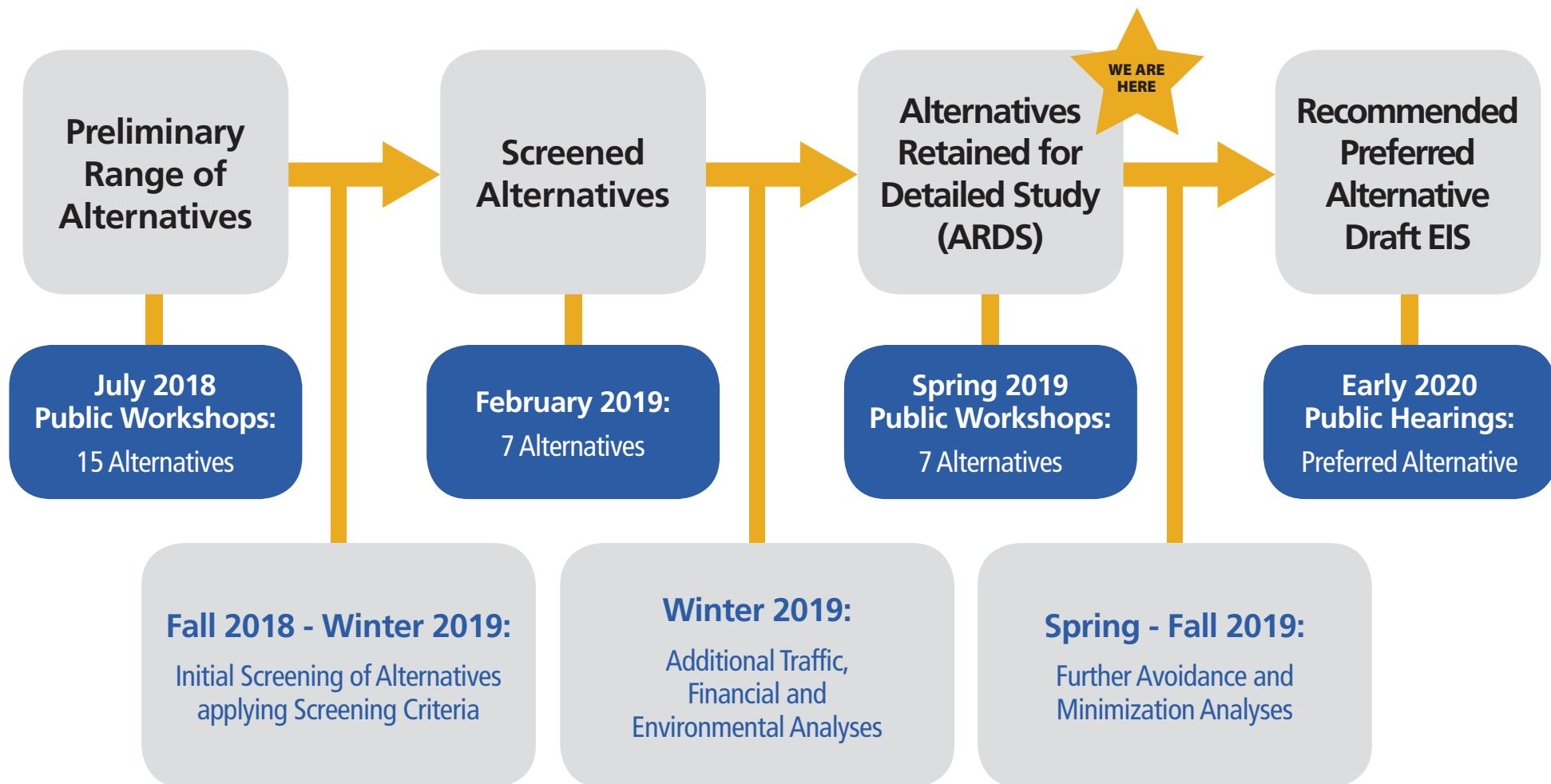
- Improving multi-modal connectivity by enhancing to and between existing transit facilities near the corridor and accommodating new or modified transit service within the alternative



ENVIRONMENTAL

- Considering key environmental resources: require additional property, and impact parks, historic properties, and wetlands and waters

SCREENING PROCESS AND ALTERNATIVES DEVELOPMENT



AGENCY AND PUBLIC INPUT THROUGHOUT SCREENING PROCESS

RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

ALT 1: No Build (Existing)

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



ALT 5: 1 HOT Managed Lane

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



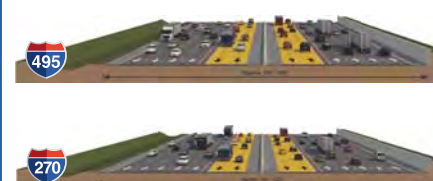
ALT 8: 2 ETL Managed Lanes on I-495 1 ETL and 1 HOV Managed Lane on I-270

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 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

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 are High-Occupancy Toll Lanes (HOT)?
Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (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.

WHAT ABOUT TRANSIT ALTERNATIVES?

- Previous studies have concluded that no single solution, either transit or highway, would provide significant relief to the long-term traffic demand; therefore, both transit and highway improvements are needed.
- The Capital Beltway/Purple Line Study were originally one planning study. As the Purple Line is under construction, now we are studying the Beltway improvements.
- Although transit brings revenue through fares, it is not financially viable because it requires major government investment/subsidies and the state does not have these financial resources.
- While the National Capital Region Transportation Planning Board Constrained Long Range Plan proposes both highway and transit improvements, including the Purple Line, Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan.



MULTIMODAL CONSIDERATIONS

- Public buses will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities.
- Improving the highway system will provide a less congested and more reliable route for bus transit.
- MDOT has committed to working with WMATA to consider the results of the Washington Area Transformation Bus Study.
- Direct and indirect access to existing transit stations and transit-oriented developments will be included at Greenbelt, New Carrollton, Branch Avenue, Silver Spring and Shady Grove metro stations.

BENEFITS OF EXPRESS TOLL LANES (ETL) / HIGH-OCCUPANCY TOLL (HOT) LANES

Provides Options

- Opportunity for travelers to choose to pay a toll which varies to maintain free flow travel at or above 45 mph and reliable/reduced travel times
- All unrestricted free lanes will remain free
- Provides reduced travel times for those who continue to use the free lanes

Upgrades System

- New bridges and smoother pavement will be provided for all users at no cost to the Transportation Trust Fund, allowing funding that would have been needed to maintain state of good repair to be used for other vital transportation improvements

Reduces Traffic on Local System

- Local roads outside the interstates will have less traffic

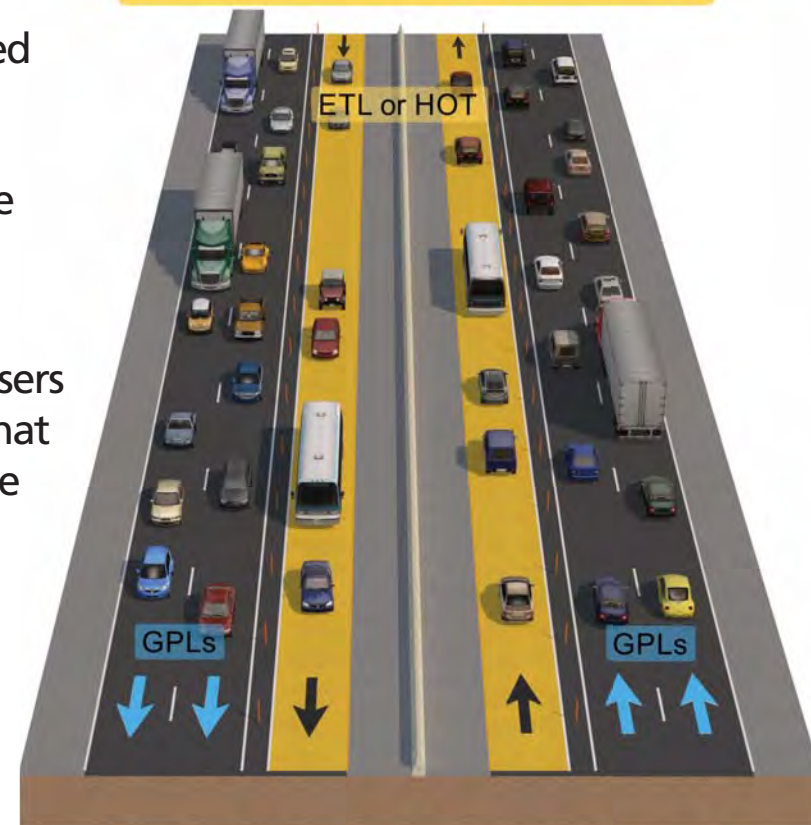
Job Accessibility

- Improves access to jobs in the region

Movement of Goods

- Improves reliability for the movement of goods through the region

ETL or HOT Lanes would be separated and tolled to maintain traffic speeds or throughput



General purpose lanes continue to function as unrestricted free lanes

TRAFFIC OPERATIONS

CONGESTION RELIEF ON I-495 AND I-270

- Average delay per vehicle quantifies the amount of time motorists are stuck 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	Delay Reduction vs. No Build	
	AM Peak	PM Peak
2040 No Build	0%	0%
Alternative 5	20%	22%
Alternative 8	24%	33%
Alternative 9	34%	33%
Alternative 10	35%	35%
Alternative 13B	27%	22%
Alternative 13C	26%	35%

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

Legend

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

REDUCED DELAY ON LOCAL NETWORK

- 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	Description	% Decrease Daily Delay Local Roads
Alternative 1	No Build	0%
Alternative 5	I-495: 1 HOT Lane I-270: 1 HOT Lane	3.2%
Alternative 8	I-495: 2 ETLs I-270: 1ETL & 1 HOV	6.3%
Alternative 9	I-495: 2 HOT Lanes I-270: 2 HOT Lanes	6.8%
Alternative 10	I-495: 2 ETLs I-270: 2 ETLs & 1 HOV	6.4%
Alternative 13B	I-495: 2 HOT Lanes I-270: 2 Reversible HOT Lanes	6.3%
Alternative 13C	I-495: 2 ETLs I-270: 2 Reversible ETLs & 1 HOV	6.2%

*Source: MWCOG Regional Forecasting Model

Legend

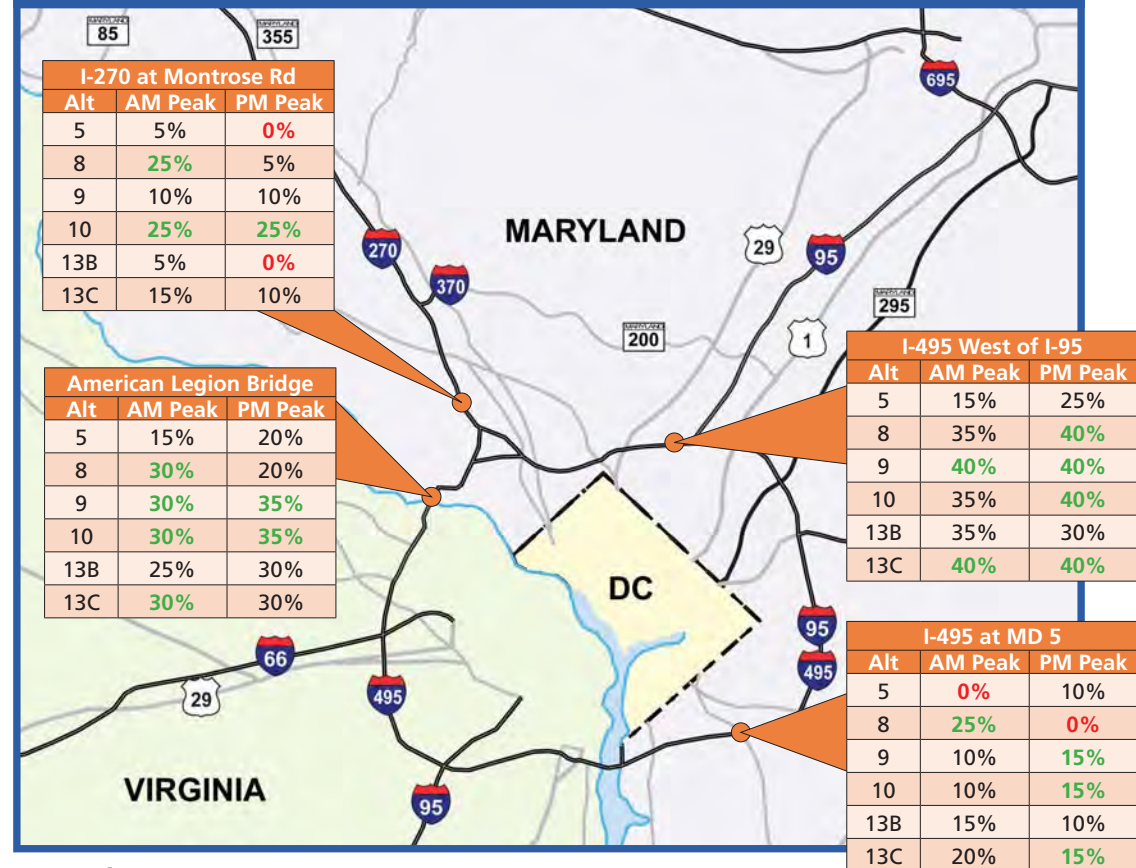
- No benefit vs. No Build
- < 5% reduction in daily delay on local roadway network
- > 5% reduction in daily delay on local roadway network

TRAFFIC OPERATIONS

MOVING PEOPLE THROUGH THE CORRIDOR

- “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).

% Increase in People Moved vs. 2040 No Build Conditions



Legend

XX% Highest increase in “person-throughput” per location

XX% No Benefit compared to 2040 No Build

TRAFFIC OPERATIONS

CORRIDOR TRAVEL TIME AND AVERAGE SPEED IN 2040

GP - General Purpose Lane
ETL - Express Toll Lane
HOT - High-Occupancy Toll Lane

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 5 (GP)	29	21	22	5,720	95
Alt 8 (GP)	40	15	28	7,280	120
Alt 9 (GP)	37	16	27	7,020	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

*Assumes 260 commuting days in a year.

Commute from I-95 to Woodrow Wilson Bridge (AM Peak Period)

Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	23	67	-	-	-
Alt 5 (GP)	29	54	13	3,380	55
Alt 8 (GP)	29	54	13	3,380	55
Alt 9 (GP)	30	52	15	3,900	65
Alt 10 (GP)	30	53	14	3,640	60
Alt 13B (GP)	31	50	17	4,420	75
Alt 13C (GP)	30	52	15	3,900	65
HOT/ETL (All Alts)	35	44	23	5,980	100

*Assumes 260 commuting days in a year.
*HOT/ETL speeds reduce below 45 mph due to the system transitioning to the existing roadway west of MD 5.

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 5 (GP)	57	17	10	2,600	45
Alt 8 (GP)	56	18	9	2,340	40
Alt 9 (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

*Assumes 260 commuting days in a year.

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 5 (GP)	29	26	6	1,560	25
Alt 8 (GP)	23	33	-	-	-
Alt 9 (GP)	33	23	9	2,340	40
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

*Assumes 260 commuting days in a year.

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 5 (GP)	47	16	12	3,120	50
Alt 8 (GP)	48	15	13	3,380	55
Alt 9 (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

*Assumes 260 commuting days in a year.

Commute from Chevy Chase to Landover (PM Peak Period)

Alternatives	Average Speed (mph)	Travel Time (min)	Time Savings (min)	Annual Savings Per Commuter*	
				Minutes	Hours
No Build	18	50	-	-	-
Alt 5 (GP)	32	29	21	5,460	90
Alt 8 (GP)	36	26	24	6,240	105
Alt 9 (GP)	36	26	24	6,240	105
Alt 10 (GP)	37	25	25	6,500	110
Alt 13B (GP)	40	23	27	7,020	115
Alt 13C (GP)	35	26	24	6,240	105
HOT/ETL (All Alts)	47	20	30	7,800	130

*Assumes 260 commuting days in a year.

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

Visit the “My Commute” station to calculate your travel time savings and the projected travel speed benefits along the highway, personalized to your specific route.

OTHER CONSIDERATIONS

CHALLENGES WITH REVERSIBLE LANES

- Daily maintenance and associated costs
- Downtime during changeovers
- Safety concerns
- Driver expectancy issues
- Less flexibility to adapt to incidents
- Does not serve demand in off-peak direction on I-270



(Linda Davidson/The Washington Post)

CHALLENGES WITH SINGLE-LANE SYSTEMS

- “Snail” effect – speed governed by slowest moving vehicle*
- Lower speeds in managed lane
- Passing is constrained
- Less flexibility to adapt to incidents
- Less reliable

*Source: NCHRP Report 03-96, Analysis of Managed Lanes on Freeway Facilities (Web-Only Document 191).



PRELIMINARY EFFECTS COMPARISON OF SCREENED ALTERNATIVES BY PROGRAM PHASE

PROGRAM PHASE 1: I-495 from the George Washington Parkway to I-95

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	17	18	18	18	18	18
	Number of National Register Historic Properties	0	9	9	9	9	9	9
	100-Year Floodplain (acres)	0	97	98	98	98	98	98
	Unique and Sensitive Areas (acres)	0	278	283	283	283	283	283
	Forest canopy (acres)	0	560	574	574	575	574	574
	Wetlands (acres)	0	4	4	4	4	4	4
	Waters of the US (miles)	0	11	11	11	11	11	11
ENGINEERING	Noise Receptors Impacted	0	1714	2152	2152	2152	2152	2152
	Total Right-of-way Required (acres)	0	112	125	125	126	125	125
	Number of Properties Directly Effected	0	463	552	552	554	552	552
	Number of Residential Relocations	0	25	34	34	34	34	34
	Number of Business Relocations	0	3	3	3	3	3	3
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

PROGRAM PHASE 2A: I-270 from I-495 to I-370

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	12	12	12	12	12	12
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	6	6	6	6	6	6
	Unique and Sensitive Areas (acres)	0	46	47	47	50	47	49
	Forest canopy (acres)	0	274	277	277	286	277	282
	Wetlands (acres)	0	2	2	2	2	2	2
	Waters of the US (miles)	0	3	3	3	3	3	3
ENGINEERING	Noise Receptors Impacted	0	537	634	634	745	575	625
	Total Right-of-way Required (acres)	0	65	68	68	76	68	73
	Number of Properties Directly Effected	0	178	197	197	234	197	213
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	0	0	0	0	0	0
	Width of Pavement on I-495 (feet)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Width of Pavement on I-270 (feet)	218-230	194-198	218-222	218-222	242-248	202-206	226-230



NOTES:

- All alternatives follow the existing highways, therefore, the quantities are similar.
- Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes incentivizing the private sector through innovation.
- Preliminary impacts in tables assume total impacts; temporary and permanent impacts will be differentiated in the DEIS.
- The Air Quality Analysis for the Study is still ongoing. The methodologies and assumptions used in the assessment will be outlined in the DEIS and supporting documentation.
- Noise receptors are noise sensitive land uses which include residences, schools, places of worship, parks, among others.

PROGRAM PHASE 2B: I-495 from I-95 to west of MD 5

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	21	23	23	23	23	23
	Unique and Sensitive Areas (acres)	0	84	84	84	84	84	84
	Forest canopy (acres)	0	582	598	598	598	598	598
	Wetlands (acres)	0	14	15	15	15	15	15
	Waters of the US (miles)	0	14	14	14	14	14	14
ENGINEERING	Noise Receptors Impacted	0	1410	1684	1684	1684	1684	1684
	Total Right-of-way Required (acres)	0	129	146	146	146	146	146
	Number of Properties Directly Effected	0	587	708	708	708	708	708
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	1	1	1	1	1	1
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

POTENTIAL PHASING:

- To implement the improvements of a build alternative, a potential phasing plan would be considered. It would be proposed in three phases.
- Phase 1 would start on I-495 at the George Washington Parkway, include improvement of the American Legion Bridge, and extend to I-95.
- Phase 2A on I-270 would start at I-495 and extend to I-370.
- Phase 2B on I-495 would start at I-95 and extend to west of MD 5.
- This phasing would address the most congested freeway segments first and allow Phases 2A and 2B to be delivered concurrently.
- Phase 1 would be anticipated to begin shortly after approval of a Record of Decision and Phases 2A and 2B would be anticipated to begin within two years of beginning of Phase 1.

PROPERTY NEEDS - FREQUENTLY ASKED QUESTIONS

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

What determines if my property is needed?

- Many factors are analyzed in developing a transportation facility such as environmental, traffic operations, safety and property effects. If the improvements are wider than MDOT SHA's property, your property is needed.

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 the compensation for property needed plus any decrease in the value to any remaining property.
- For full details on the acquisition process, please refer to the MDOT SHA Your Land and Your Highways: Your Rights and Benefits Guide.

How far in advance 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 appraised and you have the right to be present. The mere fact that a study is ongoing does not mean that transportation improvements will affect your property.

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 compensation for the property and decrease in value to the remaining property. Relocation assistance is a separate benefit that is provided if the owner is eligible.

REDUCTION OF POTENTIAL PROPERTY NEEDS

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

How have we reduced potential property needs?

- At this early stage, considering the information available and level of design for each alternative, we have attempted to stay within existing rights-of-way to the extent possible to avoid and/or minimize potential property needs from residents and businesses.
- In locations where potential property needs were identified, a series of adjustments were applied to reduce the amount of potential property needed. This included reducing grass and grading areas next to the roadway and including retaining walls.

How will we continue to reduce potential property needs?

- MDOT SHA is committed to working with residents and businesses to identify approaches that could further reduce potential property needs or mitigate any effects to property as this process moves forward.
- Further avoidance and minimization is a priority as the development process moves forward. This includes continuing to evaluate the reduction of property needs as the preferred alternative is identified and refined. Also, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.

WHAT HAPPENS IF MY PROPERTY IS DIRECTLY AFFECTED?

TIMELINE OF THE ACQUISITION PROCESS

SPRING 2019 TO SUMMER 2020

Further avoidance & minimization to reduce needs will be evaluated and prioritized including incentivizing the private sector through innovation

FALL 2020

Complete National Environmental Policy Act (NEPA) Study



IDENTIFICATION

During final design, MDOT SHA determines if property is needed to construct the project (No earlier than 2021)



FORMAL NOTIFICATION

Property owner will receive a notification letter from MDOT SHA's Office of Real Estate (ORE)



PRE-NEGOTIATION

MDOT SHA determines the amount of land that may be needed for the new improvement and the effects on your remaining property



APPRAISAL

A qualified real estate appraiser will appraise your property and ORE's Appraisal Review Division will set the just compensation to be offered



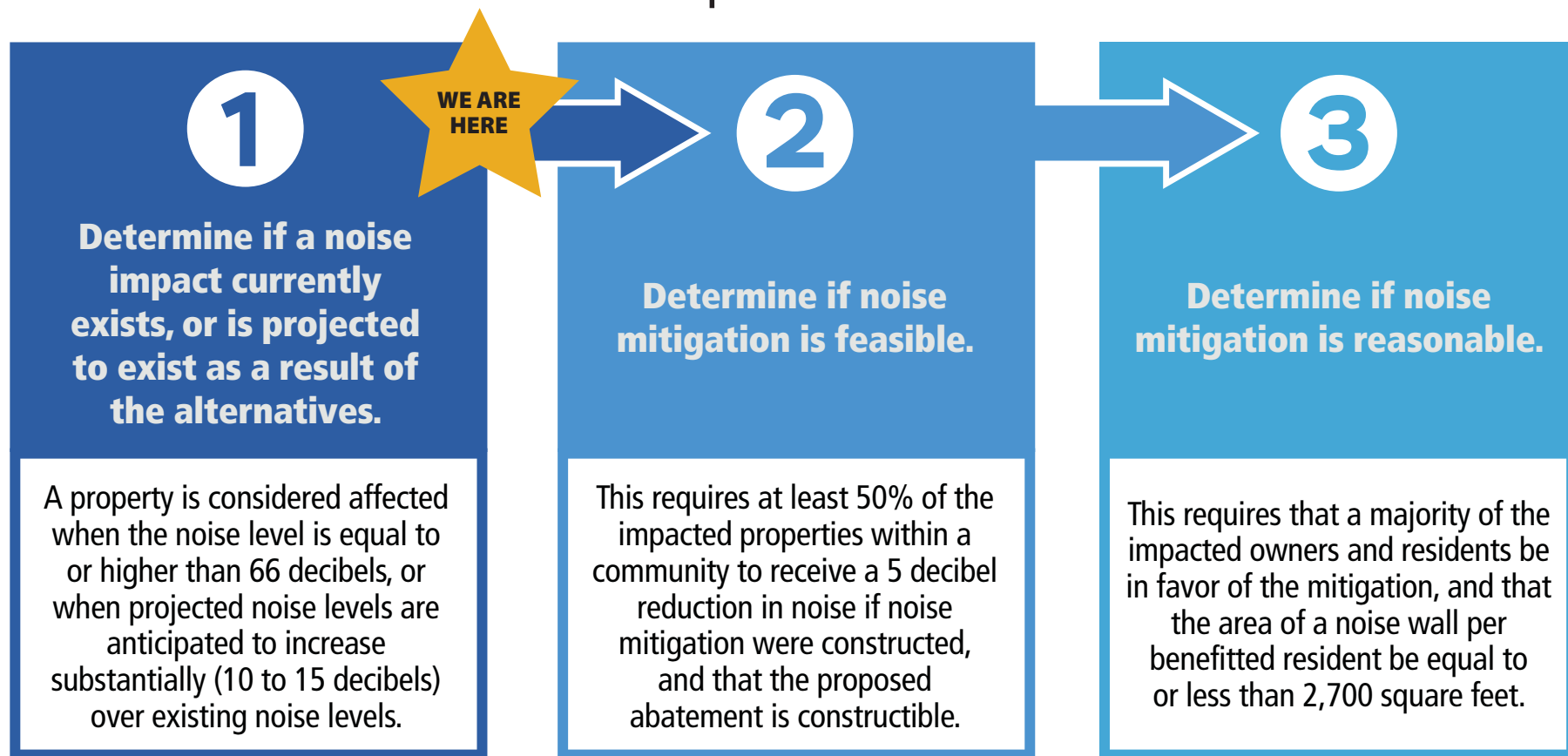
DISCUSSION

A real property specialist will contact you to set up an appointment to discuss the acquisition and the offer

https://www.roads.maryland.gov/ORE/highway_brochure_2019.pdf

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. This evaluation includes three requirements:



<https://www.roads.maryland.gov/Index.aspx?PageId=828>

WHAT IS MDOT SHA'S NOISE MITIGATION POLICY?

The MDOT SHA Noise Policy requires mitigation be feasible and reasonable.

FEASIBILITY: Can effective mitigation be constructed?

Acoustic Considerations: Can mitigation reduce projected noise levels by at least 5 dB(A) at 50% of impacted sites? Reduction of noise levels may be limited where external noise sources exist, such as where aircraft flight paths exist. In these situations, noise barriers may not be feasible.

Safety & Access Considerations: Will noise mitigation block access for driveways, local streets or pedestrians? Will it cause unsafe conditions, for example by limiting sight distance? If so, mitigation is not feasible.

Site Constraint Assessment: Will construction of the noise mitigation require additional considerations, for example: a retaining wall; major utility conflicts; acquisition of right-of-way?

REASONABLENESS: Is it reasonable to construct noise mitigation in this location?

Viewpoints of Benefited Property Owners & Residents: If more than 50% of benefited residents in the impacted area are opposed to the noise mitigation, it is deemed not reasonable.

Benefited Residences & Design Goal: At least 50% of benefited residences must receive at least a 7 dB(A) reduction from the proposed abatement for the abatement to be considered reasonable.

Cost Effectiveness: A barrier system will be considered reasonable if the area of wall provided per benefited residence is equal to, or less than, 2,700 square feet.

NOTE: For full details please refer to the MDOT SHA Highway Noise Policy, August 2011
<https://www.roads.maryland.gov/Index.aspx?pagelId=828>

STAY CONNECTED

MDOT SHA is committed to keeping the public informed about this important study. Learn more about the study:



Visit **495-270-p3.com**



Call toll free **833-858-5960**



Email Study team
495-270-p3@sha.state.md.us








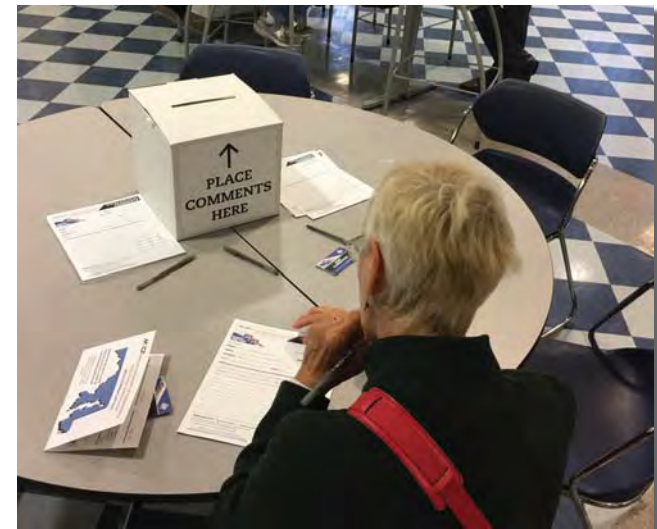
Sign up for email notifications on
the website **495-270-p3.com**



PROVIDE FEEDBACK

We want your comments on the recommended Alternatives Retained for Detailed Study (ARDS). **Comments for the ARDS will be accepted through June 14, 2019.** Please comment through one of these methods:

-  Hard copy comment form that can be dropped off at the workshops or in the mail
-  Provide oral comments to the verbatim recorder
-  Online comment form **495-270-p3.com**
-  Email **495-270-p3@sha.state.md.us**
-  By mail at:
Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202





WE'RE WORKING OUR WAY AROUND THE STUDY AREA TO GET YOUR FEEDBACK

Since January, MDOT SHA has met with stakeholders and community members.

Four Cities Stakeholder Meeting (College Park, Berwyn Heights, Rockville, New Carrollton)	College Park	January 30, 2019
Suburban Maryland Transportation Alliance Meeting	Rockville	February 7, 2019
Carderock Citizens Association Meeting	Bethesda	February 10, 2019
Town of Cheverly Town Hall Meeting	Cheverly	March 14, 2019
Upcounty Citizens Advisory Board Meeting	Germantown	March 18, 2019
Montgomery County Council Meeting	Rockville	March 19, 2019
Village of North Chevy Chase Meeting	Chevy Chase	March 19, 2019
The Promenade Meeting	Bethesda	March 20, 2019
Locust Hill Citizens Association Meeting	Bethesda	March 21, 2019
Prince George's County Council Meeting	Upper Marlboro	March 25, 2019
Construction Management Association of America Meeting	Baltimore	March 26, 2019
Greater Bethesda Chamber of Commerce Meeting	Bethesda	March 27, 2019
Cabin John Citizens Association Meeting	Cabin John	March 27, 2019
Frederick Chamber Transportation Action Committee	Frederick	April 3, 2019
Gaithersburg City Council Meeting	Gaithersburg	April 8, 2019

Contact us if you'd like to schedule a meeting with your organization:

@ 495-270-p3@sha.state.md.us

833-858-5960 Toll-Free

PUBLIC-PRIVATE PARTNERSHIPS (P3)

WHAT IS A P3?

A Public-Private Partnership (P3) is an alternative delivery model that seeks to harness private sector expertise and innovation in the delivery of public infrastructure for the benefit of the public owner and users of the infrastructure. Constraints and authority, P3s can 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 delivery model may include designing, building, financing, operating, and maintaining an infrastructure 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 over 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 risk, design and construction risks, long-term operations and maintenance risks.

A P3 IS NOT

■ A Funding Source

Projects require user fees or tax dollars 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



WELCOME

TO THE PUBLIC WORKSHOP FOR THE I-495 & I-270 MANAGED LANES STUDY

This handout includes:

- a guide for navigating the Workshop
- a summary of information presented at the Workshop
- a comment form for you to leave here or mail in later

Station 1: Study Overview

- What is the I-495 & I-270 Managed Lanes Study?
- Why is the Study needed?
- How long will the Study last?

Station 2: Alternatives Development and Screening Process

- How were the alternatives developed?
- What are the alternatives screening criteria?
- What alternatives are being retained?

Station 3: Traffic Analyses

- What would my travel time savings be?

Station 4: Alternatives Retained for Detailed Study (ARDS)

- Are the alternatives close to my property/community?
- What are the needs and how are you reducing the needs?
- How will the alternatives affect traffic?

Station 5: Potential Property Needs

- What happens if my property is needed?

Station 6: Noise

- What happens if my property is impacted by noise?

Station 7: Stay Connected

- How do I provide feedback on the Study?

**Presentations by
Lisa Choplin and
Jeff Folden**

- Weekday presentations 6:30 p.m. and 7:30 p.m.
- Saturday presentations 10:00 a.m. and 11:00 a.m.
- Presentations are the same and will provide an overview of where we are today with time for questions and answers.



PUBLIC WORKSHOPS

Thursday, April 11th

6:30 p.m. - 8:30 p.m.

Prince George's Sports and
Learning Complex
8001 Sheriff Rd
Landover, MD 20785

Saturday, April 13th

10:00 a.m. - 12:00 p.m.

Thomas Pyle Middle School
6311 Wilson Ln
Bethesda, MD 20817

Tuesday, April 23rd

6:30 p.m. - 8:30 p.m.

Eleanor Roosevelt High School
7601 Hanover Pkwy
Greenbelt, MD 20770

Wednesday, April 24th

6:30 p.m. - 8:30 p.m.

Eastern Middle School
300 University Blvd E
Silver Spring, MD 20901

Thursday, April 25th

6:30 p.m. - 8:30 p.m.

Thomas Wootton High School
2100 Wootton Pkwy
Rockville, MD 20850

Saturday, April 27th

10:00 a.m. - 12:00 p.m.

Suitland Community Center
5600 Regency Ln
Suitland-Silver Hill, MD 20746

Tuesday, May 14th

6:30 p.m. - 8:30 p.m.

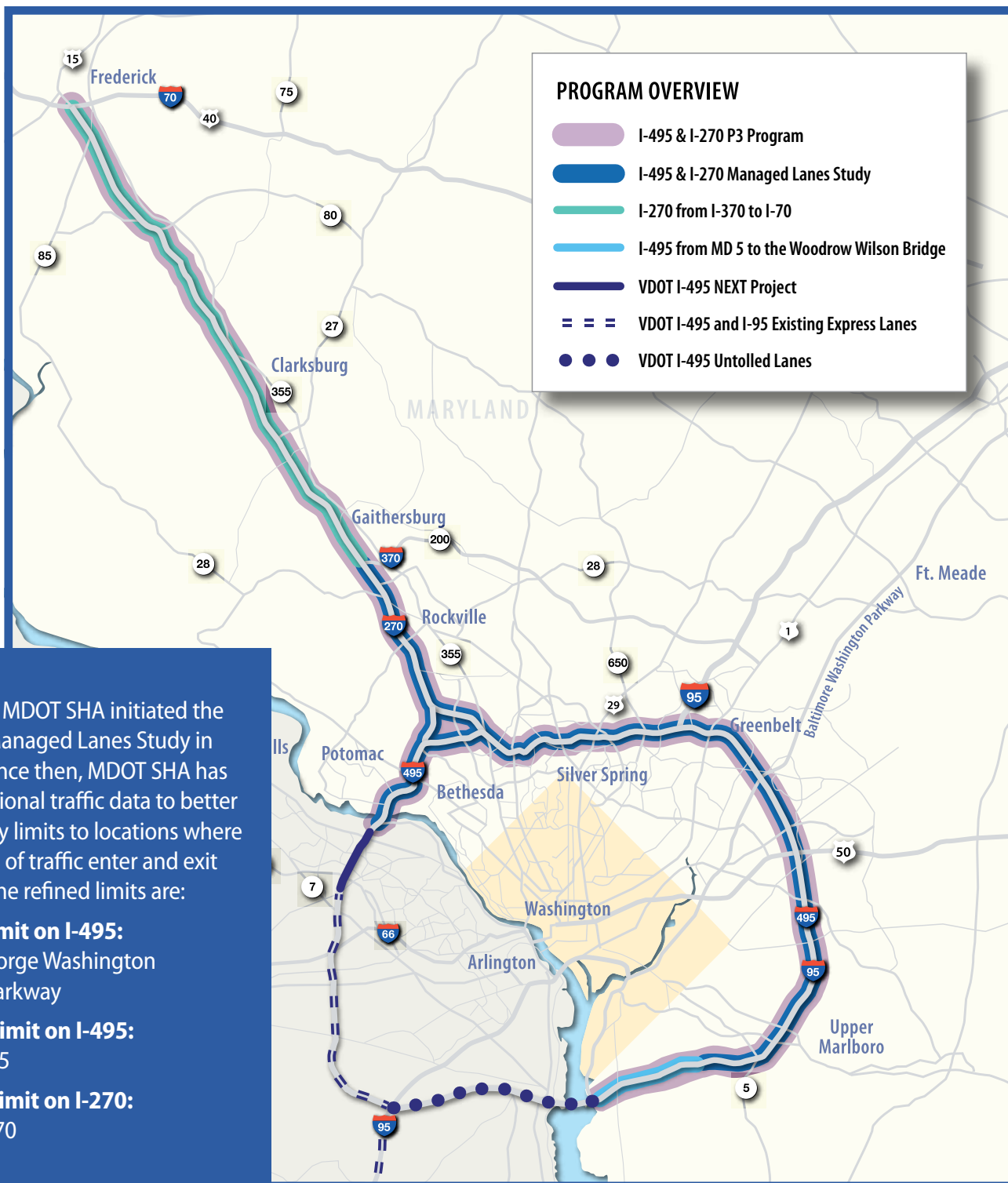
Oxon Hill High School
6701 Leyte Dr
Oxon Hill, MD 20745

Thursday, May 16th

6:30 p.m. - 8:30 p.m.

Seneca Valley High School
19401 Crystal Rock Dr
Germantown, MD 20874





The FHWA and MDOT SHA initiated the I-495 & I-270 Managed Lanes Study in March 2018. Since then, MDOT SHA has gathered additional traffic data to better refine the Study limits to locations where heavy volumes of traffic enter and exit the highway. The refined limits are:

- **Western Limit on I-495:**
south of George Washington Memorial Parkway
- **Southern Limit on I-495:**
west of MD 5
- **Northern Limit on I-270:**
north of I-370

All materials presented at today's Public Workshop, including display boards, presentation, and this handout, are available on the Study website, **495-270-p3.com**. The interactive alternatives mapping shown on the computer at today's Public Workshop is also accessible at the study website.

STUDY OVERVIEW

Purpose of Public Workshops

At today's Public Workshop, you will be able to view the engineering, traffic, environmental, and financial analyses for the Screened Alternatives as well as the recommendations for the Alternatives Retained for Detailed Study (ARDS) in the Draft Environmental Impact Statement (DEIS).

I-495 & I-270 P3 Program and I-495 & I-270 Managed Lanes Study

The overall I-495 & I-270 Public-Private Partnership (P3) Program will include improvements to over 70 miles of interstate in Maryland. The P3 Program is needed to address existing and future traffic conditions.

The I-495 & I-270 Managed Lanes Study, required to follow the National Environmental Policy Act (NEPA) process, is the first element in the I-495 & I-270 P3 Program. Ultimately the I-495 & I-270 Managed Lanes Study Environmental Impact Statement (EIS) will document the existing and future traffic, roadway, and environmental conditions used to identify alternatives and assess potential effects, including those presented today.

Study Need

Traffic congestion in the National Capital Region is among the worst in the nation. On I-495 and I-270, heavy traffic lasts between seven and 10 hours every day. This gridlock extends onto local roads, as drivers look for ways to avoid the congestion.

With regional population expected to grow by nearly 1.2 million people by 2040, the travel time for everyone's trip on I-495 and I-270 is expected to increase, further stressing the system.

Transportation studies show that both transit and highway improvements are required to meet future travel needs. For a highway system as extensive and vital as I-495 and I-270, the necessary investment for improvements must be large-scale and sustainable, or we will be stuck in never-ending traffic. The consequence of inaction will severely impact the quality of life for Maryland's citizens, and dampen the State's economy.

The Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have undertaken the I-495 & I-270 Managed Lanes Study to evaluate solutions that could accommodate traffic growth and provide more reliable travel times. Concurrent with the Study, MDOT SHA has begun a separate Public-Private Partnership (P3) process to enable the use of resources and innovation from the private sector to design, build, finance, operate, and maintain these potential transportation improvements to address the Study goals.



PURPOSE AND 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

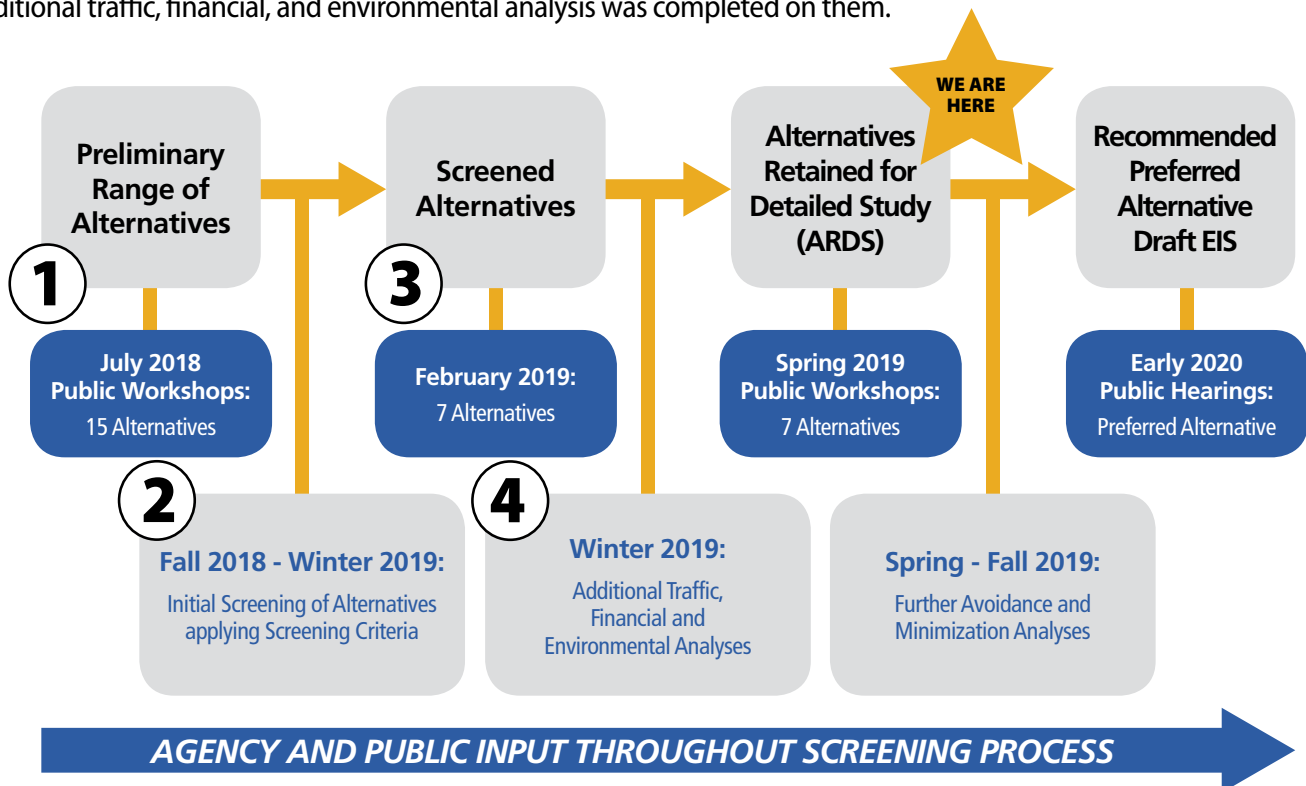
- Accommodate Existing Traffic and Long-Term Traffic Growth
- Enhance Trip Reliability
- Provide Additional Roadway Travel Choices
- Accommodate Homeland Security
- Movement of Goods and Services

GOALS

- Financial Viability
- Environmental Responsibility

ALTERNATIVES DEVELOPMENT AND SCREENING PROCESS

- ① In July 2018, MDOT SHA presented the Preliminary Range of Alternatives to the public. To narrow the 15 Preliminary Range of Alternatives, MDOT SHA performed an initial screening to determine each alternative's ability to meet the Study Purpose and Need.
- ② The Screening Criteria were based on the transportation needs and goals outlined in the Study's Purpose and Need and were applied to each alternative. If a Preliminary Alternative did not meet the Purpose and Need Screening Criteria, MDOT SHA recommended dropping it from further consideration.
- ③ Seven alternatives from the Preliminary Range of Alternatives were carried forward.
- ④ Additional traffic, financial, and environmental analysis was completed on them.



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

Following the completion of the additional traffic, financial, and environmental analyses, MDOT SHA determined that all seven of the Screened Alternatives meet the Study Purpose and Need to some extent; therefore, all seven alternatives are being carried forward as the Recommended Alternatives Retained for Detailed Study (ARDS). These alternatives are listed below and are presented for your feedback at the Public Workshop today:

- **Alternative 1:** No Build
- **Alternative 5:** 1 HOT Managed Lane on I-495 and I-270
- **Alternative 8:** 2 ETL Managed Lanes on I-495 + 1 ETL and 1 HOV Managed Lane on I-270
- **Alternative 9:** 2 HOT Managed Lanes on I-495 and I-270
- **Alternative 10:** 2 ETL Managed Lanes on I-495 + 2 ETLs and 1 HOV on I-270
- **Alternative 13B:** 2 HOT Managed Lanes on I-495 + 2 Reversible HOT Managed Lanes on I-270
- **Alternative 13C:** ETL Managed Lanes on I-495 Reversible ETL Managed Lane + 1 HOV Managed lane on I-270

HOT - High-Occupancy Toll Lane

ETL - Express Toll Lane

HOV - High-Occupancy Vehicle

SCREENING CRITERIA

The Screening Criteria were used for both levels of screening: 1) from Preliminary Range of Alternatives (July 2018) to Screened Alternatives (February 2019) and 2) from Screened Alternatives (February 2019) to Alternatives Retained for Detailed Study (ARDS) (April 2019). The Screening Criteria are outlined below:



ENGINEERING

- Accommodating existing traffic and long-term traffic growth
- Enhancing travel time reliability
- Providing additional travel choice while retaining the general-purpose lanes
- Evaluating complex operating configurations that lead to driver confusion



HOMELAND SECURITY

- Accommodating Homeland Security by providing additional capacity to assist in accommodating population evacuation and the ability to quickly coordinate a traffic response by allowing use by emergency responders



FINANCIAL VIABILITY

- Evaluating potential construction costs compared to potential traffic in managed lanes



MOVEMENT OF GOODS AND SERVICES

- Improving movement of goods via truck freight travel and enhancing the movement of services by improving access to employment centers



MULTI-MODAL CONNECTIVITY

- Improving multi-modal connectivity by enhancing to and between existing transit facilities near the corridor and accommodating new or modified transit service within the alternative



ENVIRONMENTAL

- Considering key environmental resources: require additional property, and impact parks, historic properties, and wetlands and waters

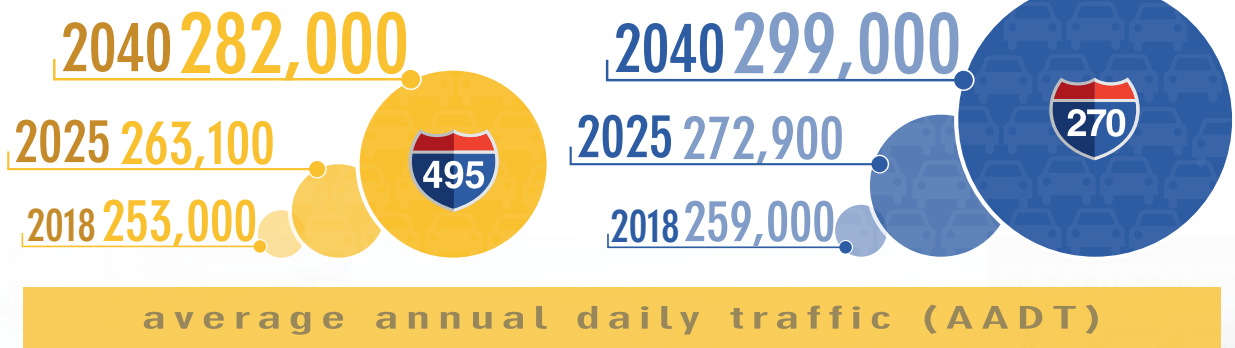


What about Transit Alternatives?

Previous studies have concluded that ***no single solution***, either transit or highway, would provide significant relief to the long-term demand; therefore, both are needed. The Capital Beltway/Purple Line Study were originally one planning study. As the Purple Line is under construction; we are now studying the Beltway improvements. Although transit brings revenue through fares, it is not financially viable because it requires a major government investment/subsidies and the state does not have these financial resources. While the National Capital Region Transportation Planning Board Constrained Long Range Plan proposes both highway and transit improvements, including the Purple Line, Corridor Cities Transitway Bus Rapid Transit, and increased train capacity/frequency along MARC lines, this study is focused on the highway aspect of the plan.

Multimodal Considerations

Public buses will be allowed to use the managed lanes to enhance transit mobility and connectivity to existing and planned transit facilities. Improving the highway system will provide a less congested and more reliable route for bus transit. MDOT has committed to working with WMATA to consider the results of the ***Washington Area Transformation Bus Study. Direct and indirect access*** to existing transit stations and transit-oriented developments will be included at Greenbelt, New Carrollton, Branch Avenue, Silver Spring, and Shady Grove metro stations.



Traffic Operations

The Screened Alternatives were evaluated to determine how they would operate in 2040 traffic conditions using the following considerations:

- **Average Delay:** average amount of time each vehicle is delayed while trying to reach its destination.
- **Person Throughput:** number of people that pass a given point in the roadway network in a set amount of time; accounts for high-occupancy vehicles and buses.
- **Travel Time and Speed:** comparison of travel time and average speed during the peak hours to the expected travel time and speed under No Build condition.

Alternative 5 (1 HOT Lane) performed the least favorably in all categories with the highest delays and lowest person throughputs. It generally showed improvements compared to the No Build, but it did not perform as well as the other Screened Alternatives.

Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270) showed improvements compared to the No Build and outperformed Alternative 5, but it did not perform as well as Alternative 9 or Alternative 10, particularly on I-270.

Alternative 9 (2 HOT Lanes) and **Alternative 10** (2 ETL - 495) (2 ETL & 1 HOV - 270) generally performed the most favorably because they both reduced system-wide average delay by over 30% compared to the No Build in the AM and PM peak periods. Alternatives 9 and 10 also had significant increases in person-throughput at key corridor locations during both peak periods.

Alternative 13B (2 HOT - 495) (2 REV. HOT - 270) and **Alternative 13C** (2 ETL - 495) (2 REV. ETL & 1 HOV - 270) showed improvements compared to the No Build and Alternative 5; however, neither performed as well as Alternatives 9 and 10. Alternative 13C slightly outperformed Alternative 13B.

Additionally, there are challenges with reversible lanes and single-lane systems that are difficult to observe in the traffic models. On single-lane systems (Alternatives 5 and 8), slow moving vehicles can create a "snail effect," slowing down all other vehicles behind them. When the direction is switched on reversible lanes (Alternatives 13B and 13C) there are challenges with downtime, no improvement in the off-peak direction, and negative impacts to transit vehicles in the off-peak direction.



My Commute

Visit the "My Commute" station to calculate your travel time savings and the projected travel speed benefits along the highway, personalized to your specific route.

TRAVEL TIME CALCULATOR RESULTS

My Commute

Period: AM PM
(CIRCLE ONE)

From Interchange:

To Interchange:

	Time (minutes)	Speed (mph)
No Build		
Build (General Purpose)		
Build (HOT/ETL)		
Improvement Per Trip	<div></div> minutes	<div></div> mph



RECOMMENDED ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS)

ALT 1: No Build (Existing)

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



ALT 5: 1 HOT Managed Lane

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



ALT 10: 2 ETL Managed Lanes and 1 HOV Managed Lane (I-270 only)

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



WORKSHOP HANDOUT

After additional traffic, financial and environmental analysis, all the Screened Alternatives are being recommended to be retained for detailed study in the Environmental Impact Statement because they each meet the Study's Purpose and Need to some extent.

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 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 High-Occupancy Toll Lanes (HOT)?

Dedicated managed lanes within highway rights-of-way that single-occupancy vehicle (SOV) motorists may use by paying a variably priced toll and high-occupancy vehicle (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.

PRELIMINARY EFFECTS COMPARISON OF SCREENED ALTERNATIVES BY PROGRAM PHASE

PROGRAM PHASE 1: I-495 from the George Washington Parkway to I-95

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	17	18	18	18	18	18
	Number of National Register Historic Properties	0	9	9	9	9	9	9
	100-Year Floodplain (acres)	0	97	98	98	98	98	98
	Unique and Sensitive Areas (acres)	0	278	283	283	283	283	283
	Forest canopy (acres)	0	560	574	574	575	574	574
	Wetlands (acres)	0	4	4	4	4	4	4
	Waters of the US (miles)	0	11	11	11	11	11	11
	Noise Receptors Impacted	0	1714	2152	2152	2152	2152	2152
ENGINEERING	Total Right-of-way Required (acres)	0	112	125	125	126	125	125
	Number of Properties Directly Effectuated	0	463	552	552	554	552	552
	Number of Residential Relocations	0	25	34	34	34	34	34
	Number of Business Relocations	0	3	3	3	3	3	3
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

PROGRAM PHASE 2A: I-270 from I-495 to I-370

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	12	12	12	12	12	12
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	6	6	6	6	6	6
	Unique and Sensitive Areas (acres)	0	46	47	47	50	47	49
	Forest canopy (acres)	0	274	277	277	286	277	282
	Wetlands (acres)	0	2	2	2	2	2	2
	Waters of the US (miles)	0	3	3	3	3	3	3
	Noise Receptors Impacted	0	537	634	634	745	575	625
ENGINEERING	Total Right-of-way Required (acres)	0	65	68	68	76	68	73
	Number of Properties Directly Effectuated	0	178	197	197	234	197	213
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	0	0	0	0	0	0
	Width of Pavement on I-495 (feet)	138-146	N/A	N/A	N/A	N/A	N/A	N/A
	Width of Pavement on I-270 (feet)	218-230	194-198	218-222	218-222	242-248	202-206	226-230

WORKSHOP HANDOUT



POTENTIAL PHASING

- To implement the improvements of a build alternative, a potential phasing plan would be considered. It would be proposed in three phases.
- Phase 1 would start on I-495 at the George Washington Parkway, include improvement of the American Legion Bridge, and extend to I-95.
- Phase 2A on I-270 would start at I-495 and extend to I-370.
- Phase 2B on I-495 would start at I-95 and extend to west of MD 5.
- This phasing would address the most congested freeway segments first and allow Phases 2A and 2B to be delivered concurrently.
- Phase 1 would be anticipated to begin shortly after approval of a Record of Decision and Phases 2A and 2B would be anticipated to begin within two years of beginning of Phase 1.

PROGRAM PHASE 2B: I-495 from I-95 to west of MD 5

	Resources	Alt 1 No Build	Alt 5	Alt 8	Alt 9	Alt 10	Alt 13B	Alt 13C
ENVIRONMENTAL	Number of Parks/ Recreation Facilities	0	15	15	15	15	15	15
	Number of National Register Historic Properties	0	8	8	8	8	8	8
	100-Year Floodplain (acres)	0	21	23	23	23	23	23
	Unique and Sensitive Areas (acres)	0	84	84	84	84	84	84
	Forest canopy (acres)	0	582	598	598	598	598	598
	Wetlands (acres)	0	14	15	15	15	15	15
	Waters of the US (miles)	0	14	14	14	14	14	14
	Noise Receptors Impacted	0	1410	1684	1684	1684	1684	1684
ENGINEERING	Total Right-of-way Required (acres)	0	129	146	146	146	146	146
	Number of Properties Directly Effected	0	587	708	708	708	708	708
	Number of Residential Relocations	0	0	0	0	0	0	0
	Number of Business Relocations	0	1	1	1	1	1	1
	Width of Pavement on I-495 (feet)	138-146	170-174	194-198	194-198	194-198	194-198	194-198
	Width of Pavement on I-270 (feet)	218-230	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:

- All alternatives follow the existing highways, therefore, the quantities are similar.
- Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes incentivizing the private sector through innovation.
- Preliminary impacts in tables assume total impacts; temporary and permanent impacts will be differentiated in the DEIS.
- The Air Quality Analysis for the Study is still ongoing. The methodologies and assumptions used in the assessment will be outlined in the DEIS and supporting documentation.
- Noise receptors are noise sensitive land uses which include residences, schools, places of worship, parks, among others.



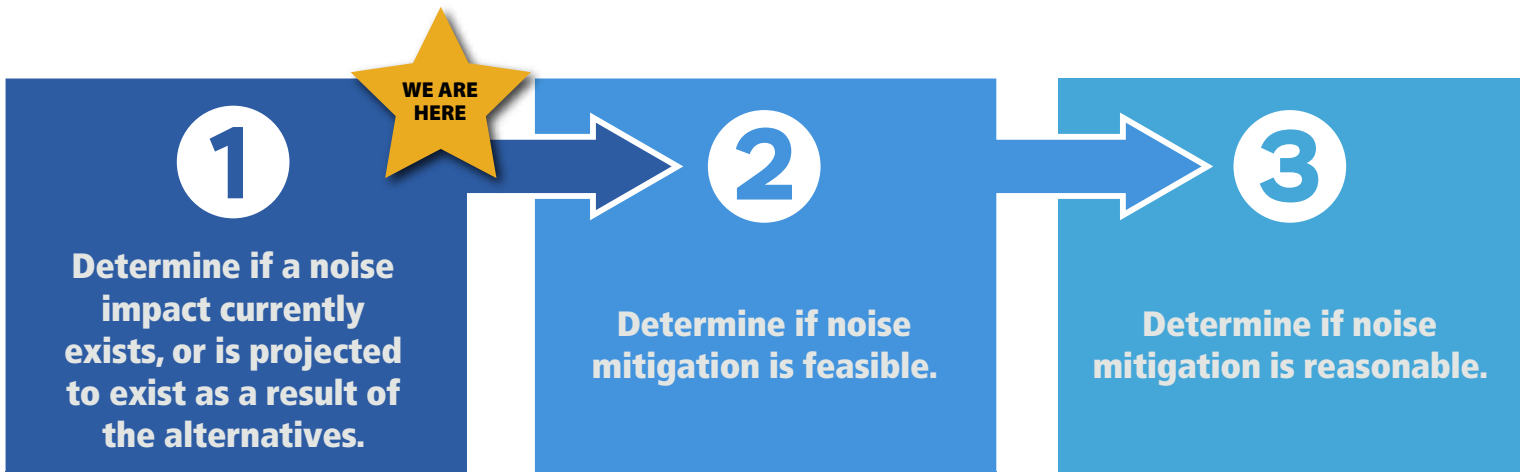
Preliminary Capital Cost Estimates

Preliminary cost estimates for each Screened Alternative were developed for the full length of the study limits. These estimates include costs for construction, engineering, right-of-way, and contingencies, to account for the preliminary level of the current study.

Alternative 1 (No Build)	Alternative 5 (1 HOT Lane)	Alternative 8 (2 ETL - 495) (1 ETL & 1 HOV - 270)	Alternative 9 (2 HOT Lanes)	Alternative 10 (2 ETL - 495) (2 ETL & 1 HOV - 270)	Alternative 13B (2 HOT - 495) (2 REV. HOT - 270)	Alternative 13C (2 ETL - 495) (2 REV. ETL & 1 HOV - 270)
N/A	\$7.72B - \$8.56B	\$8.76B - \$9.70B	\$8.71B - \$9.64B	\$9.05B - \$10.02B	\$8.61B - \$9.54B	\$8.92B - \$9.87B

How Do We Study Noise Impacts?

As part of NEPA, MDOT SHA evaluates the need for noise mitigation when alternatives consider widening of an existing highway. This evaluation includes three requirements:



I-495 & I-270 MANAGED LANES STUDY SCHEDULE



Reduction of Potential Property Needs

Property and environmental needs are preliminary at this point in the Managed Lanes Study. As the study moves forward, further avoidance and minimization to reduce property and environmental needs will be evaluated and prioritized. This includes, incentivizing the private sector through innovation.

How have we reduced potential property needs?

At this early stage, considering the information available and level of design for each alternative, we have attempted to stay within existing rights-of-way to the extent possible to avoid and/or minimize potential property needs from residents and businesses.

In locations where potential property needs were identified, a series of adjustments was applied to reduce the amount of potential property needed. This included reducing grass and grading areas next to the roadway and including retaining walls.

How will we continue to reduce potential property needs?

MDOT SHA is committed to working with residents and businesses to identify approaches that could further reduce potential property needs or mitigate any effects to property as this process moves forward.

Further avoidance and minimization is a priority as the development process moves forward. This includes continuing to evaluate the reduction of property needs as the preferred alternative is identified and refined. Also, MDOT SHA will engage and incentivize the private sector through innovation to reduce property needs.

Tolling

Once MDOT SHA receives agency and public input on the Recommended Alternatives Retained for Detailed Study, the preferred alternative **may** involve new roadway lanes that are tolled.

The choice to use the tolled lanes or general purpose lanes will always be in the hands of the traveler. The general purpose lanes that are free today **will be free in the future** regardless of the preferred alternative that is selected.

Managed Lanes help everyone. For example:

- The Express Toll lanes on I-95 north of Baltimore have resulted in a 12% reduction in delay for those in the general purpose lanes.
- In Virginia, over the last 5 years, trends show a 7% reduction in travel time on the I-495 northbound general purpose lanes in the morning peak and a 15% reduction in travel time on the I-95 southbound general purpose lanes in the evening peak.
- Experience in Virginia on I-495 and I-95 shows most users spend less per month on tolls than they do on a single tank of gas.





STAY CONNECTED

MDOT SHA is committed to keeping the public informed about this important Study. Learn more about the Study:



Visit **495-270-p3.com**



Call toll free **833-858-5960**



Email Study team
495-270-p3@sha.state.md.us



Sign up for email notifications on the
website **495-270-p3.com**

PROVIDE FEEDBACK

We want your comments on the seven recommended Alternatives Retained for Detailed Study (ARDS). Comments for the ARDS will be accepted through June 14, 2019. Please comment through one of these methods:



Hard copy comment form that can be
dropped off at the workshops or in the mail



Email **495-270-p3@sha.state.md.us**



Provide oral comments to the verbatim
recorder

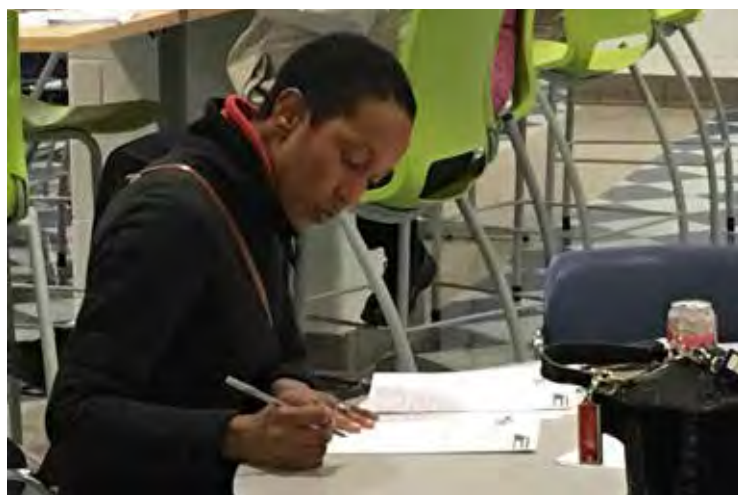


By mail at:

Maryland Department of Transportation
State Highway Administration
I-495 & I-270 P3 Office
707 North Calvert Street
Mail Stop P-601
Baltimore, MD 21202



Online comment form **495-270-p3.com**





NAME: _____ **DATE:** _____

EMAIL: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

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?

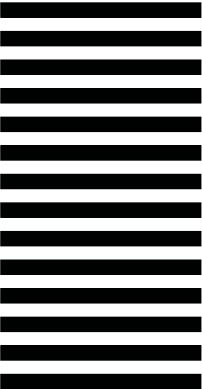
Good Okay Poor

5. How can MDOT communicate more effectively?

☐ Check here if you prefer email communications only

You may use this form or send your comments electronically to **495-270-P3@sha.state.md.us**, or via the website at **495-270-P3.com**.

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BALTIMORE MARYLAND 21298-6521

