



JOINT PUBLIC HEARINGS FOR THE DEIS AND JPA

Introduction

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

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

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



Purpose of Joint Public Hearings

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

With the DEIS milestone, we are seeking public and agency comment between July 10, 2020 and October 8, 2020. ***The public comment period may be extended 30 days. Please visit the Program website, [495-270-P3.com/DEIS](https://www.fhwa.dot.gov/495270/p3.com/DEIS), for updates.***

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

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



COVID-19 Considerations

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

Purpose and Need

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

Needs:

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

Goals:

- Financial viability
- Environmental responsibility

Travel Benefits

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

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

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

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

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

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

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

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

What Could the Toll Rates Be?

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

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

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

Pedestrian/Bicycle Access

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

Proposed Access Locations

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

What is Congestion Pricing?

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

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

How Does Dynamic Pricing Work?

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



Alternatives Currently Under Consideration in the DEIS

ALT 1: No Build (Existing)

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




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

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



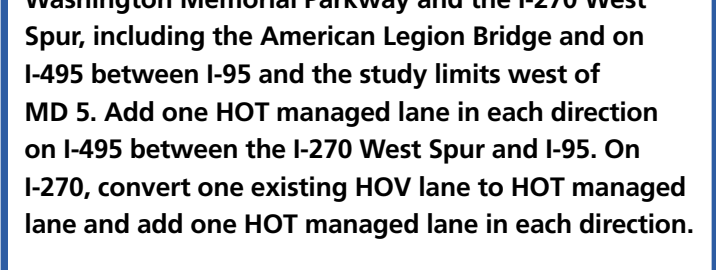
ALT 9: 2 HOT Managed Lanes

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




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

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



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

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



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

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



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

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



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



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



I-270



What are Managed Lanes?

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

What are High-Occupancy Toll (HOT) Lanes?

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

What are High-Occupancy Vehicle (HOV) Lanes?

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

What are Express Toll Lanes (ETL)?

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

What Transit Components are Included in the Build Alternatives?

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

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

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

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Comparison of the No Build and Build Alternatives

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

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

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

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

Avoidance and Minimization Efforts

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

Property Needs

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

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

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

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

Section 4(f)

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

Preliminary Noise Barrier Mitigation

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

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

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

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

What Are the Results of the Air Quality Analysis?

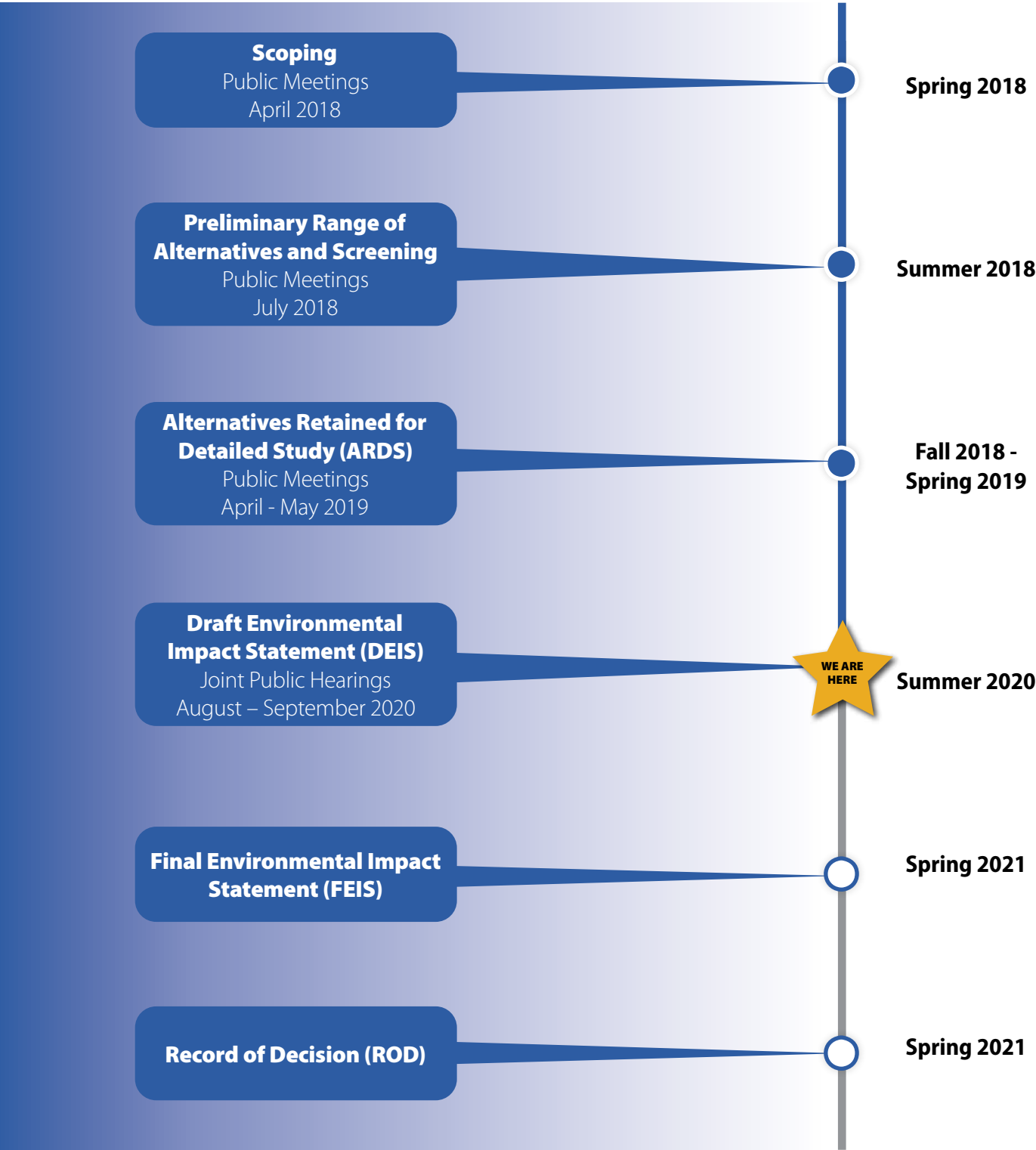
The Managed Lanes Study area is in attainment for carbon monoxide and particulate matter, meaning, the monitored air quality does not exceed the National Ambient Air Quality Standard for those pollutants. The study area is in non-attainment for ozone which means the monitored air quality exceeds the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

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



Next Steps and NEPA Schedule

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



DEIS and JPA Document Availability

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

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

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

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

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

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

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

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

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

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

Washington DC: Shepherd Park Neighborhood Library

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

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

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

Joint Public Hearings for the DEIS and JPA

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

Virtual/Online Hearings

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

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

In-Person Hearings

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

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

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

REQUEST FOR ASSISTANCE:

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

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

Amharic:
የህንጻ ጋዜጣ በ-አማርኛ- ለማግኘት፡ አባክዎ በሚከተለው ኢ-ሜይል ይጻፉ፡ mls-nepa-p3@mdot.maryland.gov፡፡ አባክዎ በኢ-ሜይል፡ Cፅሰ ላይ -በለው ያመልክቱ።

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

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



Ways to Comment on the DEIS and JPA at the Hearings

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

Other Ways to Comment on the DEIS

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

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

Comments must be received by 11:59 PM on October 8, 2020.*
*The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.

Other Ways to Comment on the JPA

The USACE and MDE are soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, essential fish habitat, historic properties, tribal resources, modification of civil works projects, water quality, general environmental effects, and coastal zone management programs. Comments are used in the preparation of an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments provided will become part of the public record for this action and are subject to release to the public through the Freedom of Information Act. Comments are also used to determine the overall public interest of the proposed activity.

For MDE, only those issues subject to regulation by the MDE Nontidal Wetlands and Waterway Construction Divisions (impacts to nontidal wetlands, wetland buffer, and waterways, including the 100-year nontidal floodplain) will be considered in rendering a decision to grant or deny the MDE Permit. Future public notices on the application will be included on the MDE website (mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/MLS_I-495_I-270.aspx) and sent via certified mail to any newly identified adjacent property owners and sent via regular mail to the Interested Persons List. Please refer to Subsection 5-907 of the Annotated Code of Maryland or the Code of Maryland Regulations 26.23.02 for information regarding the application process.

Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the Corps, Baltimore District and MDE within the comment period specified above through postal mail at the addresses below or electronic submission to the project manager email address below. Comments should reference the USACE Application Number (NAB-2018-02152) and the MDE Tracking Numbers 20-NT-0114 / 202060649.

USACE
Baltimore District
Attn: Mr. Jack Dinne
2 Hopkins Plaza
Baltimore, Maryland 21201
410-962-6005
john.j.dinne@usace.army.mil

Maryland Department of the Environment
Wetlands and Waterways Program
Attn: Mr. Steve Hurt
1800 Washington Blvd., Suite 430
Baltimore, Maryland 21230-1708
443-856-4760
MDE.SHAProjects@maryland.gov

It is requested that you communicate this information concerning the proposed work to any persons known by you to be interested, who did not receive a copy of this notice.

General information regarding the Corps' permitting process can be found on the following website: nab.usace.army.mil/Missions/Regulatory.aspx. General information regarding the MDE Nontidal Wetlands and Waterways permitting process can be found online at the following web address: mde.maryland.gov/programs/Water/WetlandsandWaterways/Pages/index.aspx. If you have any questions concerning this specific project, please contact the individuals listed above.



I-495 & I-270 Managed Lanes Study DEIS/ Draft Section 4(f) Evaluation COMMENT FORM

MEETING LOCATION: _____

IS YOUR COMMENT RELATED TO THE DEIS OR JPA?

☐ DRAFT Environmental Impact Statement (DEIS)/ Draft Section 4(f) Evaluation

☐ Joint Permit Application for Wetlands and Waters

(PLEASE PRINT)

NAME: _____ DATE: _____

EMAIL: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

MAILING LIST*: ☐ Add my name ☐ Delete my name

*Individuals who have received a copy of the Joint Public Hearing announcement through the mail are already on the Program mailing list.

☐ Check here if you prefer email communications only

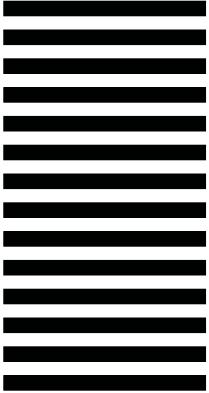
You may use this form or complete a comment form at the Program website, 495-270-p3.com/DEIS/. Comments may also be sent via email to MLS-NEPA-P3@mdot.maryland.gov, or by mail to Lisa B. Choplin, DBIA, Director, I-495 & I-270 P3 Office, Maryland Department of Transportation State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202. **Comments must be received by 11:59 PM on October 8, 2020. The public comment period may be extended 30 days. Please visit the Program website, 495-270-P3.com/DEIS, for updates.**



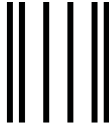
ATTN: LISA B. CHOPLIN, DBIA
DIRECTOR, 1495 & 1270 P3 OFFICE
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
707 NORTH CALVERT STREET MS P-601
BALTIMORE MARYLAND 21298-6521

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UNITED STATES



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

1. The information presented was easy to understand?

Good



Okay



Poor



2. The presentation was informative and useful?

Good



Okay



Poor



3. The presenters responded well to my questions?

Good



Okay



Poor



4. Meeting information was in the language I requested?

Good



Okay



Poor



5. How can MDOT communicate more effectively?
